

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

AZ

**Including the Oldenburg Family Collection**  
Thursday January 17, 2013  
The Westin Kierland Resort & Spa  
Scottsdale, Arizona













**Including the Oldenburg Family Collection &  
property from the Pierce A. Miller Carriage Collection**

January 17, 2013

Automobilia 10.30am

Motorcars 1pm

The Westin Kierland Resort & Spa

Scottsdale, Arizona

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

**Bonhams**

San Francisco  
220 San Bruno Avenue  
San Francisco, CA 94103  
+1 (415) 861 7500  
+1 (415) 861 8951 (fax)

New York  
580 Madison Avenue  
New York, New York 10022  
+1 (212) 644 9001  
+1 (212) 644 9009 (fax)

Los Angeles  
7601 W. Sunset Boulevard  
Los Angeles, CA 90046  
+1 (323) 850 7500  
+1 (323) 850 5843 (fax)  
**bonhams.com/scottsdale**

**Preview & auction location:**

All previews and auctions will be held in the Bonhams pavilion at The Westin Kierland Resort & Spa  
6902 E Greenway Parkway  
Scottsdale, Arizona 85254, USA

**Preview Times:**

Tuesday January 15, 10am to 5pm  
Wednesday January 16, 10am to 5pm  
Thursday January 17, 10am to 1pm, Motorcars only

**Thursday January 17  
Auction Times:**

10.30am Automobilia  
1pm Motorcars

**Please see Bonhams  
Preview and Auction entry  
packages in the General  
Information section of  
this catalog.**

**Inquiries**

**Motorcars**  
Mark Osborne  
+1 (415) 391 4000  
mark.osborne@bonhams.com

Rupert Banner  
+1 (212) 461 6515  
rupert.banner@bonhams.com

David Swig  
+1 (415) 391 4000  
david.swig@bonhams.com

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

Eric Minoff  
+1 (917) 206 1646  
eric.minoff@bonhams.com

**Automobilia**  
Kurt Forry  
+1 (415) 503 3248  
kurt.forry@bonhams.com

**General Information**  
Samantha Hamill  
+1 (212) 461 6514  
samantha.hamill@bonhams.com

Marisa Uranga  
+1 (415) 391 4000  
motors.us@bonhams.com

**Vehicle Documents**  
Veronica Duque  
+1 (415) 391 4000  
+1 (415) 391 4040 fax  
veronica.duque@bonhams.com

**Inquiries from  
January 14 - 19**

+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

**Automated Results Service**

+1 (800) 223 2854

To view this fully illustrated  
catalog online:  
**bonhams.com/scottsdale**

**Bids**

+1 (415) 861 7500  
+1 (415) 861 8951 (fax)  
To bid via the internet please  
visit [www.bonhams.com](http://www.bonhams.com)

**Sale number:** 20582  
Session I Lots: 1 - 276  
Session II Lots: 301 - 414

Please see pages 4 to 7 for bidder  
information including conditions  
of sale, after-sale collection and  
shipment

**Illustrations**

Front cover: Lot 335  
Inside front cover: Lots 362 & 372  
Automobilia session page: Lot 114  
Motorcars session page: Lot 387  
Inside back cover: Lot 401  
Back cover: Lot 368

## CONDITIONS OF SALE – Motor Vehicles & Automobilia

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

### 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 or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices 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 the 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 held at The Westin Kierland Resort & Spa, Scottsdale, Arizona, on Thursday, January 17, 2013.
- 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.

### 3. Currency Converter

Solely for the convenience of bidders, a currency converter 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 a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

### 4. Bonhams' Discretion; Implementation of Reserves

Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again. If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

### 5. Injury on Bonhams' Premises; Damage to Lots on View

Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees. Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

### 6. Bidder Registration

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'General Information'.

### 7. The Buyer

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

### 8. Buyer's Premium

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium of 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.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property:

- a. If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first Fifty Thousand Dollars (\$50,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above Fifty Thousand Dollars (\$50,000) up to and including One Million Dollars (\$1,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds One Million Dollars (\$1,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.
- b. Cash Discount Program for Automobilia and Other Non-Motor Vehicle Property: Notwithstanding the foregoing, if the Buyer pays for all Lots purchased by it from the non-motor vehicle section of the Sale in cash or by 'cash equivalent' (which term is defined to include cashier's check or money order, approved check, wire transfer or other immediate bank transfer, including a debit card transaction made in person with a PIN), and makes such payment in full by the payment due date specified in Paragraph 10 below, then a discounted Buyer's Premium rate of TWENTY-THREE PERCENT (23%) will apply to the first \$50,000 of the Hammer Price of any non-motor vehicle Lot.

### 9. Contract of Sale

- 9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.
- 9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

### 10. Payment

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 12:00 noon local Mountain Standard Time on Saturday, January 19, 2013. Upon prior arrangement with Bonhams, Buyer also may pay by personal or business check with approved credit but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given buyer may be limited. In no event will any payment made more than 28 days following the Sale for any reason whatsoever be eligible for any Buyer's Premium discount that may be available for the Lot purchased.

### 11. Removal of Lot

- 11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'General Information' portion of this Catalog.
- 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'General Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

### 12. Risk of Loss or Damage to Lot

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

### 13. Vehicle Registration

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 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.

### 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).



## CONDITIONS OF SALE – Motor Vehicles & Automobilia (continued)

### 15. Non-Payment of Purchase Price

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

### 16. Absentee, Telephone and Online Bids

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

### 17. Bonhams' Copyright

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

### 18. Miscellaneous

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

#### Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be

admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

- (i) the arbitration shall occur within 60 days following the selection of the arbitrator;
  - (ii) the arbitration shall be conducted in the city of San Francisco, California; and
  - (iii) discovery and the procedure for the arbitration shall be as follows:
    - (A) All arbitration proceedings shall be confidential;
    - (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;
    - (C) Discovery, if any, shall be limited as follows: (i) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (ii) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day;
    - (iii) Compliance with the above shall be enforced by the arbitrator in accordance with California law;
    - (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;
    - (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.
- To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'General Information', any Important Notices, and the bidder registration form referred to above and any other absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

### 19. AS-IS Disclaimer of Warranties and Limitation of Liability

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see [www.bonhams.com/WebTerms](http://www.bonhams.com/WebTerms) for more information.

## GENERAL INFORMATION

### Conditions of Sale and Disclaimer of Warranties

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

### Important Notice:

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

### Admission to Preview and Auction

All Bonhams sales are open to the public. Please note the following entry options:

- VIP Entry Package \$150 ~ includes an Auction Catalog, entry for two people, bidder pre-registration, auction day reserved seating and complimentary food and beverage. To take advantage of this package, please contact Kate Callahan at +1 415.503.3370 prior to January 14 and at +1 415 391 4000 on or after January 14, or visit us at the Westin.
- Bidder Registration Package \$80 ~ includes an Auction Catalog, entry for two people and bidder registration.
- Spectator Package \$20 ~ includes entry for one and a Bonhams Gallery Guide.

Please note: Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Further copies of the catalog can be purchased at the sale venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

### Buyer's Premium, Taxes and License Fees

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 15% on the first \$100,000 of the bid price and 10% of any amount by which the bid price exceeds \$100,000.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$50,000 of the bid price and 20% of the amount of the bid price above \$50,000 up to and including \$1,000,000 and 12% on any amount exceeding \$1,000,000. For automobilia payments made entirely in cash or cash equivalent, a reduced premium rate will apply, as set forth in the Conditions of Sale.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona and California, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Arizona, California, Connecticut, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC. A buyer who holds a valid resale certificate and/or is a licensed automobile dealer in the applicable state must furnish a copy of its state's resale certificate along with a copy of its dealer's license with the cashier prior to or at the time of purchase. Purchased lots picked up by a non-licensed carrier would be subject to the same rules as apply to purchases collected in Arizona.

Important SALES TAX Information: Please note that all items being sold will be subject to Arizona State and City privilege sales tax. All buyers will be required to pay these taxes unless one of the following exemptions applies:

1. Buyer holds a valid automobile dealer license. Buyer must complete an Arizona Resale Certificate (Form 5000A) and provide a copy of their dealer's license.

All out of state dealers must provide proof of shipping to their home state by an ICC carrier. A copy of your dealer's license and a completed resale certificate from your home state will also be required. In addition, Form 5000, the transaction privilege tax exemption certificate must be completed. Box 25 must be checked. Transfer of property will not be allowed in Arizona. A legible copy of a current valid driver's license that indicates an address outside of Arizona must also be furnished.

2. A qualified non resident of Arizona cannot take possession of the automobile in Arizona without incurring sales tax. The automobile must be shipped through an ICC carrier and the client must complete the transaction privilege tax exemption certificate (Form 5000). Box 25 must be checked. A legible copy of a current valid driver's license that indicates an address outside of Arizona must also be furnished.

### Important Notice Regarding Glass Mascots

A plus symbol (+) next to a glass mascot lot number indicates that the mascot has been imported as glass art. An additional 7.2% of the import value will be assigned to the buyer should the property remain in the United States. Please contact the Automobilia Department for inquiries about this notice, +1 (415) 503 3248. The affected lot number is 207.

### Bidder Registration

In order to bid at a Bonhams sale you will need to register to bid prior to the auction. To do this please complete and submit a bidder registration form such as the one at the back of this catalog or available from the Client Services Department. We encourage prospective bidders to register well in advance of sale. If you are new to Bonhams or have not bid with us recently, you may be required to supply additional information and/or a bank references when you register. To pre-arrange suitable check or credit approval, we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London well in advance of the auction.



## GENERAL INFORMATION

### References

Prospective buyers in this sale should be prepared to supply bank references, in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 19.

### Reserves

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

### Estimates

These are an indication of where we feel the levels of bidding will reach, exclusive of the buyer's premium and any tax, duty or fees; however, lots may achieve prices higher or lower than the published estimates, which are opinions only. Where 'refer to department' is stated, please contact one of the specialists for the latest up-to-date estimate.

### Bidding

The auctioneer will open the bidding below the low estimate and usually proceed in increments of around 10% of the bidding price. The auctioneer may vary the bidding increments and may split or reject a bid at his or her discretion.

At Bonhams, you can bid in many ways: in person, via absentee bid, over the telephone or online. Absentee bids can be submitted in person, online, via fax or by email. By bidding at auction, whether in person or by agent, by absentee bid, telephone, online or via other means, each bidder and buyer expressly agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

### 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 you send your absentee bid to Bonhams well in advance of the auction. **If a bid is to be faxed it should be sent to Bonhams at +1 (415) 861 8951, or to Bonhams in Scottsdale, AZ at +1 (415) 391 4040 beginning Monday January 14 until sale day.**

### Telephone Bids

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

### Online Bids and Bidding

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at [www.bonhams.com/us](http://www.bonhams.com/us).

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](http://www.bonhams.com).

[com/20582](http://www.bonhams.com/20582) or contact the Client Services Department to obtain information and learn how you can register and bid online.

### Customs Duty

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

### Damage

Any attendee, bidder or buyer who damages a lot will be held liable for all damage and loss caused and shall pay or reimburse Bonhams or its principal or agent for the full value of such damage or loss, including costs and expenses incurred.

### 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.

### Payment

Payment for purchased lots must be made no later than 12pm local time on Saturday January 19. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or credit or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

For buyers wishing to pay by bank transfer, our bank details are as follows; please include your client identification number:

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

### Collection of Lots

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by *12pm on Saturday January 19*.

Otherwise, lots will be removed to the designated location at the buyer's risk and expense (see below). Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

*Please note that motor vehicle lots cannot be collected on Thursday January 17 until after the auction ends.*

## GENERAL INFORMATION

**Uncollected motor vehicle lots** will be removed to a storage facility for collection. The buyer/seller will be informed of this location and will be solely responsible for any expenses incurred.

**Uncollected automobilia lots** will be removed to Bonhams' San Francisco location for shipping or collection by buyer or its authorized agent. *Please Note: These lots will not be available for collection after 12pm on Saturday January 19 until Tuesday January 22 at 9am.*

### Removal and Storage

All lots not removed in accordance with the foregoing will be transported to the designated location at the buyer's risk and expense. Lots are at the buyer's risk from the fall of the hammer. Charges are outlined below.

### Transport and Shipping

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday January 19.

Bonhams' Shipping Department can provide shipping quotes for Automobilia lots ranging from small to medium in size. Please contact +1 (415) 503 3337 for a quote in advance of the sale.

### Removal and Storage Charges and Transport Arrangements

For Motor Vehicle lot removal and storage charges, please consult with Passport Auto Transport.

#### Domestic and International Motorcar Transport:

Passport Auto Transport, contact:  
Mike Goforth +1 (800) 325 4267

Schumacher Cargo Logistics, contact:  
Warren Barnes +1 (562) 408-6677

#### Automobilia:

Automobilia lot removal and storage charges are as follows:  
Uplift/removal charge for lots being transported to the San Francisco gallery:

\$20 for small to medium items;  
from \$50 to \$100 for large items.

Storage charges: \$5 per day per lot, beginning Monday January 28.

#### Bonhams

220 San Bruno Avenue  
San Francisco, California 94103  
Office hours for collection of property: 8.30am to 5pm, Monday through Friday

## DIRECTIONS



### Bonhams at The Westin Kierland Resort & Spa

The Westin Kierland Resort & Spa  
Bonhams Pavilion will be in the West Parking Lot  
6902 E Greenway Parkway  
Scottsdale, AZ 85254 USA

#### Telephone numbers for January 14 - 19

+1 (415) 391 4000

+1 (415) 391 4040 (fax)

#### From the East Valley/ Tempe/ Chandler:

From Loop 202 East, access Loop 101 North. Continue for approximately 12 miles and exit at Frank Lloyd Wright Boulevard. Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.

#### From North Phoenix:

Take Interstate 17 South and merge onto Loop 101 East. Continue 11 miles to exit at Scottsdale Road. Exit right onto Scottsdale Road and continue for 2 miles to East Greenway Parkway. Turn right (west) to find The Resort 1/2-mile ahead on your right.

#### From Phoenix Airport/ West Phoenix:

Follow exit signs at Sky Harbor International Airport toward the 24th Street/West Exit. Upon exiting terminal area, follow signs for Interstate 10 West. Merge onto the I-10 West and immediately follow signs to merge onto AZ-51 North. Continue on AZ-51 North for 12 miles to Greenway (exit #12.) Exit right (east) onto Greenway and continue for 4.5 miles. The Resort will be on your left, approximately 1/4-mile east of 66th Street/Clubgate Drive.

#### From South Phoenix/ Tucson:

Take Interstate 10 West and take the exit ramp to US-60 (Superstition Freeway). Travel east and continue on US-60 and take Loop 101 North (exit #176B.) Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.



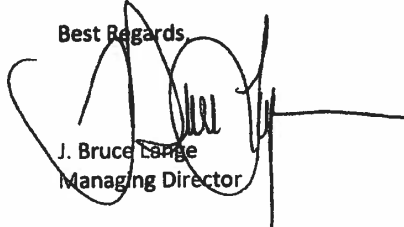
THE WESTIN KIERLAND RESORT & SPA  
6902 East Greenway Parkway, Scottsdale, Arizona 85254 USA  
T 480.624.1000 F 480.624.1001  
kierlandresort.com

Ladies and Gentlemen,

Welcome to The Westin Kierland Resort, Spa and Villas, our second opportunity to serve you in as many years with respect to the Bonhams Scottsdale Auction of Motorcars. Whether you're a bidder or simply an admirer of the extraordinary vehicles for sale, we couldn't be more proud to play the role of host for what promises to be another landmark three day event.

At the Westin Kierland we make it a point to celebrate the essence of Arizona and "auction week" has become as much a fabric of our destination and community as have The Fiesta Bowl, The Waste Management Phoenix Open, Cactus League and so many others that call Phoenix / Scottsdale home. Serving you in a manner that exceeds your expectation is something we're looking forward to and here's to wonderful viewing and an exciting and fortuitous day at the auction.

Best Regards,



J. Bruce Lange  
Managing Director







# Welcome

On behalf of my colleagues I would like to extend a very warm welcome to our second auction here in Scottsdale. We at Bonhams are delighted to be back at the Westin Keirland Resort & Spa, a venue that last year received a resounding 'thumbs-up' from clients and industry commentators alike.

Amongst the highlights of our Auction this year, we are thrilled to present the Oldenburg Family Collection which contains such landmark designs as the iconic Lamborghini Miura SV - our front cover car for this catalog. Also included in this Collection are both a rare Ferrari 330GTS and a unique Ferrari 330GTC *Speciale* commissioned by Leopoldo Pirelli, President of the great Italian tire company that bore his name.

In contrast to such European exotica we are excited to feature property from the Pierce A. Miller Carriage Collection, highlights of which include a Nott Steam Fire Pumper and a Cretors Popcorn Wagon – as always Bonhams delight in offering diversity...

Whether your collecting tastes are for a car in which to enjoy the California Mille or a Goodwood Revival-eligible

Lola T70 Spyder – or perhaps you fancy waterproofs and a London-to-Brighton Veteran Car Run-eligible Oldsmobile - we now offer more than 100 cars for you to choose from – not to mention some stellar automobilia, which includes a trophy won by none other than the legendary Steve McQueen for his Porsche 908 first place (co-driving with Peter Revson) in the prototype class at the Sebring 12-Hours Sports Car World Championship-qualifying race in 1970.

Collector cars continue to go from strength to strength within the market place, and are still on the ascendant with some simply fantastic prices being achieved in 2012. During this past year Bonhams has achieved new World Record prices for two of the world's best known and most exclusive automotive marques - Rolls-Royce and Bentley – providing yet further hard evidence that thoroughbred and pedigree motorcars remain a safe haven in a somewhat volatile economic world and that we have some of the best 'objects of desire' awaiting your most intent consideration.

*Yours sincerely,*

*Mark Osborne*

# The Bonhams Motoring Network

## United States

### San Francisco

Mark Osborne  
220 San Bruno Avenue  
San Francisco, CA 94103  
Tel: +1 415 391 4000  
Fax: +1 415 391 4040  
motors.us@bonhams.com

### Los Angeles

Nick Smith  
7601 Sunset Boulevard  
Los Angeles, CA 90046  
Tel: +1 323 436 5470  
Fax: +1 323 850 5843  
nick.smith@bonhams.com

### New York

Rupert Banner  
580 Madison Ave  
New York, NY 10022  
Tel: +1 212 461 6515  
Fax: +1 917 206 1669  
rupert.banner@bonhams.com

## USA Representatives

### Southern California

Christine Eisenberg  
464 Old Newport Blvd.  
Newport Beach, CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544  
christine.eisenberg@bonhams.com

David Edwards  
Tel: +1 949 460 3545  
david.edwards@bonhams.com

### Midwest and East Coast

Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 917 340 4657  
evan.ide@bonhams.com

### Northwest

Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227  
tom.black2@comcast.net

## United Kingdom

101 New Bond Street  
London, W1S 1SR  
Tel: +44 (0)20 7447 7447  
Fax: +44 (0)20 7447 7400  
ukcars@bonhams.com

## UK Representatives

### Northern Counties & Scotland

Stewart Skilbeck  
3 Lilac Way  
North Duffield  
Selby  
North Yorkshire YO8 5RE  
Tel / Fax:  
+44 (0)1757 282555  
stewart.skilbeck@bonhams.com

### County Durham

Stephen Cleminson  
New Hummerbeck Farm  
West Auckland  
Bishop Auckland  
County Durham DL14 9PQ  
Tel: +44 (0)1388 832 329  
cars@orange.net

### Cheshire & Staffordshire

Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire ST4 4QQ  
Tel / Fax:  
+44 (0)1782 643 159  
astondb@hotmail.co.uk

### Somerset / Dorset

Mike Penn  
The Haynes  
Motor Museum  
Sparkford, Nr. Yeovil BA22 7UI  
Tel: +44 (0)1963 440 804  
Fax: +44 (0)1963 441 004

### Devon / Cornwall

Jonathan Vickers  
4 Union Place  
Truro  
Cornwall TR1 1EP  
Tel: +44 (0)1204 844 884  
Fax: +44 (0)18 7222 2249  
jonathan.vickers@bonhams.com

### Hampshire

Michael Jackson  
West Winds  
Cupernham Lane  
Romsey  
Hants SO51 7LE  
Tel: +44 (0)1264 810 875  
veryoldmj@gmail.com

## East Anglia

David Hawtin  
The Willows  
Church Lane  
Swaby  
Lincolnshire LN13 0BQ  
Tel / Fax:  
+44 (0)1507 481 110  
david.hawtin@bonhams.com

## Midlands

Bob Cordon-Champ  
Highcliffe  
2 Cherry Orchard  
Lichfield  
Staffordshire WS14 9AN  
Tel / Fax:  
+44 (0)1543 411 154  
bob-cordon.champ@virgin.net

Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel / Fax:  
+44 (0)1789 414 983  
richard.hudsonevans@bonhams.com

## Home Counties

Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: +44 (0)2083 027 627  
Eva\_colin@btinternet.com

## Herts, Beds & Bucks

Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: +44 (0) 1494 758838  
martin@heckscher.co.uk

## Lancashire & Cumbria

Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: +44 (0)1457 872 788  
Mob: +44 (0) 7811 899 905  
mark.garside@bonhams.com

Alan Whitehead  
Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: +44 (0)1204 844 884  
Fax: +44 (0)1204 401 799

## Gloucestershire

George Cohen  
Manor Farm  
Chillington  
Ilminster  
Somerset  
TA19 0PU  
Tel: +44 (0)14 605 2646  
geo@norton.uk.com

## Wales

Mike Worthington-Williams  
The Old School House  
Cenarth  
Newcastle Emlyn  
Carmarthenshire SA38 9JL  
Tel: +44 (0)1239 711 486  
(9am-5pm)  
Fax: +44 (0)1239 711 367

## Yorkshire

Michael Smith  
Old Hawthorn  
West Lund Lane  
Kirkbymoorside  
North Yorkshire YO62 6AJ  
Tel / Fax:  
+44 (0)1904 491 195  
old.hawthorn@btinternet.com

## Europe

### France

Robert Glover  
4 Rue de la Paix  
75002 Paris  
Tel: +33 (0)1 42 61 1011  
Fax: +33 (0)1 42 61 1015  
eurocars@bonhams.com

## European Representatives

### Belgium

Philip Kantor  
Boulevard Saint-Michel 101  
B-1040 Brussels  
Tel: +32 476 879 471  
Fax: +32 10 68 10 72  
philip.kantor@bonhams.com

### Germany

Paul Gockel  
Reitacker 2  
D-31177 Harsum-Asel  
Tel: +49 5127/9026996  
Mob: +49 160 94984316  
paul.gockel@t-online.de

Hans Schede  
An St Swibert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@bonhams.com

Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24205 812  
Mob: +49 17 16209 930  
Fax: +49 89 24207 523

## Italy

Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@bonhams.com

Cecilia Grilli  
Tel: +39 06 485 900  
cecilia.grilli@bonhams.com

## Denmark

John Raben-Levetzau  
Alms House  
57 Loddon Road  
Langley  
NR14 6BW  
England  
Tel: +44 (0)1508 521 251

## The Netherlands

Saskia Magnin  
de Lairesestraat 123  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
saskia.simonis@bonhams.com

## Norway/ Sweden

Pascal Nyborg  
Tel: +47 9342 2210

## Rest of the World

### Australia

Damien Duigan  
Bonhams  
Level 57 MLC Centre  
19-29 Martin Place  
Sydney NSW 2000 Australia  
Tel: +61 (2) 8412 2232  
Damien.duigan@bonhams.com

### Argentina

Daniel Claramunt  
Catamarca 1538  
(B1640FUP) Martinez  
Buenos Aires  
Tel: +54 11 479 37600  
Fax: +54 11 479 34100  
daniel.claramunt@bonhams.com

### Japan

Akiko Tsuchida  
1-10-13 Tenjincho,  
Fujisawa-shi  
Kanagawa, 252-0814  
Japan  
Tel: +81 466 82 6842  
Fax: +81 466 82 6809

### Hong Kong

Carson Chan  
Suite 1508  
Two Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
Tel: +852 2918 4321  
Fax: +852 2918 4320



Automobilia  
Session I  
Thursday January 17,  
at 10.30am  
Lots 1 – 276







10



20



34

Lots with NR following the estimate have no reserve.

## Automobile Literature & Books

1

A near complete collection of Automobile Quarterly, very clean, library kept, Vols 1 up to the late Vol 40s.

**\$600 - 800 NR**

2

A Studebaker price list of parts model "38," card covers, staple bound, lists parts for this model year, in good order.

**\$100 - 150 NR**

3

A grouping of Ferrari titles,

Hilary A.Raab, Jr: Ferrari Serial Numbers Part 1, Rainer W.Schlegelmilch: Ferrari Formula 1, Hans Tanner & Doug Nye: Ferrari (6th Edition), Antoine Prunet: The Ferrari Legend - The Road Cars, Godfrey Eaton: The Complete Ferrari, Bill Reynolds: Ferrari, Henry Rasmussen: Ferraris for the Road, Jonathan Thompson: Ferrari Cabriolets & Spyders, David Owen: Ferrari 4-Seaters, Sotheby's Ferrari at Maranello 2005 Auction Catalog, Brooklands Books: Motor & Classic Cars Ferrari 1966-1976, Cavallino Issue 43 (12)

**\$200 - 300 NR**

4

A quantity of titles relating to motor car collections and others,

Dean Batchelor: Harrah's Automobile Collection, Harrah's Automobile Collection Catalog, Harrah's Automobile Collection Catalog Special Edition, Halwart Schrader (ed.): The Schlumpf Automobile Collection, The Guggenheim Museum: The Art of the Motorcycle, Beverly Rae Kimes & Henry Austin Clark Jr: Standard Catalog of American Cars 1805-1942, The Montreal Museum of Fine Arts: Moving Beauty, David Holland: Dashboards, Michael Lynch et al: American Sports Car Racing in the 1950s, Frank Oddo: Ford Flathead V8 Builders Handbook, Robert J.Neal: Packards at Speed, Leon Mandel: American Cars, Museum of Modern Art: Designed for Speed - Three Automobiles by Ferrari (13)

**\$200 - 300 NR**

5

A grouping of early motoring titles,

John F.Systma: Ahrens-Fox Album, The RAC Club: The Cost of Running & Repairing a Motor Car, Norman W.Henley (pub.): Questions & Answers on Automobile Design, Construction & Repair (1917 ed.), James Homans: Self Propelled Vehicles (1904 & 1907 editions), R.T.Sloss: The Book of the Automobile, American Technical Society: Automobile Engineering Vol. VII, A.Hyatt Verrill: Gasoline Engines - Their operation, use and care, Charles Root: Automobile Troubles and how to remedy them, US Naval Institute: Internal Combustion Engines, Richard Hough (ed.): Motor Car Lover's Companion, Alec Ulmann: Pierce Arrow Models 31-51 (12)

**\$100 - 150 NR**

6

A grouping of miscellaneous motoring titles, Peter Helck: The Checkered Flag, Howard Kroplick: Vanderbilt Cup Races of Long Island, Howard Kroplick: The Long Island Motor Parkway, Karl Ludvigsen: Indy Cars 1911-1939, GN Georgano (ed.): The Complete Encyclopedia of Motorcars 1885-1968, David Burgess-Wise: The Ultimate Racing Car, Alex Gabbard: Vintage & Historic Racing Cars, Dream Machines, Brian Laban: Classic Sports Cars, The World of Automobiles Vol. 1, 100 of the World's Finest Automobiles, Arch Brown et al: Great Cars of the 20th Century, Joseph Wherry: Automobiles of the World (13)

**\$100 - 150 NR**

7

Isotta Fraschini by Angelo Tito Anselmi, together with Johnnie Green: The Legendary Hispano Suiza (2 copies), Hispano Suiza Society newsletter May 1982, Hispano Suiza NY dealer 1927 sales brochure (5)

**\$300 - 400 NR**

8

A lot of miscellaneous motoring titles,

Chris Harvey: The Classic Jaguar Saloons, Henry Rasmussen: European Classic Cars, Dennis Adler: Speed & Luxury The Great Cars, Rob Stubenrach: The Fun of Old Cars, Michael Sedgwick: Early Cars, Ralph Stein: The Great Cars, Griffith Borgeson & Eugene Jaderquist: Sports & Classic Cars, Kevin Brazendale (ed.): The Encyclopedia of Classic Cars, Peter Roberts: Veteran & Vintage Cars, SCH Davis: Cars, Ralph Stein: The Great Cars, G.Bishop: L'Ere de l'Automobile, GN Georgano: Cars 1886-1930, Pierre Dumont et al: Automobiles and Automobiling (14)

**\$100 - 150 NR**

9

**A quantity of auction catalogs, club bulletins, programs and miscellaneous publications**

**\$50 - 100 NR**

10

**Geoffrey Goddard & Doug Nye:**

*Ferrari in Camera;*

a good copy of this sought-after and limited edition book, copy 612, outlining Goddard's Ferrari work, published by Palawan Press in 1995, blue cloth-bound cover, in slip-case, 360pp, extensively illustrated with images taken by Geoffrey Goddard, 1950s-1980s, 4to.

**\$1,500 - 2,000 NR**

11

**A lot comprised of Bugatti related titles,**

Bugatti: H.G. Conway; The Bugatti Register and Data Book: H.G. Conway; Bugatti: Griffith Borgeson; The Big Bugattis 46 & 50: Barrie Price; Bugatti: Philippe Dejean; Bugatti: Hugh Conway & Jacques Greilsamer (6)

**\$200 - 300 NR**

12

**A good collection of mostly Mercedes-Benz racing titles,**

Mercedes-Benz Quicksilver Century: Karl Ludvigsen; Racing the Silver Arrows: Chris Nixon; Mercedes-Benz SLR McLaren: Mercedes-Benz Grand Prix Racing 1934 – 1955: George Monkhouse; Mercedes Vol 1 - 2: Rainer Schlegelmilch, Hartmut Lehbrink (5)

**\$200 - 300 NR**

13

**A mixed lot of Automobile history and specific marque titles,**

The Ford Century: Russ Banham; Daimler and Lanchester (inscribed to Mark Tuttle by author), An Illustrated History: Tony Freeman; Daimler Century: Lord Montagu & David Burgess-Wise; Great Auto Races: Peter Helck; Duesenberg, The Pursuit of Perfection: Fred Roe; Cord 810/812 The Timeless Classic, Josh B. Malks; The Classic Era: Beverly Rae Kimes; The Classic Car: Beverly Rae Kimes (8)

**\$200 - 300 NR**

14

**A grouping of Aston Martin titles,**

Aston Martin and Lagonda: Michael Frostick; The Aston Martin and Lagonda, Volume 1: Six-cylinder DB models: Andrew Whyte; Lagonda Heritage: Richard Bird; A History of the Marque Lagonda: Arnold Davey & Anthony May; Lagonda An Illustrated History 1900 – 1950: Geoffrey Seaton (5)

**\$200 - 300 NR**

15

**A good lot of Bentley and Rolls-Royce titles,**

The Goodwood Phantom Drophead Coupé: Malcolm Tucker; The Goodwood Phantom: Malcolm Tucker; Rolls-Royce and Bentley, The Crewe Years: Martin Bennett; Bentley, The Silent Sports Car 1931 – 1941: Michael Ellman-Brown (stamped, inscribed and signed by author); Rolls-Royce in America: John Webb de Campi; Those Elegant Rolls-Royce: Lawrence Dalton; Bentley, Fifty Years of the Marque: Johnnie Green; Rolls-Royce, The Derby Phantoms: Lawrence Dalton (8)

**\$250 - 350 NR**

16

**A grouping of Ferrari titles,**

Ferrari: 25 Years of Formula 1: John W. Barnes, Jr.; Dino, The Little Ferrari: Doug Nye; The Ferrari Legend, 250 GT Competition: Jess G Pourret; Ferrari Testa Rossa V-12: Joel E. Finn; Ferrari 40 Anni: Luigi Orsini; Salute to Ferrari: Klemantaski & Alexander (6)

**\$250 - 350 NR**

17

**A grouping of Rolls-Royce and Bentley related titles,**

The Book of the Bentley: Kenneth Ullyett; Vanden Plas Coachbuilders: Brian Smith; The Rolls-Royce Twenty: John M. Fasal; Bentley, Fifty Years of the Marque: Johnnie Green; Those Elegant Rolls-Royce: Lawrence Dalton; Rolls-Royce The Derby Phantoms: Lawrence Dalton; The Rolls-Royce "Wraith": Tom C. Clarke (7)

**\$250 - 350 NR**

18

**The Edwardian Rolls Royce: John Fasal & Bryan Goodman,**

two Volume set with box cover, good condition

**\$600 - 800 NR**

19

**Bentley, The 1938/1939 Overdrive Cars: Mervyn Frankel & Ian Strang,** in "as used" but well kept condition.

**\$250 - 350 NR**

20

**Bugatti Magnum: Hugh Conway with Maurice Sauzay,**

bound in blue cloth hard covers, a well-illustrated history of the marque, complete with 'machined style' slipcase bearing brass plaque numbered '1370'.

**\$500 - 700 NR**

21

**A signed copy of From Passion to Perfection, The Story of French Streamlined Styling 1930 – 1939: Richard Adatto,**

signed by author, a well illustrated story of French streamlining and custom coach-building, in good clean condition.

**\$400 - 600 NR**

22

**The Legendary 2.3 Vol I – III: Simon Moore; The Immortal 2.9: Simon Moore**

The legendary 2.3 is in unopened new condition, The Immortal 2.9 is in good, clean condition, both are well kept.

**\$350 - 450 NR**

23

**A Lagonda six cylinder instruction book,**

in "as used" condition, cover intact with some wear to spine.

**\$200 - 300 NR**

24

**A Lagonda 12 cylinder instruction book**

in "as used" condition, cover intact with minimal wear to spine, in good order.

**\$200 - 300 NR**

25

**A Minerva eight cylinder 40 hp instruction book,**

in "as used" condition, cover intact with some wear to spine and loose pages.

**\$150 - 200 NR**

26

**A Lancia Dilambda instructions on maintenance book,**

in "as used" condition, cover intact with some wear to cover, pages crisp.

**\$100 - 200 NR**

27

**A Hispana-Suiza 372 hp six-cylinder instruction book**

in "as used" condition, string bound, cover intact but appears to have been folded at on time, loose pages from use and age.

**\$200 - 300 NR**



41

28

**An Alvis 4.3-liter instruction book.**

in "as used" condition, cover intact with minimal wear to spine, together with an Alvis sales brochure.(2)

**\$150 - 250 NR**

29

**A Ferrari 365 GTB/4 handbook,**

nice, crisp pages, some spots on back cover but overall good condition.

**\$300 - 400 NR**

30

**A 1940 Buick Sales Catalog,**

book of all body styles for the large 90 Series Buicks, in beautiful color.

**\$75 - 150 NR**

31

**A Porsche 356 Pre-A Owner's Manual,**

card covers, staple bound, Undated, English version, believed to be 1950, page 7 illustrates a split window thus dating itself.

**\$300 - 400 NR**



42

32

**A Duesenberg sales brochure, c. 1929-1930,**

staple bound, card covers, cover of catalog slightly discolored, has little wear overall, some writing in pencil on a few pages primarily intact, together with a Dusenbug model J handbook, reprinted in 1953 'as used' condition.

**\$200 - 300 NR**

33

**A good lot of the Mercedes Benz type 300 SL roadster manuals**

parts lists together with the Gull Wing group technical tips, with reprinted type SS and SSK Mercedes instruction books, Mannheim 370 K type and a M 100 parts list.

**\$300 - 400 NR**



43

43 (detail)

34

**A Book housed plinthe with bronze sculpture C-4R Cunningham by Larry Braun, #48 of 50,**

this handsome and cleverly crafted bookend is comprised of a cast bronze sculpture of a C-4R Cunningham race car by Larry Braun mounted to a mahogany bookend which also encases Dean Batchelor's: Cunningham: The Life and Cars of Briggs Swift Cunningham. The book is also inscribed by the following: Larry Braun, Dean Batchelor, John Lamm (photographer, John Fitch (driver), Sherwood Johnston (driver), Phil Walter (driver), all in like new condition, missing badge on base but otherwise good condition, approximately 11 x 9 x 12in.

**\$1,000 - 1,200 NR**



44

## Accessories & Spares

35

**A set of Tripp Speed lights,**

self leveling, complete with mounting brackets, overall good condition, 8in. lens.(2)

**\$200 - 300 NR**



45

36

**A set of Rotax brass lamps,**

brass bodied, lenses intact, some condition errors, 6in. bezel.(2)

**\$100 - 150 NR**

37

**A mixed lot of early brass era lamps and others,**

brass bodied and steel examples, together with a small Miller Generator intact with some dings and a matching pair of 'Rosco' rear view mirrors.(6)

**\$100 - 150 NR**





50



51

38

**A Robert Bosch horn and others,**

light surface rust to Bosch horn, appears in good order, together with three hand held bulb horns.(4)

**\$100 - 150 NR**

39

**A Smiths 8 day dash clock,**

white Arabic numerals and white hands, some wear to body from age and use.

**\$100 - 150 NR**

40

**A pair of articulated spot lamps by Unity,**

suitable for a 1925 Chevrolet touring car, together with an additional lens, some wear with age but appear complete.(3)

**\$100 - 150 NR**

41

**A NOS L'Autovox horn,**

in partial original crate, has been removed from original paper, complete with horn button and wiring, slight age to nickel plate from exposure and age.

**\$800 - 1,200 NR**

42

**A Cicca Testaphone, c.1910,**

brass, nickel plated, factory stamps and marks, plays three different tunes, lacking a bulb, mounting bracket intact, some wear to plating but good overall condition.

**\$1,800 - 2,200**

43

**A Marchal emergency lamp replacement kit, c. 1930s,**

pill shaped canister with bulbs intact, Marchal shield logo in the center.

**\$150 - 250**

44

**A Jaeger Oval Clock, mirror, c. 1934,**

We are advised by consignor the clock is in working order with new mainspring, mirror needs re-silvering

**\$600 - 1,000**

45

**A Jaeger Le Coultre 8 Day Clock, 'Temps du Marche,'**

rare piece, French, 1930s, black faced with main dial in Roman with seconds in Arabic numerals, the time of trip dial in Roman hours, the reverse dial in Arabic minutes, the right knob pushes down to start second hand and sets time, the left knob turns counter clockwise to wind, Swiss movement, 3 1/4 in. bezel.

**\$4,000 - 6,000**

46

**A set of Talbot-Berlin mirrors,**

suitable for 300SL Mercedes, in need of refinishing but in good order (2)

**\$200 - 250 NR**

47

**A new Lagonda V-12, ring & pinion, special low numerical/high speed set,**

still in original crate from machine shop.

**\$600 - 800 NR**

48

**A Lagonda V-12 front bumper with badge,**

triangular steal mounting brackets,, stainless steel with some ware to finish from age, good for a restoration.

**\$600 - 800 NR**

49

**A lot of Lagonda V-12 spares and parts,**

comprised of a set of four 'knock off hubs,'piston rings, 2 connecting rods, 11 wrist pins and studs, tie-end rods, a valve spring compressor cooling system parts a large grouping of gauge decals and other various miscellaneous hardware. (Qty)

**\$350 - 450 NR**

50

**An original Ferrari 'briefcase style' toolkit,**

believed to be for a 365 GTB, incomplete but has many tools, outer case in good condition.

**\$400 - 600 NR**

51

**A Rolls-Royce Phantom II toolkit,**

in a finely made hardwood box, complete with a variety of wrenches, pry bars, screwdrivers, oilers, extra champion spark plugs and more individually compartmentalized and in unused condition with additional spares gaskets and oilers underneath custom tray.

**\$1,500 - 2,500 NR**



52

**52**  
A good Rolls-Royce 20/25 radiator with German Silver cover, pre 1933, in good original condition, 'honeycomb' style radiator with a newly polished German silver cover, complete with factory I.D. plates and an English radiators LTD badge.  
**\$1,500 - 2,200**



53

**53**  
A cased Elliott Speed Indicator, c. 1905, nickel body, No. 17261, with cream dial and beveled lens, contained in leathercloth case with blue velvet lining and complete with two tools.  
**\$500 - 700**



54

**54**  
A large Veteran eight-trumpet car horn, French, nickel-plated, with three push-valves, with unusual single-twist with right-angle bend stem fitted with rubber bulb, 31 1/2 inches long.  
**\$3,000 - 4,000**

**55**  
A Veteran eight-trumpet car horn, French, nickel-plated, with three push-valves, 23 inches long, fitted with rubber bulb.  
**\$2,500 - 3,000**

**56**  
A Veteran eight-trumpet car horn, French, nickel-plated, with three push-valves, 22 inches long, fitted with rubber bulb.  
**\$2,000 - 2,500**

**57**  
A pair of Lucas P400 sidelamps, chromed bodies, with 3 1/2 inch textured glass lenses and tri-bars, each wired for illumination, to match P100 Bullseye or P1900S headlamps, suitable for Rolls-Royce or Bentley. (2)  
**\$500 - 700**

## Motorsports

**58**  
A signed 1965 24 Heures of Du Mans program, fine condition, with S.E.V. Marchal entry list, signed on the cover by Phil Hill, Maurice Trintignant, Dr. Dick Thompson, Lorenzo Bandini and others.  
**\$400 - 600**

**59**  
A Gallet c. 1950s Indy 500 Race Official's Dual Timer, timer includes two Gallet 3-second stop watches with 2-minute smaller dials, the face has the USAC shield, paired in a plastic case marked Champion.  
**\$4,000 - 6,000**



55



56



57

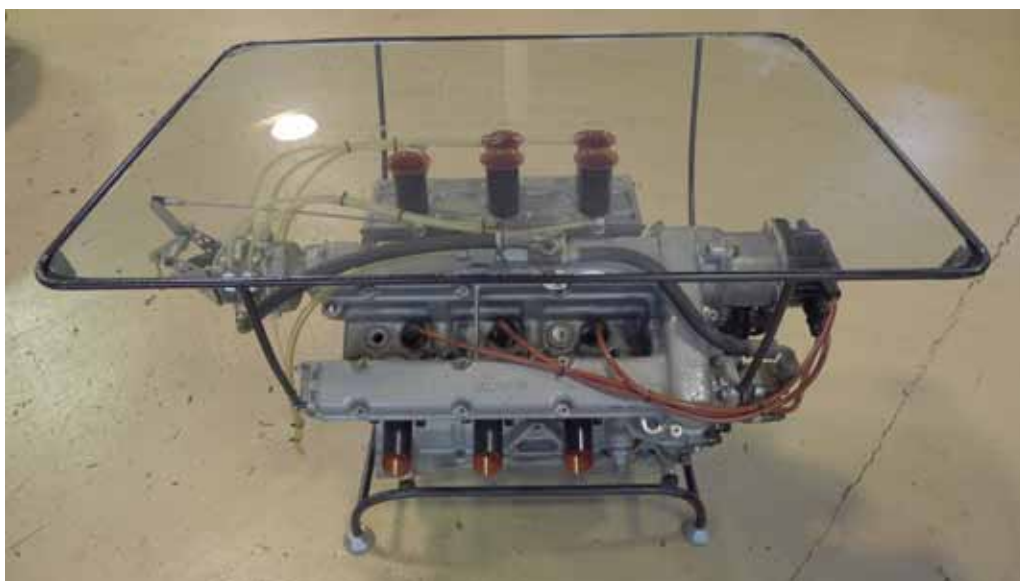


58



59





61



62



60



63

**60**  
An ADAC car pennant, German, 1920s, white cotton pennant embroidered with ADAC emblem featuring the Imperial Eagle design, 14 inches long, attached to a nickel-plated flagpole surmounted with pierced ADAC emblem, 12 inches high overall, with brass base.  
**\$500 - 700**

**61**  
A Ferrari Dino engine cocktail table awarded to Ludovico Scarfiotti in 1965, a cleverly designed steel frame holds a "gutted" Dino motor, a glass table top reveals an etched personalized inscription that reads: Ludovico Scarfiotti European Mountain Champion 1965,  
**\$2,000 - 3,000**

A motor sports competitor for a decade, Ludovico Scarfiotti was a Formula One and sports car driver from Italy. Winner of the 1963 24 Hours of Le Mans for Ferrari and he also participated in 12 World Championship Formula One Grands Prix, and many non-championship races. He won one World Championship race, and scored a total of 17 championship points. Scarfiotti won the 1962 European Hillclimb Championship. He was notably Italy's best driver in both 1962 and 1965 when he was awarded this table.

**62**  
A collection of Champ and Midget racing trophies, comprised of three, first being the most impressive, gilt champ car with driver on top of a Bakelite Art Deco plinth, said to have been by Freddy Agabashian in 1947 yet the plaque is blank, A Harry L Nace Trophy won by Gordon Cleavland in 1935 and a Tall Mayor Ellison trophy AAA100 mile Championship Race, also on a Bakelite base the gilt car is detached from the trophy.(3)  
**\$600 - 800 NR**



65 (detail)



65



64

### 63

A lot of three racing trophies, comprised of an early career WV Championship trophy by Gus Schrader 1928, an armature championship trophy for Bill Holland and a pitcher style Grand Canyon Run 'Pitcher Style' 2nd place trophy awarded to a Nash Ambassador G, all trophies exhibit aging on the plating.(3)

**\$400 - 600 NR**

### 64

A pair of ex-Frank Lockhart trophies, believed by some to be a legend of racing and the most important driver of his time, Frank Lockhart had many record breaking trophies, here are two of them, tallest, loving cup style is inscribed *Speedene Trophy presented to Frank Lockhart by the Rio Grande Oil Co. for breaking the track record on Juarez Race Track February 7th 1926, Using Speedene Gasoline and Motor Oil, 1 1/8 miles, Time 543/5 seconds*, the second trophy reads *The Dr. John Galen Locke Trophy Realm of Colorado Awarded to Frank Lockhart Driving Miller Spec For Fastest Qualifying Time 183 cubic inch class Denver All Star International Sweepstakes Denver Colorado July 16-17-18-1925* also a twin handled loving cup with condition errors to plating and some dents.

**\$600 - 800 NR**

### 65

Ex-Steve McQueen, Florida International 12-Hour G.P. Of Endurance Sebring 1970 1st Proto Trophy, brass, loving cup style trophy, engraved *Florida International 12-Hour G.P. Of Endurance Sebring 1970 1st Proto*, silver plating all but lost due to over polishing and age, missing original lid.

**\$8,000 - 12,000 NR**

Partnered with another legend, Peter Revson, and co-driving a Porsche 908, Steve McQueen took the lead in the 1970 Sebring 12-Hour endurance race with just 21 laps to the finish. The duo looked set for an unlikely victory but were forced to concede to Mario Andretti's factory Ferrari 512S. Finishing just 22 seconds adrift of the victorious Ferrari, the McQueen/Revson Porsche still managed to win the Prototype Class. The additional photo depicts Steve at post race breakfast with this trophy. Photo provided by AutosportsLTD.com



66

**66**  
Formerly the property of the late Ken Miles: A Shelby American Ford GT40 Team jacket by Martin of California, 1965, Size: L, padded man-made fiber, white outer with blue stripes on sleeves, CS logo embroidered patch on front right side, 'FORD' embroidered patch on left sleeve, zip fronted with two pockets, inner lining dark blue with zip to neck containing pocket-hood in white. **\$1,000 - 1,250**

These jackets were produced in small numbers, were only issued to the Shelby American team and were never available commercially. According to information supplied by the vendor this jacket is completely original, has never been dry cleaned and has been stored in a Moth-free storage since 1968. This lot is sold with two photocopied images that show Carroll Shelby and the Team wearing these jackets.

## Signs & Advertising

**67**  
A rare Fisk Tires sign, c. 1948, embossed tin painted, sign reads "Time to re-tire" white and black text and graphic on burgundy and cream base, excellent condition and highly collectable, *approximately 39x32in.* **\$1,000 - 1,200**

**68**  
A rare Universal Batteries Sales and Service heart-shaped sign, c. 1920s, porcelain enamel, double-sided, white letters with black outline on red base, interesting heart-shaped sign, extremely rare, some condition errors with chips and loss of enamel, *approximately 20x20in.* **\$300 - 400 NR**

**69**  
An Auto-Light Spark Plugs sign, c. 1930, tin painted, single sided, yellow text on blue base, sign reads Auto-Lite Spark Plugs, ignition engineered by ignition engineers, in good order, *approximately 28x13in.* **\$300 - 500 NR**

**70**  
A Western Union Telegraph & Cable Office flange sign, c. 1920s, cobalt blue porcelain enamel with white text, mild condition issues around edges, nice heavy porcelain, *24x12in.* **\$400 - 600 NR**

**71**  
A rare lubester Texaco star, c. 1930, heavily porcelain enamelled, red and green logo with black text on white base, *15in. in diameter.* **\$300 - 400 NR**

**72**  
An early Pennzoil motor oil sign, c.1930s, oval shaped, double sided, porcelain enamel, gold bell beneath black and red text on yellow base, one bullet hole in the center of the sign, some minimal rust and ware to edges from age, *30x18in.* **\$400 - 600 NR**

**73**  
A rare lubester Texaco star, c. 1930, heavily porcelain enamelled, red and green logo with black text on white base, good overall condition, *8in. in diameter.* **\$300 - 400 NR**

**74**  
A Mobilgas Special pump plate, 1955, porcelain enamel, shield shaped pump plate blue border and Mobilgas text and bright red Pegasus and Special text; very clean and in good order, *12x12in.* **\$300 - 500 NR**





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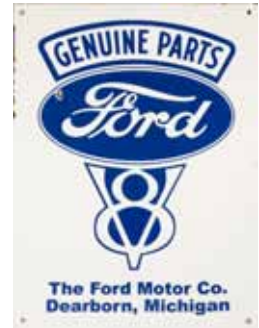
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75

An extremely rare Marathon sign, c. 1930s, tin painted and embossed, sign reads Marathon Products in white along with the logo, set on a black and teal base with an orange border, sign still has original wax paper on reverse, appears in near mint condition with the exception of paint distortion around edges believed to be a result of time spent on the waxed paper, 12in. diameter  
\$800 - 1,000

76

An original Marathon Mile Maker gas pump globe, c. 1930s, vintage milk glass globe with original Marathon advertising lenses, black and red text with Marathon logo in center, mounted in a custom made, illuminated hardwood plinth, no lens on reverse and chipped on the base,  
\$500 - 700 NR

77

A Large Red Crown Gasoline sign, c. 1950s, porcelain enamel, red, white and blue Crown logo on a white base with red text, some fading and condition flaws, 43in. diameter.  
\$600 - 800 NR

78

An RPM motor oil sign, c. 1950s, porcelain enamel, red, white and blue logo, good condition overall, some wear to mounting holes, 28in. diameter  
\$500 - 700 NR

79

An illuminated 76 service station sign, single sided, blow formed plastic sign, blue numbers on orange base, in excellent condition, approximately 36in. diameter  
\$600 - 700 NR

80

A Polly branded 8 bottle oil rack, each single liquid quart bottle has a refurbished lid and reproduction Polly decal.  
\$400 - 600 NR

81

An 8 bottle Standard Oil rack, original one liquid quart Standard oil bottles, with refurbished lids and caps, together with oil weight identifying collars on each bottle.  
\$400 - 600 NR

82

A rare Genuine Ford V8 parts sign, c. 1930s, heavy porcelain enameled sign, blue text and graphic on white base, minor condition errors for its age, 15½x11¾.  
\$300 - 400 NR

83

A double-sided NOS Mobiloil sign, porcelain enamel, blue text with red 'flying Pegasus' logo on white base, complete with wrought iron hanger, very clean and in exceptional condition, 48in. x 23in.  
\$2,000 - 3,000

84

A US California Route 66 sign, tin painted shield, black letters and numbers on white base, 12x12in.  
\$1,500 - 1,800

85

A Missouri Historic Route 66 sign, tin painted square sign, brown base in the shape of Missouri with white text and numbers, in used condition, 24x24in.  
\$600 - 800

86

An East Coast Mobilgas Special pump plate, 1947, porcelain enamel, shield-shaped pump plate dark border and Mobilgas text with bright red Pegasus and Special text, very clean and in good order, 12x12in.  
\$300 - 500 NR

87

A large double-sided Mobil station sign, 1959, porcelain enamel, red, white and blue graphics, includes original porcelain enameled bracket, minor condition errors, 104x54in.  
\$2,000 - 3,000

88

A Ford Authorized Service Station sign, c. 1920s, cobalt blue porcelain enamel, sign reads Ford Authorized Service Station Using Genuine Ford Parts some wear consistent with age and abrasions to left side, 59x27in.  
\$700 - 800 NR

89

An NOS set of Goodyear tires letters and winged foot, blue porcelain enamel, complete with rare original mounting kit, mint condition.  
\$1,000 - 1,200 NR

90

A Pennsylvania tires sign, c. 1930s, tin painted, yellow and red text on blue base, some wear consistent with age, custom wooden backing, 60x15in.  
\$300 - 400

91

A Firestone Tires sign, c. 1920s, porcelain enamel, vertical style sign, orange text on blue base, a few small spots of chipped or missing enamelling near the letter 'l' on the sign, otherwise in good overall condition, 15x72in.  
\$800 - 1,000



90



91





92



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94



95



96



97



98



99

92  
A Goodyear Batteries sign, c. 1920s, porcelain enamel, yellow text and logo on blue base, together with custom wrought iron hanging bracket, 24x14in.  
\$400 - 500 NR

93  
A rare Socony Aircraft Oil sign, c. 1920s, porcelain enamel, white text and logo with red aircraft text over the wings, on blue base, 72x23in.  
\$800 - 1,000

94  
A Philco Automobile Radio sign, c. 1920s, tin painted, yellow text on blue base, original period frame, in good condition, 72x23in.  
\$500 - 800 NR

95  
A Mobiloil Gargoyle sign, c. 1920s, porcelain enamel, black text with red logo on white base, mild condition errors, chips and dings, 36x30in.  
\$800 - 900

96  
A rare Wolf's Head Motoroil sign, c. 1910, heavy porcelain enamel, on custom hanging bracket, red green and cream text and logo, sign reads A revelation in lubrication, some wear to enamel and bullet holes, approximately 19x20in.  
\$500 - 700 NR

97  
A Diamond Tires sign, c. 1920s, interesting shape, tin painted, porcelain enamel, white text and logo on red and blue base, together with custom wrought iron hanging bracket, in good order, 25 1/2 x 42 in.  
\$600 - 800 NR

98  
An Emergency AAA sign, c. 1950s, porcelain enamel, double sided, custom hanging bracket, some wear to edges and mounting holes, overall good condition, sign approximately 22x17in.  
\$300 - 400 NR

99  
An illuminated Cooper tire sign, c. 1970s, plastic lenses in aluminum can, one side reads Cooper Performance radials, reverse reads Cooper Tires, in good order, 36x12x3in.  
\$300 - 400 NR

## Automotive Art

100  
A photo print of a Bugatti 251 by Jesse Alexander, a monochrome image of Maurice Trintignant driving the ill-fated Bugatti Type 251 in the 1956 French Grand Prix, matted, framed and glazed, approximately 20x19in. overall.  
\$150 - 250 NR

101  
Jacques Henri Lartigue, The Bugattist, signed, silver print, monochrome image of a Bugatti at speed, matted, framed and glazed, approximately 19x16 overall.  
\$600 - 800

102  
Edward Weston, (1886-1958)/Cole Weston, (1919-2003) "Ivanos and Bugatti." negative by Edward Weston/Print by Cole Weston, notation and the title, date and negative number, in pencil, signed by Cole Weston on reverse, silver print, monochrome image of the couple in the Type 35 Bugatti, matted, framed and glazed, 7 1/2 x 9 1/2 in.  
\$2,500 - 3,500

103  
Famous folks at the racing day program photograph, 1926, monochrome image of the Famous Folks at Racing Day Program, Los Angeles Optimist Club Luncheon Conducted by Richfield Oil at the Biltmore Hotel on December 16 1926, matted framed and glazed, 25x14in.  
\$150 - 250 NR

104  
A 1926 Indianapolis 500 panoramic photograph, monochrome image depicts drivers mechanics, general staff and others prior to the race, previously owned by Jim Brucker and once part of the Myron Stephens collection, approximately 43 1/2 x 15 in.  
\$300 - 400 NR



100



101



102



103



104



105



106





107



108



109



110



111



113





114

105

**A 1937 Indianapolis 500 panoramic photograph,** monochrome image depicts drivers mechanics, general staff and others prior to the race, previously owned by Jim Brucker and once part of the Marietta Nocerine and Earl Clampett, M.D. collection, *approximately 48½x15in.*  
**\$300 - 400 NR**

106

**A boardtrack race panoramic photograph,** believed to be Sheepsbay boardtrack, monochrome image depicts drivers mechanics, general staff and others prior to the race, previously owned by Jim Brucker and once part of the Marietta Nocerine and Earl Clampett, M.D. collection, *approximately 41x12in.*  
**\$200 - 300 NR**

107

**Alfredo De La Maria: Silver Arrows,** watercolor on artist paper, matted, framed and glazed, *28x22½in.*  
**\$8,000 - 10,000 NR**

108

**Alfredo De La Maria: Old Sixteen,** watercolor on artist paper, matted framed and glazed, *approximately 22x25in. overall.*  
**\$8,000 - 10,000 NR**

109

**Peter Helck: Mercedes-Benz racers,** signed Helck 66, gouache on artist board, original front cover art commissioned by Sports Cars in Review 1966 illustrating Helck's own 1921 Mercedes Aero-Engine Racer with a 300SLR in the background, artfully matted, framed and glazed, *approximately 25x20in.*  
**\$5,000 - 7,000**

110

**Dion Pears: 1000 Km of Spa-Francorchamps, May 1967,** signed, oil on artist board, depicts Phil Hill driving the Chaparral 2F race car at speed in a turn, matted framed and glazed, *approximately 22x17¼in.*  
**\$300 - 500**

111

**Michael Wright (1935-), 'Mont Ventoux 1925',** signed and titled to lower left corner, watercolour on artist's paper, depicting Albert Divo and mechanic racing to victory in the Delage 'Sprint II' race car at the 1925 Hill Climb event, mounted, framed and glazed, *16½ x 25in.*  
**\$800 - 1,000**

112

**A limited edition set of Mercedes-Benz woodblock prints,** Edition Number 832, comprised of a brief history of the Mercedes-Benz most important vehicles, featuring six finely detailed illustrations, each printed in the Chinese woodblock tradition, this complete set in unused, as new condition.  
**\$150 - 250 NR**

113

**Dexter Brown: Sunoco Special,** signed, oil on artist board, speeding profile view of Mark Donohue driving the McLaren M6B Sunoco Special Can-Am car, *25x15in.*  
**\$800 - 1,200**

114

**Dexter Brown (De Bryune): "Automobile Club de France Grand Prix, Dieppe, 1912,"** oil on canvas, scene depicts French star, Louis Wagner, in the giant Fiat S-74, leading Rene Hanriot's Lorraine-Dietrich, painted in 1986 and signed by the artist, De Bryune (aka Dexter Brown), *36x48 in.*  
**\$25,000 - 30,000**

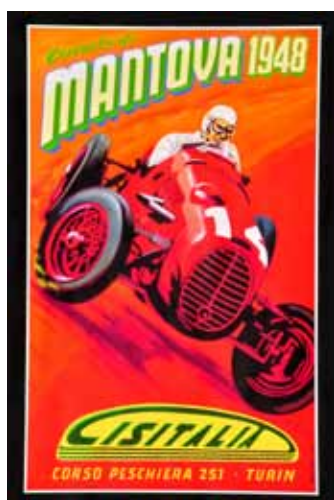
This race was staged over two days and times aggregated to determine the winner, Georges Boillot driving a Peugeot took the laurels for France and Wagner was runner-up, a fire put Hanriot out of the race after 10 laps.



115



116



117



118



119



120

115  
Robert Carter, 'Nuvolari Alfa 12c,'  
Artist Proof 3/25, Giclee on canvas,  
commemorating Tazio Nuvolari's victory in the 1936 Vanderbilt Cup,  
36 x 48in.  
\$800 - 900

116  
Robert Carter, 'Auto Union V16,'  
Artist Proof 3/25, Giclee on canvas, showing Hans Stuck in the 1934  
record setting Auto Union at AVUS, 36 x 54in.  
\$800 - 900

117  
Robert Carter, 'Cisitalia D46,'  
Artist Proof 1/25, Giclee on canvas, shvowing Felice Bonetto, 36 x 54in.  
\$1,000 - 1,200

118  
Robert Carter, 'BRM'  
Artist Proof 1/25, Giclee on canvas, depicting the BRM V16 at speed,  
36 x 54.  
\$1,000 - 1,200

119  
Robert Carter, 'Nurburgring,'  
Artist Proof 1/25, Giclee on canvas, depicting the Mercedes-Benz W125  
Works Team in the pits at the 1937 German Grand Prix, 36 x 54in.  
\$1,000 - 1,200

120  
Robert Carter, 'Porsche RSK',  
Artist Proof 1/25, Giclee on canvas, celebrating Jean Behra's victory  
against the open wheel cars at the 1958 Reims G.P., 36x54in.  
\$1,100 - 1,200





121



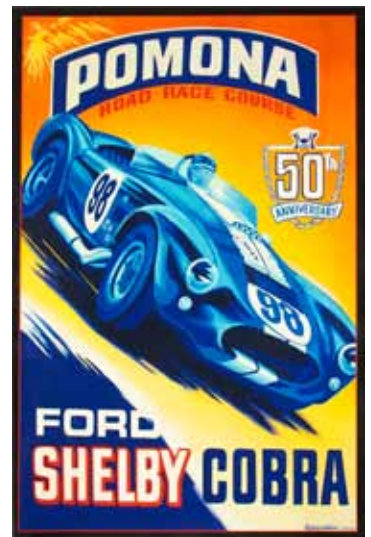
122



123



124



125

121

Robert Carter, 'The Mongoose',  
Oil on canvas original artwork painted for the 20th NHRA Reunion  
Bakersfield, showing Tom "the Mongoose" McEwen in a Hot Wheels  
funny car, painting also signed by Tom McEwen, 36x52in.  
\$1,500 - 1,800

122

Robert Carter, 'Challenger',  
oil on wood panel, painted for the Mickey Thompson exhibition at the  
NHRA Wally Parks museum, showing Thompson's record breaking four  
engined Pontiac Challenger, 48x69in.  
\$1,200 - 1,500

123

Robert Carter, London Grand Prix,  
Artist Proof 1/25, Giclee on canvas, depicting a Maserati at speed on  
"London's own track" Crystal Palace Circuit, this event was cancelled due  
to the outbreak of World War II, 48x69in.  
\$1,100 - 1,200

124

Robert Carter, Birkin-Bentley  
original oil on canvas, showing Tim Birkin in the record breaking 1929  
Supercharged Bentley at Brooklands, 51x60in.  
\$2,500 - 3,000

125

Robert Carter, Shelby Cobra 50th,  
Artist Proof, 5/25, Giclee on canvas, from the original created for the  
N.H.R.A event celebrating 50 years of the Shelby Cobra, 36x54in.  
\$800 - 900





126

126

**Robert Williams: Three Years of Automotive Infamy,**  
oil on canvas, signed Robt. "Hot Rod Bob" Williams, incredibly well detailed  
an finely done work, this piece screams classic Hot Rod culture. Using a  
layering technique of oil paint and varnish brings forth the vivid colors for  
a master of "low brow" realism in art. This piece features three important  
years for the Chevy Hot Rod with the cars bursting through flames as Satan  
breaks the chains of restraint behind them perhaps insinuating that all hell  
broke loose. Artfully framed, *approximately 37x28in.*  
\$20,000 - 30,000

127

**Roth Studios, 'Chevy Nomad',**  
original t-shirt and decal art, gauche on artist paper, artfully matted,  
framed and glazed, *20x24in.*  
\$3,500 - 4,500

The "Kalifornia Kustom Kar Kulture," (that sprung in the early 1960 s)  
was propelled and pioneered by Ed "Big Daddy" Roth as one of its  
seminal figures. Roth used an airbrush to put his intensely detailed and  
overly exaggerated hot rods driven by gross monsters on to t-shirts. It  
fueled him financially to create his inventions and later grew to establish  
his own studio of artists and fellow customizers. Clearly the most famous  
piece by Roth was the 'Rat Fink.' This character soon came to symbolize  
the entire hot-rod/Kustom Kulture scene of the 1950s and 1960s. Roth is  
accepted as the individual who popularized "Monster Hot Rod" art form.

128

**Roth Studios, 'Mach 1 Ford Racing Division'**  
original t-shirt and decal art, mixed media on artist paper, artfully matted,  
framed and glazed, *20x24in.*  
\$5,000 - 6,000

129

**Roth Studios, 'T-bird does it with class!'**  
original t-shirt and decal art, gauche on artist paper, artfully matted,  
framed and glazed, *20x24in.*  
\$3,500 - 4,500

130

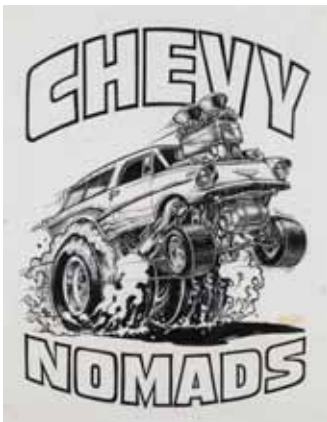
**Roth Studios, 'Nova by Chevy'**  
original t-shirt and decal art, gauche on artist paper, artfully matted,  
framed and glazed, *20x24in.*  
\$3,500 - 4,500

131

**Roth Studios, 'Do unto others with a Ford'**  
original t-shirt and decal art, gauche on artist paper, artfully matted,  
framed and glazed, complete with early corrections by artist, *20x24in.*  
\$3,000 - 4,000

132

**Roth Studios, 'Chevys Rul'**  
original t-shirt and decal art, gauche on artist paper, artfully matted,  
framed and glazed, *20x24in.*  
\$3,000 - 4,000



127



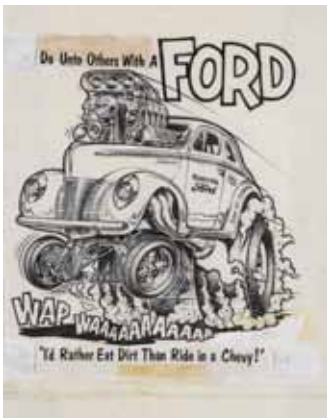
128



129



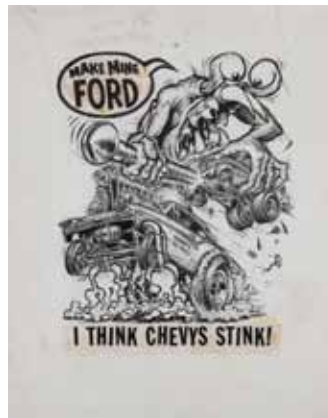
130



131



132



133



134



135



136



137



138

133  
Roth Studios, 'Make mine Ford'  
original t-shirt and decal art, gauche on artist  
paper, complete with artists corrections artfully  
matted, framed and glazed, 20x24in.  
\$3,500 - 4,500

134  
Roth Studios, 'Jeep, King Of The Road'  
original t-shirt and decal art, gauche on artist  
paper, artfully matted, framed and glazed,  
20x24in.  
\$3,000 - 4,000

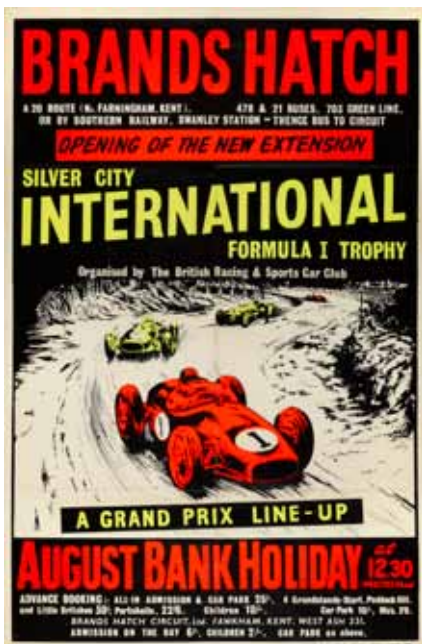
135  
Roth Studios, 'International Scout, Moves  
Out!'  
original t-shirt and decal art, gauche on artist  
paper, artfully matted, framed and glazed,  
20x24in.  
\$3,000 - 4,000

136  
Roth Studios, 'U.S.M.C.'  
original t-shirt and decal art, gauche on artist  
paper, artfully matted, framed and glazed,  
20x24in.  
\$3,000 - 4,000

137  
Roth Studios, 'Seabees...can do!'  
original t-shirt and decal art, gauche on artist  
paper, artfully matted, framed and glazed,  
20x24in.  
\$3,000 - 4,000

138  
Roth Studios, 'Fightin Leather Necks'  
original t-shirt and decal art, gauche on artist  
paper, artfully matted, framed and glazed,  
20x24in.  
\$3,000 - 4,000





139

139  
A Brands Hatch Formula 1 Silver City International poster, c.1960s, bright and vivid colours advertising this British racing event, original fold lines, in good order, *approximately 30x20in.*  
\$200 - 400 NR

140  
A Racing Car Show Poster, 1961, printed for the B.R.S.C.C., a nice head-on view of a 60s era race car, *approximately 30x20in.*  
\$150 - 250 NR

141  
A rare 1958 Le Mans poster, by Beligond, the world renowned image of the speeding car under the Dunlop bridge, professionally linen backed, *approximately 11¼x15in.*  
\$1,400 - 1,600

142  
A De Tomaso Mangusta by Ford dealership poster, official dealer poster with dynamic art by George Bartell, professionally linen backed, *34¼x22¾in.*  
\$400 - 600

143  
An official Shelby GT 350/500 poster, c. 1969, Original poster from Shelby American, 1969, in good original condition, professionally linen backed, *18x24in.*  
\$650 - 850

144  
A Bugatti advertising poster, c. 1937, a fine illustration by Jean Bugatti with printed signature on lower left, featuring the car and auto-rail at speed, *approximately 10x13in.*  
\$600 - 800



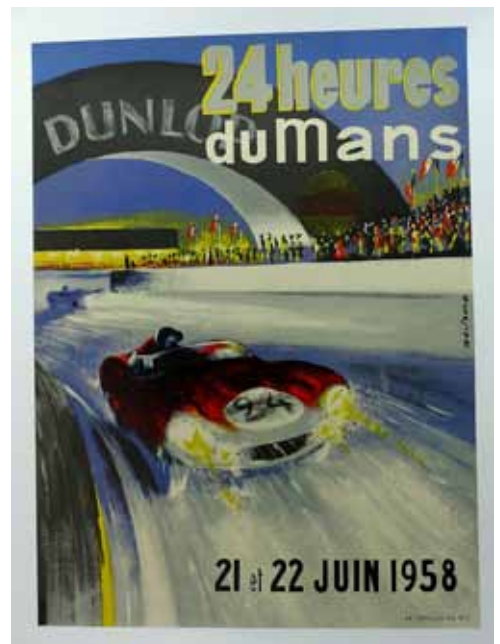
140

145  
A Castrol Bugatti World Record 1933 poster, dynamic art by J. Pillod of the speeding Bugatti setting a world record at Avus, professionally linen backed, *22½x31in.*  
\$1,300 - 1,400

146  
A Bugatti Automobiles/Autorails factory poster, c. 1920s, features an exciting image of a train and an automobile at speed, includes three printed signatures of the people involved with bringing Bugatti trains to the French rail system, professionally linen backed, *approximately 24½x40in.*  
\$2,500 - 3,000

147  
A Grand Prix de l'ACF at Dieppe advertising poster, France 1908, wonderful art by Bric and a world renowned illustration, exceptional original condition, has official tax stamp, professionally linen backed, *approximately 62x48in.*  
\$12,000 - 14,000

148  
An Automobiles Corre advertising poster, c. 1910, exciting art and printing by Philippe Chapellier, a very early example of "branding" by showing their car racing and connecting the prospect with the new speed of the car, professionally linen backed, *approximately 43x58in.*  
\$6,000 - 8,000



141

149  
A Darracq by Thor advertising poster, c. 1905, dynamic art of this very successful racing car, a particularly fine example with bright/fresh colors, showing the victories below and celebrating their victory in the 1905 Vanderbilt Cup with Victor Hemery driving, exceptional condition for its age, professionally linen backed, *approximately 62x47in.*  
\$15,000 - 17,000

150  
A rare Fisk Tires advertising poster, c. 1920s, by Jesse Wilcox Smith, part of the "time to re-tire" advertising campaign featuring little children retiring to bed, professionally linen backed, *approximately 43x10¼in.*  
\$1,400 - 1,600

151  
A Porsche dealership poster, 356 & Golf, part of the Sporting Life series, English version, illustrated on page 29 of the Porsche Showroom Posters book, published April 1962, good overall condition, *approximately 33½x46½in.*  
\$2,500 - 3,500

152  
A Porsche dealership poster, 356 & Saddle, part of the Sporting Life series, English version, illustrated on page 30 of the Porsche Showroom Posters book, published April 1962, good overall condition, *approximately 33½x46½in.*  
\$2,500 - 3,500





142



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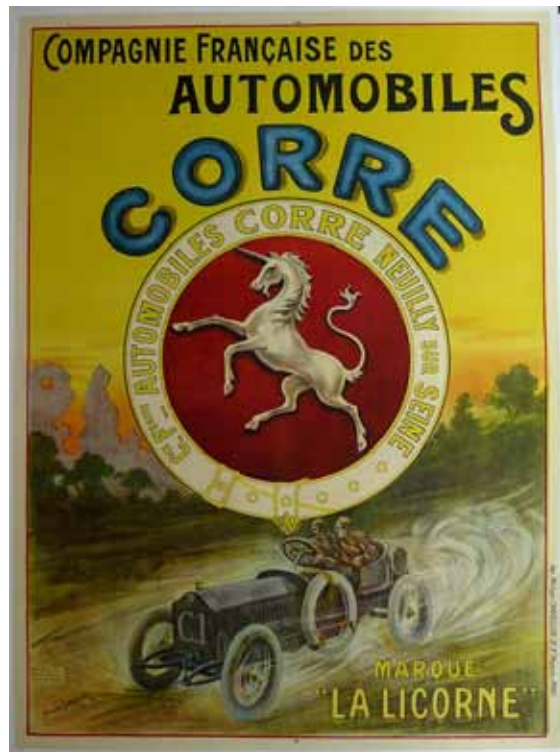
152



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153

A Priceless Oil advertising poster, c. 1920s, sensational art by H. deLaurencin for Mobil Oil project for the French market, professionally linen backed, *approximately 47x63in.*  
\$1,200 - 1,400

154

A "Spirit of Ecstasy" cast bronze after a model by Charles Sykes, cold painted, hollow cast bronze, nice detail through out drapes face and other features, displayed on a marble base with identifying plaque, *height 20in.*  
\$2,000 - 3,000

155

A Hispano-Suiza Flying Stork showroom display bronze after Frederik Bazin, signed 'F Bazin', casted bronze, mounted on large marble base *13x7½in.*  
\$3,000 - 4,000

156

'High Gear' by Stanley Wanlass, 1987, signed, bronze study depicting a Duesenberg at speed, from a limited edition of 34 in rich bronze patina, mounted on a marble, bronze and walnut display base. *length 32in*  
\$8,000 - 12,000 NR

157

A 'Prancing Horse' by Jacques Cartier, French, c. 1920s, signed Jacques Cartier on base, bronze silver plated, superb Art Deco piece and very obviously styled by Cartier with similarities to his own works, mounted as a desk piece on silver plated bronze and original marble rectangular base, *7in. high.*  
\$4,000 - 6,000

158

'The Hugger' by Bruno Zach, depicts a woman hugging a larger-than-life piece of male anatomy, Art Deco, erotic statue, dress of model is quite erogenous, by Bruno Zach, renowned Austrian sculptor who often portrayed the seedy side of Berlin nightlife in many of his sculptures, note the detail of the woman's dress, c. 1930, signed Bruno Zach, *approximately 8in. high.*  
\$9,500 - 12,500

159

'The Weightlifter' statuette, by Bruno Zach, Weightlifter, sculpture by Bruno Zach, c. 1930, signed in cast 'Zach', exceptional condition and detail, gilt and paginated bronze, on oval marble base, *approximately 15in. high.*  
\$4,000 - 5,000

160

A rare 'Hotchkiss' Cockerel presentation bronze, by August Cain, French, finely detailed bronze of the crowing cockerel after the mascot for Automobiles Hotchkiss, signed 'A.Cain' to front of base and bearing Susse Freres of Paris signature and foundry stamp to rear, *7½ inches high*, mounted on a period black wooden cubed base applied with bronze plaque inscribed "Societe des Automobiles HOTCHKISS A.M. Bernard Dubasquier En souvenir de 25 ans de collaboration", *11¾ inches high overall.*  
\$5,000 - 7,000

161

A 'Female Nude' bronze, by Charles Sykes, circa 1905, signed 'Charles Sykes' around the base, depicting a standing female nude caressing her hair, above a stepped base, *6 inches high overall.*  
\$1,000 - 1,500

162

A 'Flying Stork' deskpiece, after the original design by F Bazin for Hispano-Suiza, nicked alloy, *7½ inches long*, mounted on a turned wooden base.  
\$500 - 700

163

A 'Cote' d'Azure' statuette by Lalique, c.30s, stamped Lalique, brass, the same figure was produced by Lalique in glass in October 1922 to honor the Pullman Company, (or lounge cars) operated by the Compagnie Internationale des Wagons-Lits, mounted on green marble display base, *approximately 7½in. high.*  
\$2,500 - 4,500



160



161



## Fine Automobilia

164

A large collection of postcards of photographed by Henry Austin Clark Jr., in the 1970s.

\$300 - 600

165

An Adlake Caboose lamp, original black painted lamp with original coloured magnified lenses intact, embossed top that reads *The Adlake Non-Sweating Lamp Chicago*, this one has been wired for illumination, in good condition, 13in. high

\$300 - 400 NR

166

A Michelin air compressor, c. 1920s, Bibendum sits upon the compressor in original, "as used" condition, original compressor gauge fascia intact with slight discoloration to lens with age, pressure plate guides intact, some paint condition errors overall, complete with original power cord (missing 1 prong) and together with period Michelin tire iron.

\$1,000 - 1,500

167

A decorative Bugatti cylinder head plate, reproduced out of cast alloy, the signature of Ettore Bugatti as displayed on the side of their engines, 1 1/2 x 2 1/2 in.

\$150 - 250 NR

168

A 1:18 Scale 1924 Bugatti Type 35 Diecast Model Car by CMC, finely detailed and in original box.

\$150 - 250 NR

169

A 1980's Paya reproduction Bugatti Type 35 sports racing car, tinplate construction, clockwork drive mechanism with key, limited edition in original box with papers.

\$150 - 250 NR

170

A United Service Motors timing light, hand held unit with nice original graphics and original cord, some wear to cord.

\$200 - 300 NR

171

A Read & Campell Ltd. Waterloo fire extinguisher, highly polished copper and brass finish, riveted body, original decal, hose and fittings, good overall condition, approximately 23in. high.

\$300 - 400 NR



165



166



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177

172<sup>a</sup>

A sterling silver 'SS Jaguar' desk lighter, by the Birmingham Medal Co., British, 1937, hallmarked, inscribed with SS Jaguar emblem, presented to D.S.Shield and inscribed with facsimile signature, 2½ inches high, on a black Bakelite base.

**\$1,500 - 2,000**

173

A Bentley 'flying B' letter opener, as new in original box.

**\$100 - 150 NR**

174

A Bugatti Radiator 'Rototherm' deskpiece temperature gauge, circa 1932, chrome-plated, in the form of a Bugatti radiator with grille and enamel badge, with integral Rototherm temperature gauge with dial measuring from -20 to 140°F, some loss to plating on lower right side, 7½ inches high, mounted on a black painted wooden base.

**\$3,000 - 4,000**

175

A 'Whisper' mascot after Charles Sykes mounted as an Art Deco desk lamp, cast bronze mascot with a silver plated finish, well detailed and artfully mounted on an alloy base, a frosted piece of glass shades the illumination from behind, 11½in. high overall.

**\$1,000 - 1,500**

176

A Longchamp Double Mane, ashtray by Royals Cristal France De Champagne, in deep amber glass, in original box.

**\$400 - 600**

177

A Rolls-Royce glass box by Jessica Pierose, commissioned by Rolls-Royce 1986, this box is #93 of 300, carved by Jessica Pierose for Val Saint-Lambert Crystal, features a profile frosted etching of the famous "Spirit of Ecstasy", 4x6½x1½in.

**\$600 - 800**



178







182



183

178<sup>Q</sup>

Three Veteran cased sets of Bartholomew's road maps for England, brown leather cases with brass catches, with pigskin lined interiors, fitted with a complete set of 37 folded canvas maps for North, West and South-East England, each case measuring 8 inches high. (3)

\$1,000 - 1,500

179<sup>Q</sup>

A leather-cased set of Bartholomew's road maps for Ireland, circa 1920, brown leather case by Sifton Praed & Co, London, with nickelled lock and catch, opening to reveal set of 7 folded canvas maps, complete with measuring wheel contained behind leather strap in the lid, the case 8 inches high.

\$800 - 1,200

180<sup>Q</sup>

A cased set of Firestone Mileage maps for England & Wales, circa 1910, brown leather case with nickelled lock and catch, fitted with complete set of 10 folded canvas maps, the case 8½ inches high.

\$700 - 900

181<sup>Q</sup>

A leather-cased set of Bartholomew's road maps for Great Britain, brown leather case with leather handle and nickel-plated locks and catches, opening to reveal a set of 36 folded canvas maps, the case 15¼in. wide.

\$1,000 - 1,500

## Picnic Sets & Drink Compendiums

182<sup>Q</sup>

A Vintage motoring trunk by John Barker & Co., London, black leather-cloth case with handles, nickelled locks and catches, with fall-front opening to reveal canvas lined interior fitted with a pair of suitcases, some wear, the trunk 27¼ inches wide overall.

\$800 - 1,200

183<sup>Q</sup>

A pre-War leather cased vanity set with sterling silver accessories, British,

blue textured leather suit-case with leather handle, chromed locks and catches, opening to reveal watered-silk lined interior fitted with smaller case containing six assorted jars with sterling silver caps, hand-mirror, four clothes and shoe-brushes, and comb, each hallmarked sterling silver London, Birmingham, or Chester and with machined pattern and monogrammed 'E', also including jewellery box, stainless steel shoe-horn and nail-files, the case 20 inches wide, complete with blue canvas protective cover.

\$800 - 1,200



184

184<sup>Q</sup>

A Veteran leather-cased picnic set for four persons, by Drew & Sons, British, black leather case with geometric design, brass handles, locks and catches, with lid and fall-front opening to reveal wooden compartmentalized interior fitted with central wicker-handled kettle and burner, large wicker-covered drinks bottle, smaller drinks bottle, Coracle ceramic-based food box, two other food tins, four ceramic cups with saucers, four glasses, four rectangular enamel plates, and other accessories, the cutlery housed behind leather straps in the lid, the case 22¼ inches wide.  
\$2,000 - 3,000



185

185

A leather-cased picnic set, by Barratt & Sons, British, circa 1905, brown leather case with leather handle, nickelled locks and catches, opening to reveal leather lined interior fitted with vacuum flask, wicker-covered drinks bottle, enamel-based food box, another food tin, four glasses with wicker covers, ceramic butter jar, condiments jars, with two rectangular enamel plates and cutlery housed behind leather straps in the lid, the case 14¾ inches wide and monogrammed 'G.G.' to lid.  
\$3,000 - 4,000



187



186

186

A leather cased travelling cocktail set for six persons, by James Dixon, circa 1910, pigskin case with handle to lid, opening to reveal leather interior fitted with Electro Plated Britannia Metal accessories comprising central cocktail shaker with strainer and lid, containing six drinking tumblers, surrounded by three curved spirits flasks with caps, pieces stamped to base with maker's and other markings and each numbered 'L2024', the case standing 8 inches high overall.  
\$3,000 - 4,000

187

A leather cased picnic set for two persons, by J C Vickery, circa 1909, brown leather case with leather handle to lid, nickelled lock and catch, with lid and fall-front opening to reveal lined interior in red, fitted with central wicker-handled kettle with burner, two wicker-covered drinks bottles, two food tins, wicker handled enamel cups, enamel plates, with cutlery and vesta case housed behind leather straps in the lid, the case 12 1/4 inches wide.  
\$2,000 - 3,000





188

188<sup>n</sup>

A leather-cased picnic set for four persons, by John Pound & Co., London, 1920s, brown leather suitcase with leather handle, brass locks and catches, the lid with brass plaque opening to reveal interior with wooden compartments fitted with accessories including wicker-handled kettle and burner, wicker-covered drinks bottle, a smaller bottle, two food tins, ceramic cups and saucers, nickelled tumblers, ceramic butter and preserves jars, with enamel plates and cutlery housed behind leather straps in the suede-lined lid bearing maker's leather patch, 24 inches wide overall.  
\$3,000 - 4,000

189

A fine leather cased drinks and picnic set for four persons, by Walter Thornhill & Co., New Bond St London, circa 1900, honey leather case with documents pouch to rear, brass lock and catch, and leather shoulder strap (repaired), the lid and half fall-front opening to reveal suede lined compartmentalised interior fitted with a pair of cut glass decanters with corked caps and leather covers, four nickelled cups, a central olive jar above a small food box in hidden compartment, two larger food boxes, four enamelled plates and two leather holders for cutlery, with condiments containers and corkscrew housed behind leather straps in the fall front and lid, some pieces monogrammed 'E.P.' and further monogrammed to lid, the case 17½ inches wide.  
\$10,000 - 15,000



189



191



192





193



193 (detail)

## A Fine Selection of René Lalique

190

A René Lalique Japanese exhibit poster,  
\$200 - 300

191

A 'Cote de Azur' molded glass statuette by  
René Lalique, French, 1929,  
this clear and frosted glass figure was  
designed to commemorate the inauguration  
of the Cote de Azur Express for La Compagnie  
des Wagon-Lits, model introduced 1929,  
*approximately 6½ in. high.*  
\$9,000 - 11,000

192

A 'Monnaie Du Pape' box by René Lalique,  
c. 1920s  
wheel cut 'R.Lalique' to top right corner,  
wooden lidded box covered five molded glass  
plaques decorated with honesty leaves over top  
of a reflective silver surface, brass hinges and an  
integrated brass lock with key. *12¼x7½x4½in.*  
\$25,000 - 30,000

193

A 'Serpent' vase in deep amber glass by  
René Lalique, introduced April 24, 1924,  
molded 'R. Lalique' to underside of base,  
depicts a finely detailed, coiled serpent with  
mouth opened to strike, catalog number 896,  
*approximately 10in. high.*  
\$48,000 - 58,000



194

194  
A 'Tete de Paon' mascot by Rene Lalique, French, 1928, in frosted glass, molded 'R Lalique' to side of neck, molded France to the underside of the base rim, set in radiator mount on a custom base, first introduced February 3rd, 1928, catalog number 1140, 7in. high.  
\$12,000 - 14,000



195

195  
A single main 'Longchamp' glass mascot by René Lalique, French, 1929, clear and frosted glass, molded signature R Lalique France, named for the popular French racecourse, first introduced June 12th, 1929, catalog number 1152, 4¾ high.  
\$12,000 - 14,000



196



197

196  
A 'Faucon' glass mascot by René Lalique, French, 1925, well detailed example of a stylized standing figure of a hawk, set in a radiator mount on a custom base, molded R. Lalique France to the side, first introduced 1925, model number 1124, 6 in. high.  
\$4,000 - 5,000

197  
A 'Hirondelle' mascot in clear glass by René Lalique, French, 1928, clear and frosted glass, moulded 'R Lalique' to rear of base, depicting a swallow with fanned tail, first introduced February 10th, 1928, catalog number 1143, set in radiator mount on a custom base, 6in. high overall.  
\$5,000 - 7,000





198

**198**  
A petite 'Libellule' frosted glass mascot by René Lalique, French, 1928, a fine example of frosted and polished glass, first introduced on April 28th, 1928, catalog number 1144, approximately 6 1/4 in. long. \$12,000 - 14,000

**199**  
A 'Grande Libellule' glass mascot by René Lalique, French, 1928, clear and frosted glass with slight grey tinted centre, moulded signature R.Lalique to side section above base, also etched R.Lalique, France to side of outstretched lower body, first introduced on May 23rd, 1928, catalog number 1145, 8 1/4 in. high. \$10,000 - 15,000



199

**200**  
A fine and rare 'Cinq Chevaux' glass mascot by René Lalique, French, 1925-1939, a fine example of a clear and frosted car mascot, depicts five horses leaping in relief, molded R. Lalique to base, 5 in. high. \$14,000 - 16,000

The auto mascots gained momentum in 1925 at the Art Deco exposition in Paris. André Citroën, a supporter of the exposition, used the occasion to introduce a new version of the 5CV car, also called the Cinq Chevaux (five horses). He ordered a special mascot from Lalique and started a craze that still holds true today.

**201**  
An 'Archer' mascot by René Lalique, French, 1928, a clear glass example of the Archer by R. Lalique, clear and frosted mascot featuring a kneeling archer molded in a round plaque, R. Lalique in glass at lower quadrant of mascot, first introduced August 3rd, 1928, catalog number 1126, 5 in. high. \$3,500 - 4,500

**202**  
A St. Christopher clear glass mascot, by Rene Lalique, French, 1928, signed with deep moulded mark 'R Lalique France', in clear & frosted intaglio moulded glass, a superb rendition depicting the Saint carrying the Christ child on his shoulder, introduced on January 3rd, 1928, catalog number 1142, 4 3/4 in. high. \$1,000 - 2,000



200



201



202



203

**203**  
A 'Vitesse' glass mascot by René Lalique, French, 1929, molded in relief R. Lalique and France signature immediately above base, in a beautiful satin finish, introduced September 17th, 1929 model number 1160, *approximately 7¼in. high.*  
\$10,000 - 12,000



204

**204**  
A 'Chrysis' glass mascot by René Lalique, French, 1931, stencilled 'R. Lalique France to side of base,' stunning female nude leaning backward in detailed, fine satin glass finish, introduced 21 March 1931, catalog number 1183, *5 in. high.*  
\$5,000 - 7,000

**205**  
A fine opalescent 'Sirène' by René Lalique, French, 1928, opalescent glass mascot, 'R. Lalique' molded in relief in tail, first introduced in 1928, catalog number 831. *approximately 4in. high.*  
\$4,500 - 5,500

**206**  
A fine clear 'La Grenouille' glass mascot by René Lalique, French, 1928, clear and frosted glass, etched R.Lalique France to base, together with a ebonized wooden base, first introduced May 3rd, 1928, catalog number 1146. *2¼in. high.*  
\$14,000 - 18,000

**207\***  
A post-War 'Coq Nain' glass mascot, by Lalique, French, stencilled 'Lalique France' under base, in clear glass, depicting a standing cockerell, *8in. high.*  
\$1,000 - 1,500





206



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212



211

208

A fine and rare opalescent 'Naide' glass mascot by René Lalique, French, a wonderful opalescent example of a mermaid with flowing hair and is holding a seashell to her ear,  
\$7,000 - 9,000

209

A 'Tete d'Aigle' glass mascot by René Lalique, French, 1928, a stylized, frosted glass, eagles heads, moulded R. Lalique France, catalog number 1138, approximately 4¼ in. high  
\$4,500 - 5,500

210

A 'Sirène' glass mascot by René Lalique, French, 1928, finely detailed in frosted glass, R. Lalique molded in relief in tail, first introduced in 1928, catalog number 831. approximately 4in. high.  
\$2,500 - 3,500

211

A rare 'Victoire' glass mascot with an amethyst tint by René Lalique, French, 1928, in clear glass with a very violet tint, this model is also known as 'Spirit of the Wind', molded in relief signature R Lalique on the nape of the neck, first introduced April 18th, 1928, catalog number 1147, approximately 10½in. long.  
\$22,000 - 24,000

## Badges & Mascots

212

A large and a small Breeves Gallery replica new production mounts for Lalique mascots, made with stem and lock ring, stainless steel chrome plated, in as new, unused condition.(2)  
\$1,200 - 1,500





213



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215



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221

**213**  
A Nassau Bahamas enamel car badge, chromed badge in six-color enamel, surmounted by enamelled crown, depicting a galleon at sea, 5½ inches high, mounted on a wooden display stand.  
\$2,000 - 2,500

**214**  
An Automobile Club Bahamas enamel car badge, chromed badge in six-color enamel, surmounted by enamelled crown, depicting a galleon at sea, 5½ inches high, mounted on a wooden display stand.  
\$1,000 - 1,500

**215**  
An Ulster Automobile Club enamel car badge, by John H Lunn Ltd, Belfast, chromed badge with blue, red, white and green enamel, surmounted by an Irish Setter dog, numbered 'E 43' to reverse, 5 inches high, mounted within a wooden display base.  
\$500 - 700

**216**  
A fine replica Bugatti Royale "Standing Elephant" mascot, brass, silver plated, a replica of what is believed to be the most desirable and rarest of all the collectible mascots, mounted on a replica Bugatti radiator cap, 8½in. high.  
\$800 - 1,000

**217**  
A leaping frog mascot by Le Jeune, British, chrome plated bronze, stamped LEJUNE Made In England to the underside, 6¾in. long.  
\$2,500 - 3,500

**218**  
A glass 'Lions Head' mascot, with Front Paws showing, satin frosted glass, original condition, 2½in. high.  
\$300 - 550

**219**  
An Austro-Daimler mascot, Austria, c. 1930, chrome-plated, arrow in circle design, mounted on a marble plinth, approximately 6in. high  
\$800 - 1,250

**220**  
A yellow tinted 'Longchamps' by Person Majestic Company, Worcester, Mass, c. 1930s, produced as an exact copy of the Lalique 'Longchamp', with original factory wooden base and I.D. Plaque, there is a hole in base for illumination, Person Majestic Company, Worcester, Mass. moulded on mascot, 9in. high overall.  
\$3,500 - 4,500

**221**  
A 'Victoire' glass mascot by Persons Majestic Company, Worcester, Mass, c. 1930s, copy of Lalique 'Victoire' mounted in a stand with a light to illuminate it from beneath the mascot, Person Majestic Company, Worcester, Mass. moulded on mascot, 10in. long.  
\$3,500 - 4,500



222



223



224

222

A pair of Boy and Girl figures mounted as mascots, French, 1920s, each nickel-plated alloy, originally used as bookends, comprising sitting boy with model train, mounted on a radiator cap, and a sitting girl reading a book, each 3¾ inches high and mounted on turned wooden bases. (2)  
\$500 - 800

223

Two 'Caesar "King's Dog"' mascots, each nickel-plated, modelled on King Edward VII's loyal Fox Terrier, in different poses, one of which is similar to the example mounted to the King's Daimler at the time, offered together with a 1910 7th edition book 'Where's Master?' originally published after the King's death on May 6th 1910. (3)  
\$500 - 800

224

A 'Confederate Dog' mascot, European, 1920s, nickel-plated pot metal, depicting a dog's head dressed in American Civil War Confederate Army Officer's cap and collar, with glass eyes, and wearing a monocle with chain and with a cigar in his mouth, 4¼ inches high, above a turned wooden base.  
\$2,000 - 3,000





225



226



227

225

A Schneider Trophy Seaplane mascot, British, nickel-plated brass, modelled on the Supermarine S6b seaplane, with spinning propellor, 6½ wingspan, mounted on a turned wooden base, offered together with a re-print of the 1931 Schneider Trophy Contest program. (2)  
\$2,000 - 3,000

226

A 'Gloster Gladiator Biplane' mascot, British, post-War, nickelled brass, finely detailed mascot of the late 1930s biplane bearing RAF roundels, with rotating three-bladed propeller, 7 inch wingspan, mounted on an early radiator cap above a turned wooden base.  
\$4,000 - 6,000

Gloster Gladiators were manufactured in the late 1930s and saw action in many operational theatres throughout World War II, notably Scarpa Flow and in the defence of Malta.

227

A rare 'Soldier with Spanner' mascot, by Carl Kauba, Austrian, circa 1913, nickelled bronze mascot depicting a uniformed soldier turning a bolt with an oversized spanner, signed 'C. Kauba' to one end of spanner and stamped '1' to other end, further impressed 'Brutt' to rear of base referring to Adolf Brutt's Vienna foundry, produced for Anton Urban tool manufacturers and cast with the company's symbols to the spanner, believed to be one of very few produced after production would likely have stopped due to the outbreak of World War I in 1914, 5 inches high and mounted on a turned wooden base.  
\$6,000 - 8,000



228



229



230

**228**  
A fine 'Sirene' mascot by George Colin, French, 1922-1925, exceptional French nickel bronze with original patina, a graceful nude with long hair rising from waves, with hands outstretched in a graceful beckoning pose, C&L foundry marks with numbers 12 7158 the side of the base, this piece was marketed in Hermes and was awarded Medaille for design by L'Auto in 1922, mounted on period cap and displayed on custom marble base, *approximately 9¾in. high overall.*  
**\$15,000 - 20,000**



231

**229**  
A 'Lady on Wings' mascot by Jean Verschneider, French, c. 1930, signed, cast bronze, Frederick Goldscheider foundry mark #13 below Wing and Torso, superb quality, very rare, very detailed and very large, bronze with exceptional original patina, mounted on a marble display base, *12in. long.*  
**\$8,000 - 12,000**

**230**  
A 'Satyr Pipe-Player' mascot, by Mic, French, 1920s, signed to left side of base, nickel-plated cast white metal, 6½ inches high, mounted on a turned wooden display base.  
**\$800 - 1,200**



232

**231**  
A 'Humber Horse' mascot, British, nickelled bronze mascot depicting a rearing horse, after the original as used on Humber Imperial and Pullman models, some loss to plating to right side, mounted on a turned wooden base, *5¾ in. long.*  
**\$800 - 1,200**

**232**  
A Croisiere Noire 'Princess Mangbetu' mascot, by Limousin, French, 1925, marked 'Limousin' to right side of base, nickelled alloy depicting a bust of the African Princess with ceremonial headwear, mounted on a turned wooden base, *6¼ in. high.*  
**\$1,000 - 1,500**





233

233

An Art Deco 'Eagle' mascot, by Janle, French, 1920s, signed to left side of base, bronze mascot depicting a perched eagle in a Cubist style, with M Le Verrier, Paris foundry stamp to rear of base, mounted on a marble base, 4 in. high  
\$1,000 - 1,500

234

A 'Devil with Mace' mascot, c. 1923, unsigned, nickelled bronze mascot depicting a stylized devil, marked around the base 'Rd. No.674476', mounted to a Bakelite radiator cap, 4½ in. high.  
\$500 - 800

235

A 'La Frileuse' mascot, British, 1920s, brass mascot modelled after an original design by Antoine Jean Houdon, depicting a lady with shawl crouching against the wind, 5 inches high, mounted on a turned wooden base.  
\$500 - 800

236

A 'Witch riding Bat,' mascot by T. Swaffield Brown, British, c. 1911, solid copper, stamped T. Swaffield Brown 4/4/1911 on rear of wing, also marked 'W4&S' on bottom of mascot, belived to be a one-off original commissioned piece for royalty, extremely rare, mounted on marble display base, 8½ in. wingspan.  
\$15,000 - 20,000

237

A Lucane 'Scarabée' mascot by E. Brégeon, c. 1920-25, signed E. Brégeon to base, bronze cast, beautiful specimen and very detailed with original patina, this mascot depicts a beetle with large pincers about to take flight, mounted on marble display base, 7 in. wingspan.  
\$5,000 - 7,000

238

A 'Vigil' mascot by G. Poitvin, French, c. 1924, signed, cast bronze, silver plated, foundry marks for Contenot and Lelievre, and foundry seal "Syndicat des Fabr. de Bronzes, Unis France", also referred to as the "Pathfinder," depicting a naked cloaked man, seated on a rock and shading his eyes, made in France for Finnegan's for the British market and sold from the company's London showroom. and numbered 2503, 7 in. high.  
\$3,500 - 5,000

239

A rare 'Gorgan - Medusa' mascot by G Poitvin for Hermes, 1920, finished in silver-plated bronze, with all registration numbers, the Syndicate des Fabricateurs de Bronzes, France and also the G.Poitvin sculptors name on the base, a very fine mascot depicting a draped nude kneeling on a rocky outcrop, originally offered exclusively by Hermes from their Paris showroom, 6½ in. high.  
\$5,500 - 7,500



234



235



236



237



238



239



240

A fine and rare 'Eos Herald of Dawn' mascot, by Josephine Sykes, introduced February 26, 1927, signed 'J.Sykes 26.2.27' to edge of drape, Cire Perdue bronze mascot with fine detailing depicting an elegant female with arms outstretched, the drapes of her dress flowing in the wind, with plaque that reads *Eos. Herald of Dawn. Royal Academy 1927* on turned wooden base and mounted on marble display stand, 11½in. high overall.  
\$20,000 - 28,000

241

A rare 'Lady with Garlands' mascot by Charles Sykes, British, c. 1920s, signed C. Sykes signature on base, bronze nickel plated, fine overall detail with pronounced wings and design to the edge of the skirt, mounted on original period style jeweled cap on marble display base, 12in. high overall.  
\$10,000 - 15,000

242

A 'Panther' mascot, after Francois Pompon, French, marked 'Pompon' to rear of base, depicting a panther on a rocky outcrop ready to pounce, on a black-painted turned wooden base, 4 in. high.  
\$1,000 - 1,500

243

A 'Voisin Icarus' mascot, a reproduction after the original design By C H Paillet for A E Lejeune, marked 'Ch.Paillet' to rear of base, nickelled mascot depicting the kneeling winged mythical figure, 6¼ inch wingspan, above a turned wooden base.  
\$1,000 - 1,500

244

A 'Draped Speed Nymph' mascot, after A E Lejeune, based upon an original design by L V Aronson, stamped 'AEL' and with registered design marking to rear of base, nickelled bronze mascot depicting a female nude with her arms outstretched behind her holding her drapery, which rotates as the car speeds along, mounted on a black painted turned wooden base, 6 in. high.  
\$1,500 - 2,000





241



242



243



244



245



247



246

**245**  
A fine 'Ram' mascot by G. Poitvin, French, c.1920s, bronze with silver plated finish, foundry Madaille d'or Cotenot - Lelievre, Winner 1922 Show Winner L'Auto, mounted on marble display base, exceptional craftsmanship and quality for its age, illustrated in *Mascottes Passion* preface, MA #649, Wms #695, approximately 5½ in. high.  
**\$9,000 - 15,000**

**246**  
A 'Leaping Ram' mascot, by Moreau, French, 1920s, signed 'H Moreau' to right side of base, finely detailed nickelled bronze, on a turned wooden base, 5 in. high.  
**\$800 - 1,200**

**247**  
A fine 'Tambourine Girl' mascot, by A Renevey, French, c. 1915, signed 'A Renevey' to left buttock, nickelled bronze, finely detailed mascot depicting a girl sitting cross legged playing a tambourine, mounted on a radiator cap and above a turned wooden base, 6½ in. high.  
**\$10,000 - 15,000**



248



249



250



251

**248**  
An 'Indian on a Buffalo' mascot by Rene Papa, French, c. 1925, signed R.Papa to base, cast bronze, nickel finish, fine detail and incredible style, exciting depiction of an Indian chief attacking a running buffalo, mounted on period cap and displayed on a marble base, 8 $\frac{3}{4}$ in. high overall. \$6,000 - 9,000

**249**  
A 'Cowboy on a horse' mascot by Rene Papa, c. 1925, signed R Papa to base, cast bronze nickel, exceptional detail of the classic cowboy with lasso on a bucking bronco, mounted on a period radiator cap and displayed on a marble base, 8 $\frac{3}{4}$ in. high overall. \$6,000 - 9,000

**250**  
A rare abstract 'Bird' mascot by J. Martel, c. 1920s, stamped J. Martel, bronze, silver plated, depicts abstract, bird shaped aerofoil, marked J. Martel, mounted on period style cap on marble display base, 7 $\frac{3}{4}$ in. high overall. \$8,000 - 10,000

See page 77 Joel et Jan Martel by Gallimard/Electra.

**251**  
A 'L'Eaigle, Oiseau Futuriste, Bird', by J. Martel, France, c. 1925-30, signature at back of mascot, very scarce due to limited production, aluminum, on marble display base, see also Michel LeGrand, Fig 917 \$3,000 - 4,000





252



253



254

252

A rare 'British Lion Films' mascot, by James Dixon & Sons, British, 1920s, electro-plated bronze mascot depicting a Lion Rampant holding a flagpole with flag and standing on a film reel, stamped under base 'Made in England' and with maker's markings, mounted on a turned wooden base, 6 in. high \$5,000 - 7,000

British Lion Films produced films from 1919 upto the mid 1940s, later becoming a film distribution company.

253

A rare 'Pierrot with Lantern' mascot, by Maurice Guiraud-Riviere, French, 1920s, signed to base 'M.Guiraud.Riviere', nickelled bronze mascot depicting a seeking Pierrot holding a lantern, patinated and with underlying points of nickel to represent a polka-dot costume, the lantern with period possibly original bulb and the base drilled with hole to rear for wiring, 6 inches high, mounted on a turned wooden base. \$6,000 - 8,000

254

A 'Toad of Toad Hall' mascot, by A E LeJeune, British, circa 1910, signed 'A.E.L.' to rear of base, finely detailed nickelled bronze mascot depicting the children's character from Wind in the Willows by Kenneth Grahame, dressed in motoring attire, 4 inches high, mounted on a period radiator cap above a turned wooden base. \$3,000 - 5,000

255

A fine 'Puss in Boots' mascot, by Antoine Bofill, French, circa 1910, nickelled bronze, signed 'Bofill' to base and with 'MAM' stamp to rear of base, depicting the character resplendent in boots, hat, sword and cane, 6in. high, mounted on a turned wooden base. \$10,000 - 15,000



255



257



258



256





259

256

A 'Bacchanalian Delights' mascot, by Andre Caron, French, c. 1915, signed 'A Caron' to rear of base, nickel-plated bronze, depicting the bust of Bacchus, the Roman God of wine, on a pedestal draped in a fox cape, drinking wine from a shell held to his lips by a nude nymph, on a period radiator cap, 5 in. high.  
\$3,000 - 4,000

257

An extremely rare 'Comete' glass mascot by Marius Sabino, c. 1925, signed Sabino France, an abstract airfoil, this is the larger of the two sizes of Comete made by Sabino in very small quantities for a few years in the 1920s, it is mounted in original Sabino mount on copper display base, approximately 9 in. in length.  
\$22,000 - 30,000

Exceptionally rare and is the first seen or handled in 25 years, the only other example recorded belonged to Mr. James Barron, the pioneer collector of mascots and automobile art, illustrated on page 107 of "Car Mascots-An Enthusiast's Guide, by Sirigano & Sulzberger, published in 1976, Wms. #879, Sabino Catalog #4946



260

258

A rare 'Futuristic' mascot by Joel Martel, c. 1920s, bronze silver-plated, one off, very rare and complex, this mascot was presented to famous architect, Mallet-Stevens, in the 1920s, mounted on original marble base, 8 in. long and 6 1/4 in. high overall.  
\$19,000 - 24,000

See page 77 Joel et Jan Martel by Gillmard/Electra.

259

A fine 'Folie de la Vitesse' mascot by P de Soete, Belgian, 1921-1922, nickel silver-plated bronze marked P.de Soete, this speed fool is extremely finely detailed and in superb condition, with the foundry stamping mark to the side of the wheel, designed for the 1921 and 1922 Paris Auto Shows. WW 678. MA 399. mounted on an interesting granite and marble plinth, 11 in. high overall.  
\$6,000 - 8,000

260

A 'flying wheel' mascot by Bruno Zack, c. 1920s, signed Argenton-Venna B Zach on base, bronze cast, depicts a winged wheel with a Man on one side and a Woman on the other, good detail, original bronze and patina, appears to have been ebonized at one time, mounted on a period style cap on a marble display base, 6 1/2 in. high overall.  
\$6,000 - 8,000



261



262



263

261

A extremely rare 'Pegasus with Mercury' by Rossi Engineering of Eastbourne, British, 1923, hollow cast bronze, chrome plated, wired for illumination, mounted on marble display base, 9in. high overall.  
\$4,500 - 6,000

Rossi engineering company of Eastbourne created expensive, high quality figureheads that rivaled Lalique in price. This particular piece retailed for 12£ in 1932. See Sulzberger and Sirignano Pg. 60, Figure #120.

262

A stylized 'Pegasus' mascot by J. Martel, c. 1920s, bronze silver plated, Martel's depiction of a 1920s Art Deco Pegasus, mounted on period style cap on marble display base, 9 1/4 in. high overall.  
\$5,500 - 7,500

263

An extremely rare 'Unic Centaur' by F. Bazin, French, introduced in 1921, signed F Bazin on left of base and molded Unic to the front, made of pewter, produced in a very limited quantities for a factory mascot, in exceptional original condition, displayed on marble base, approximately 8in. high overall.  
\$4,000 - 6,000

264

A rare "Hotchkiss" Cockerel mascot, by August Cain, French, c. 1924, signed 'A.Cain' to front of base, also bearing Susse Freres, Paris foundry stamp to right side of base and further stamped '116' to rear, nickel-plated bronze, finely detailed mascot depicting a crowing cockerel, complete with Hotchkiss-Paris emblem to base, mounted on a turned wooden display base, 6 1/4 in. high.  
\$10,000 - 15,000

265\*

A "The Kid" mascot by Jean Verschneider, 1925, This is an amazing item from the Golden Age of Silent Film and the Golden Age of Automobilia. "The Kid" by Jean Verschneider is an exceptional and extremely rare car mascot made in 1925. Jackie Coogan is "the Kid" in this most successful film with Charlie Chaplin.

This mascot was fashioned as Jackie Coogan's personal mascot and cast in a limited edition in three different finishes and two sizes. This example here is the larger 6 1/4 inch size, with the rarest finish and deluxe ivory face. The base is signed 'The Kid,' on the front, and 'Jean Verschneider 122' on the rear. It is in exceptional and totally correct condition.  
\$2,000 - 3,000

Jean Verschneider (1872-1943) is a well known French artist/sculptor.



265



264





266



267



268



269



270



271

266

A 'Cicada', mascot by Guiraud, French, c. 1922, cast bronze, nickel silver plated, Winner of the L'Auto Design Salon France, this mascot reflects an Art Deco design from the 1920s, with art deco mount movement, displayed on original custom wood base, 6in. high overall.

\$8,000 - 10,000

267

A 'La Renomee' mascot for Ballot Moteur by Emile Edmond Peynot, French, 1923-1926, the 'Trumpeting Angel' in nickel silvered bronze, depicting a nude holding a victory laurel garland and palm leaf, standing over a car engine and heralding its arrival, a fine and exceptionally rare mascot, this example has a 6cm diameter base and is the larger 13cm high version produced as a mascot from 1923-1926. Also comes with a lock integrated into the base with two keys and mounted on a custom marble base, minor repair where the horn meets the hand, approximately 7½in. high overall.

\$7,000 - 8,000



272

268

A rare 'La Rafale' mascot by M. Guiraud-Riviere, French, c. 1922/25, signed on the base, nickel silvered bronze depicting a woman crouching forward with her hair blowing in the wind, winner of the Journal L'Auto Medal in 1922, mounted on a marble display base, 8in. high overall

\$9,000 - 12,000

269

A rare Szaire-Freres automobile mascot by J. Martel, 1928-1929, stamped J. Martel to base, bronze silver plated, sharp, interesting arofoil design, mounted on original period style cap and marble base, approximately 6in. high overall.

\$8,000 - 10,000

270

A stylized 'man throwing discus' mascot by Mady, c. 1930s, bronze nickel plating, the disc is a silver coin of St. Christopher, mounted on a marble display base, approximately 8½in. high overall.

\$3,500 - 4,500



273

271

A Steyr Automobiles 'Egyptian Goddess' mascot, Austrian, c. 1920s, marked Weber and Ruhl, hollow cast in brass, chrome plated, in regal pose with arms folded, used for Austrian Steyr automobile, large size, originally integrated with soldered on cap, mounted on marble base, 8in. high.

\$3,500 - 4,500

272

A Herme's/Mercury mascot, c. 1920-25 Herme's a Greek god, son of Zeus and Mala, known as Mercury to the Romans, he was the God of eloquence, of trade and messenger to the Gods, exclusively for Herme's, perfect original condition, this is the figure used by Herme's as their top mascot and illustrated in the Forward of Mascottes Passion,

\$5,000 - 7,500

273

A 17th century Gentleman 'Maurice' frosted glass mascot, c. 1930, marked Maurice and Omnium Loynnais, Lyon, France, a frosted glass figure in clothes and hat, said by vendor to be a commissioned piece, mounted in original metal mount attached to period radiator cap on marble display base, approximately 9in. high overall.

\$3,000 - 4,000



274

**274**  
A 'Snake Charmer' mascot, by Fanny Rozet, French, c. 1910, signed 'Rozet' to base, nickelled bronze mascot depicting a standing female nude holding a musical pipe and with a snake around her arm, mounted on a radiator cap above a turned wooden base, 6 in. high.  
**\$4,000 - 6,000**



275

**275**  
A 'St. George and Dragon' mascot, French, c. 1920s, unsigned, but bearing Susse Freres foundry marking to left side of base, finely detailed bronze mascot depicting St George on his steed spearing a writhing dragon through the mouth, mounted on a turned wooden base, 4¾ in. high.  
**\$4,000 - 6,000**



276

**276**  
A 'Skipping Girl' mascot, by Paul Ponsard, French, c. 1920s, signed 'P.Ponsard' to rear of base, nickelled bronze, depicting a female nude with skipping rope (detached at right handle), mounted to a radiator cap above a turned wooden base, 7½ in. high  
**\$3,000 - 4,000**

**End of Session**



Motorcars

Session II

Thursday January 17 at 1pm

Lots 301 – 414





## 301 1969 AMC AMX California 500 Special



In the mid-1960s with the pony car wars raging, the American Motor Company decided to enter into the ring with the Big Three and produce a contender. A reliable producer of nicely appointed and economy-minded machines, AMC had not heretofore been much of a player in the world of motoring athletics. Taking a cue from across 'The Pond' that was Lake Michigan, Wisconsin-based AMC got to work producing an 'American Motors eXperimental' that would eventually become the AMX.

In the interest of full scale production, the decision was made to go with a unibody, stamped steel chassis. The AMX was the first all-steel double bucket to come from the US since the 1957 Thunderbird. But unlike the T-bird, speed was the focus. A short rear deck with slight buttressing and long hood gave credence to where the meat of the car was to be found. When it was introduced in '67, engines ranged from a potent 290ci, 225hp V8 up to a fire breathing 390ci, 315hp V8. A four-speed manual was standard but an option three-speed 'Shift Command' automatic was also available. Among the notable options was a range of three 'Big Bad' colors: neon brilliant blue, orange, and green. The package offered color-coded bumpers and special trim for an extra \$34. Also available was the 'Go-Package' option that added power-assisted disk brakes, E70 by 14 performance tires wrapping 'Magnum 500' styled steel rims, 'Twin-Grip' differential, heavy-duty cooling and suspension, beefier anti-roll bars, and other performance enhancements.





When the AMX debuted, it was met with rave reviews. The sporting car was often compared to the Corvette thanks to its two-seats, 1" shorter wheelbase, and athletic pretensions. But at a price starting at \$3,245 it was about a grand less than the Chevy. The AMX was named the 'Car of the Year' by the Society of Automotive Engineers in 1969 and again in 1970.

The AMX offered here ticks all the boxes—and then some. A California 500 Special model, it came kitted-out with pretty much every available options: the biggest available motor (the 390/315hp), the 'Shift Command' automatic, the 'Go-Pak', the full compliment of luxury and power features including A/C and AM/cassette radio (a second also very rare AM radio is also included), and the Big Bad Green color scheme—it is the baddest AMX you could have ordered. From 2004 to 2006, this car was bestowed with a nut-and-bolt restoration by Collector Car Garage in Rancho Cordova, CA at a cost of over \$82,000. Further restorative work brought the total cost to over \$90,000. In addition to a full complement of receipts, an extensive photo album details the work carried out.

One of only 283 Big Bad Green AMX's built in 1969—and even fewer California 500 Specials—this is very likely the world's nicest AMX. With a sea of Mustangs, 'Vettes, and 'Cudas gracing most every show, here is a chance to really stand out with one of America's finest sports/muscle cars for a fraction of its restoration costs.

**\$35,000 - 45,000**

## Overview

**Chassis no. A9C397X288507**

**390ci, 315hp V8**

**'Shift Command' Three-speed automatic**

**Over \$90,000 in restoration receipts**

**One of 283 Big Bad Green '69 AMXs**

**Equipped with virtually every available option**





**302**

*From the Martin Swig collection*

**1931 Chrysler CM-6 Sport Roadster**



Chryslers of the late 1920s and 1930s were not only very strong and robust touring cars, they were actually quite fast for their day. Between 1925 and 1931, Chryslers competed internationally at events such as the Mille Miglia, the Le Mans 24 Hours, and the Spa 24 Hours racking up impressive results amidst world-class competition that included Bugatti, Mercedes, and Alfa Romeo.

This 1931 Chrysler CM-6 was prepared by Martin Swig in the style of the sporting competition cars of the period. Martin had previously raced a 1931 Chrysler CD-8 at the Mille Miglia and at the Monterey Historics at Laguna Seca, where he took great pleasure in regularly beating Blower Bentleys. He intended to pursue a similar project when the opportunity to acquire this very good CM-6 presented itself in 2002.

The car had been in the longterm ownership of Charles Giese in Billings, Montana, who had owned it since at least 1964 according to an old Montana title. It passed briefly to Mark Hyman and then to Swig, who immediately transported the car to Pit Stop Automotive in Brisbane, California, for its rebirth as a dual purpose competition/touring car.



Swig added triple Zenith updraft carburetors on a custom manifold, along with forged pistons and a higher 9:1 compression ratio. The look was completed with the windshield folded flat and a pair of Brooklands competition windscreens adding a touch of aggression; a Jaeger tachometer was added for the driver.

The Chrysler retains its ability to act as a capable car for lower speed touring and parades, and remains eminently usable on the road. It truly exemplifies its dual personality on the track, however, where without much fuss or bother, it has been known to run with--and occasionally beat--supercharged 6C 1750 Alfas, Bugattis, and more than a few purpose-built pre-war racing specials. It ran successfully in the Monterey Historics on several occasions, including an excellent drive by François Castaing in 2004.

We are advised that this excellent touring car would be a welcome entry for the California Mille. It certainly offers its new owner a substantive pre-war motorcar, with sporting ability that belies its more genteel looks!

Offered on a California Certificate of Title. This vehicle is titled by its engine number.  
**\$60,000 - 80,000**

## Overview

**Chassis no. 6 532 542**

**Engine no. CM 14224**

*217.8ci inline L-head six-cylinder*

*Triple Zenith updraft carburetors*

*Three-speed manual transmission*

*Prepared in the style of 1930s European road racers*

*Multiple Monterey Historics participant*

*Guaranteed entry for the California Mille*

*Known ownership since 1964*





**303**

*Soft-window Targa*

**1967 Porsche 911 Targa Soft Window**



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

Porsche added an open-topped variant to the 911 model range for 1967 featuring a stainless steel-clad roll bar, removable roof panel and a detachable plastic rear window (a fixed glass window wasn't made available until the following year). Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s and just 718 were built in the first year of production. All 1967 year 911s received Weber 40 IDA carburetors to cure a flat spot inherent in the original Solex items and the standard 911 was joined by the more powerful "S".





This very collectible 1967 soft window Targa is believed to have been in Southern California since new and also to have limited ownership. An older restoration, the Porsche has been garaged and clearly well maintained. Marque specialists Classic Showcase recently performed a cosmetic restoration that included a new custom fitted, hand sewn, and installed black interior in the correct materials and patterns, with the seats, carpets and door panels completely restored and retrimmed using all factory materials. The Targa also comes with a new soft window and matching boot. The body was wet sanded and buffed to a magnificent finish. All yellow and silver CAD items were re-plated in their proper finish and the instruments were removed, cleaned and serviced to ensure they work correctly. A period Blaupunkt AM/FM push button radio with Hirschmann antennae adds an authentic touch to the immaculate cockpit. Other notable features include fog lights and an original door mirror. The engine has been nicely detailed, with its hardware restored to correct factory finish. The carburetors were rebuilt and properly set-up and the valves adjusted during a recent major tune-up. All systems were gone through on this soft window Targa. The car sits on Fuchs alloy wheels with Yokohama tires. During the restoration process, much attention to detail was taken which presents itself very well for its future owner.

Ready to be driven, shown and enjoyed this striking and ever so collectible 1967 Soft Window Targa is accompanied by a Porsche Certificate of Authenticity, which confirms the matching numbers status.

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

## Overview

**Chassis no. 500701**

**Engine no. 912049**

*1,991cc flat-six cylinder*

*Manual transmission*

*First Targa model, one of only 718 made*

*Original color combination*

*Southern California car from new*

*Porsche Certificate of Authenticity*



**304**

*Formerly owned by the lead singer of  
The Kingston Trio*  
**1956 Pontiac Safari Two-Door  
Station Wagon**



The legendary GM Motorama shows of the 1950s introduced dramatically styled dream cars to a wide-eyed and astonished public. Many of these 'cars of the future' directly influenced those which found their way into GM showrooms and from there into the garages of America, delivering an unmistakable dash of color to suburban driveways just a few years after the privations of WWII.

The Pontiac Safari and its sister the Chevrolet Nomad were two such cars. Two-door station wagons styled with sporting lines, they brought a rakish insouciance to what had previously been thought of only as a family hauler. Pontiac's Safari was more powerful, longer and more expensive than the Chevy Nomad, and only about half as many examples were produced. Rare when new, they are seldom encountered today, with some estimates stating that of 4,042 1956 Safari wagons built, only a few hundred may remain.





As befits its rarity, this fine example has been the recipient of a thorough restoration, completed circa 2005. The wonderfully period colors of Sun Beige and Sandalwood Tan in which it is finished are those in which it was delivered from the factory in Wilmington, Delaware, as confirmed by the data plate. It also boasted the 'Comfort and Convenience package', including tissue dispenser, from new. Since completion of the restoration this Safari has seen very limited use but has enjoyed regular and diligent maintenance.

We recently drove the wagon and confirmed that it goes down the road as well as it looks and would be a perfect cruise night companion (just think of what you could do in the back seat!) or beach transport. An interesting footnote to the history of this Safari is that it was once owned by Bob Shane, lead singer of 'The Kingston Trio'. A large binder of documentation including an original owner's manual and historical information accompanies the car, including a photo of the car during Shane's ownership, with his autograph.

For the discerning collector of 1950s American Iron, the chance to buy such a finely presented wagon, both 'rare and well done', is one which should be eagerly pursued.  
**\$45,000 - 55,000**

## Overview

**Chassis no. W756H11116**

*'Motorama' inspired design*

*317ci V8 engine*

*Automatic transmission*

*Formerly the property of Bob Shane of the  
'Kingston Trio'*

*Twice as rare as a Chevrolet Nomad*

*Approximately 1,000 miles since restoration*





**1993 Bentley Continental R Coupe**

By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production; clearly a situation which could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars and, in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sports Car' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products; but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants John Heffernan and Ken Greenley at Worthing-based International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to



incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say this was outstanding, the combination of the 325bhp Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under 7 seconds and boosting top speed to around 150mph.

Previously owned by John H. Sweeney, former Executive Director of the Larz Anderson Museum of Transportation in Brookline, Massachusetts, this very clean, low mileage Bentley has approximately 26,000 miles on the clock today. Previously titled in Florida, New Mexico and Texas the car was acquired by Sweeney, a renowned car collector, in 2007 and invoices on file indicate the car received regular maintenance at Bentley Boston. Currently based in the Pacific Northwest, where it has resided with Sweeney's brother since his passing, the car is offered with a Washington Certificate of Title. The brakes were overhauled in February 2011 during a recent check over. The Continental R looks set to follow in the footsteps of its namesake, the legendary R-type Continental of the 1950s, and become the most collectible model to wear the famous winged 'B' badge of the modern era. Offered with books, tools and history file.

**\$35,000 - 45,000**

**Without reserve**

## Overview

**Chassis no. SCBZB03D4PCX4271**

*6.75-liter V8 motor*

*Automatic transmission*

*Low mileage, well-cared for example*

*US model*

*Offered with books and tools*





## 1948 Packard Deluxe Touring Sedan



Although its cars continued to be built to exemplary standards, Packard in the post-war years failed to match the pace of styling change that its customers, and the rest of the US auto industry, had come to accept as the norm. Nevertheless, Packards of the late 1940s are amongst the most collectible of post-war American automobiles. When production re-commenced in October 1945, Packard fielded its 'Clipper' range almost unchanged from that on offer for 1942. Packard had first applied the Clipper name to a new eight-cylinder model in 1941. Although it used the existing One Twenty's engine, the '41 Clipper incorporated a new chassis and striking up-to-the-minute styling. Only one model was available initially, a four-door sedan, which was lower than any contemporary Packard and wider than just about any other car on the US market. For 1946 the Clipper line-up was extended to include the six-cylinder Packard while there were three eight-cylinder series: Standard/Deluxe, Super and Custom Super.

The Packards continued virtually unchanged, either stylistically or mechanically, for 1947 and it was not until the 1948 range was announced that there was a wholesale makeover. Known as the 'inverted bathtub', Packard's new look was longer, sleeker and more streamlined than before. Only three series (all eight-cylinder) were now available: Standard/Deluxe, Super and Custom, the latter in either standard or long-wheelbase versions, which were powered by Packard's 'Thunderbolt' inline side-valve engines of 288cid, 327cid and 356cid respectively. The Deluxe models, offered in two-door Club Sedan or the four-door Touring





Sedan as presented here, added additional exterior trim and interior appointments over the Standard version including fancier wheel trim and the 'Winged Goddess' mascot. They were far and away the most popular Packard of the day, accounting for more than a third of the 1948 production total.

This striking Packard Blue 1948 Touring Sedan received a cosmetic and mechanical restoration in the mid-1990s, including a high quality paint job costing \$15,000 that still looks fabulous today. The interior was preserved apart from new carpets at the time, with the original seats, door panels and headliner deemed to good to replace. Receipts for much of the work are on file.

Having lived in the dry desert climate of Palm Springs for many years, the current owners bought the Packard from friends after coveting it for some time for the combination of style, rarity and condition. Initially entered in a few car shows and enjoyed on the road, car has been used less frequently in recent years and the time is now right for it to move to a new home.

The Packard fires up, drives and shifts easily through its column-operated three-speed transmission, and we enjoyed wheeling it through Palm Springs during a recent test drive. Offering a great deal of car for the money, this Packard is an excellent entrée to the Classic Car scene and would make a delightful tour car.

**\$18,000 - 24,000**

## Overview

**Engine no. G261926CE**

*288ci line eight-cylinder*

*Three-speed manual transmission*

*Well kept example*

*Mostly original interior*

*Recent, enjoyable test drive*



307

## 1963 Rolls-Royce Silver Cloud III Saloon



Facing increasing competition from faster rivals and with development of its aging six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. 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 the Crewe firm 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 aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardized.

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





Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

As confirmed by the original build sheets, 'LSEV29' was built for the American market in 1963 and delivered through the Rambler dealer in Palm Springs, California to its first owner, Mr F. Newman in Las Vegas, Nevada. Finished in Astral Blue with blue leather upholstery, the Rolls-Royce was specified with Dunlop whitewall tires, a Blue Spot radio, electric windows and Ambassador Blue lambswool rugs front and rear.

In 1965 the Rolls-Royce passed to the present owner's wife's family, making this effectively a two-family ownership example from new. A low mileage example, reading 29,708 miles on the odometer at the time of cataloging (believed genuine going by the documentation available with the car), this Silver Cloud III remains very much as it left the Crewe factory almost half a century ago apart from the addition of seat belts, a modern stereo/CD player and air conditioning.

Presented today in two-tone gold and burgundy with matching burgundy leather interior, the car has been painted in recent years and has clearly benefited from living in the dry desert climate all its life. A Las Vegas car all of its life, this Cloud III certainly looks the part for cruising the Strip and has been carefully maintained.

**\$40,000 - 60,000**

**Without reserve**

Please Note: The car is titled as a 1965

## Overview

**Chassis no. LSEV29**

**Engine no. SV14E**

**Body no. 7142**

*6,230cc V8 motor*

*Automatic transmission*

*Standard Steel coachwork*

*US market, factory LHD example*

*Low mileage Las Vegas car*

*Fitted with air conditioning*





**308**  
**1961 Austin-Healey 3000 Mk II**  
**BT7 Convertible**



The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1961 evolved into the far more civilized and capable machine. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. In '3000' form the rugged Austin six delivered 124bhp at 4,600rpm, good enough for a top speed in overdrive of 114mph with the optional hardtop in place. Otherwise, the car remained much as the 100/6, though the more-powerful disc brakes were a welcome improvement. Unveiled in March 1961, the Mk II version with restyled grille and bonnet intake was the last 3000 available as a two-seater, the 2+2 (BT7) option having been for years the more popular. Engine improvements in the form of triple SU carburetors and a revised camshaft liberated an extra 8bhp.



Contemporary road tests typically recorded performance figures for the Mk II of 114mph top speed and a 0-60mph time of approximately 11 seconds. Mk II production ceased later in 1962 after 5,095 2+2s and 355 two-seaters had been built, though the Convertible continued until the introduction of the 3000 Mk III in 1963.

After sitting for 15 years, this delightful Big Healey was recently re-commissioned with new triple-laced wire wheels, new stainless exhaust and alloy sump pan. Showing 89,588 miles on the clock, the Healey is finished in Colorado Red with contrasting white upholstery piped in red, red carpets and comes with full road equipment including top, side curtains, tonneau and tools.

First registered in 1962, the car has the correct triple carburetors and four-speed 'box with overdrive. We are advised by the vendor that this Big Healey is a capable and enjoyable driver, offering all the thrills of a classic British roadster in a comfortable and desirable specification.  
**\$44,000 - 48,000**

Titled in Oregon as 1962 with chassis number 15724

## Overview

**Chassis no. HBT7-L/15724**

**Engine no. 29E-RUH/2013**

*2,912cc inline six-cylinder*

*Four-speed transmission with overdrive*

*BT7 four-seater configuration*

*Full road equipment*

*Recently recommissioned car*





**309**

## **1963 Jaguar XKE Series 1 3.8-liter Roadster**



Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular space frame extended forwards to support the engine. The latter was the same 3.8-liter, triple-carburetor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available, the E-Type's performance did not disappoint!

This beautiful, matching numbers XKE Roadster is listed on its Heritage Certificate as having been dispatched to Jaguar Cars New York on June 18, 1963; its first owner was not recorded. Delivered in Opalescent Maroon, a striking color, it wears this same scheme today, complemented by an inviting biscuit leather interior.

This Jaguar was the recipient of a comprehensive restoration by Jaguar experts, documented by way of photos and receipts. During restoration, the car was disassembled with great attention paid to the body work and paint. The car has been color sanded and buffed to something





approaching perfection. An auxiliary fan was installed to improve the driving experience. Mechanically, the engine, transmission, suspension and many other systems were restored as needed. Cosmetic items including brightwork, upholstery, rubber seals and new convertible top were installed. Additionally, it features a period correct BMCD AM push button radio. The car has been recently serviced and detailed inside and out. The vendor reports that this is a meticulously maintained and well-cared-for example throughout.

As further testament to its outstanding quality, this very car was the feature of a Salon article in the May 1997 issue of *Road and Track*, written by none other than Peter Egan. Egan waxed enthusiastically about the car, describing it at the time as "one of those crisp, perfect cars where everything works harmoniously".

A delightful Series I, in splendid colors and having had quite a lot of attention lavished upon it, this is a highly desirable example of one of Jaguar's finest models, in its purest early "covered headlight" iteration. **\$125,000 - 150,000**

## Overview

**Chassis no. 879458**

**Engine no. RA2136-9**

*3.8-liter inline six-cylinder engine*

*265hp with triple SU carburetors*

*Four-speed manual transmission*

*Matching numbers example*

*JDHT Heritage Certificate included*

*Featured in Road and Track*



310

**An original “Dukes of Hazzard” stunt car  
1969 Dodge Charger “General Lee”**



1969 was the heyday of the American Muscle Car and the Dodge Charger was in the core of the furnace. The Charger's fastback two-door hardtop body style with its "Coke bottle" fenders, full width grille and simulated fender side extractor vents was distinctly purposeful and subtly refined. Its appeal didn't depend on fins, flairs or embellishment, just good design attractively presented.

Under the skin the Charger had the stuff to back up its visual appeal: magnificent engines, strong transmissions and solid suspension. It wasn't, however, a "Good Guys" car, having a potent but portentous presence that communicated more menace than promise.

One of the most famous cars in television history, "The General Lee" tore across prime time for seven years. "The General Lee" was, in fact, one of the main stars of the series, with its trademark long jumps and close and convoluted escapes from the law. Set in Georgia, the "Duke" boys were a pair of Robin Hood characters in constant conflict with 'Boss' Hogg and his bumbling sheriff Roscoe P. Coltrane. And who can forget Catherine Bach as Daisy Duke? *The Dukes of Hazzard* has enjoyed a resurgence





in popularity through syndication, and two, made for television movies. There are literally hundreds of websites devoted both to the show and specifically to "The General Lee." Interest in the original television series was rekindled in 2005 with the release of the Warner Brothers film and the orange Charger remains one of the most iconic, instantly recognizable cars of all time.

Exhibiting a great patina consistent with an unrestored "General Lee" stunt car, the accompanying history file includes a copy of the original purchase agreement between Warner Bros and Jay Ohrberg dated September 5, 1986, confirming this particular car was used as a stunt vehicle in the cult television series *Dukes of Hazzard*. In 1998 the car passed to the next owner and changed hands again in 2001, joining the Hollywood Rock & Roll Museum in Branson, Missouri. The car changed hands again later in 2001 and came into the present ownership in 2005. We are advised the car runs and drives just fine and in addition to the history file, has the Air Cleaner signed by a *Dukes of Hazzard* cast member.

\$55,000 - 65,000

## Overview

**Chassis no. XP29G9B388140**

*383ci V8 motor*

*Four-speed manual transmission*

*Original "General Lee" stunt car*

*Documented ex-Warner Bros.*

*Original, unmolested example*





### 311

## 1958 AC Aceca Coupe



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

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-liter, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. A hardtop version - the fastback-styled Aceca coupé - debuted at the Earls Court Motor Show in 1954.

The Aceca's hatchback body was constructed in hand-formed aluminium over a tubular steel framework, while the tubular chassis was more substantially built than the Ace's. To reduce noise levels within the cabin, AC mounted all major components on rubber bushes. The result was a



well-engineered, light in weight and extremely pretty GT car in the best AC tradition. The Aceca is also notable as being, along with the Aston Martin DB2/4, one of the first hatchback designs. Very few alterations were made to the Aceca during its production life apart from a change of engines and in total just 151 were produced with the AC six.

An original right-hand drive car, 'AE 650' left the Thames Ditton factory on April 23, 1958 in Bright Blue with beige upholstery, as confirmed by AC factory records. Formerly registered as '10FPG' in the UK, a copy of the old DVLA registration document in the name of David Still of Chichester lists Henry Moon of Bedford as the previous keeper. In 1986 the car was offered at auction and subsequently advertised by well-known classic car dealer Nigel Dawes later that year. The Aceca then made its way across the Atlantic and underwent a comprehensive rebuild in recent years for the Texas-based owner, with invoices and photos on file showing the car stripped back to bare metal. Presented today in striking red with tan upholstery accentuated with blue piping and matching blue carpets, Acecas are increasingly sought after as vintage tour cars and are prized for their combination of spirited performance and good looks. Included in the sale is a copy of the original Ace & Aceca Instruction Manual.  
**\$85,000 - 100,000**

## Overview

**Chassis no. AE650**

**Engine no. CL2350WT**

*2-liter inline six-cylinder motor*

*Four-speed manual transmission*

*Attractive fastback styling*

*Factory right-hand drive*

*Matching numbers and original color combination*

*Recently restored example*

*Perfect for rallies and tours*





**312**

*The ex-Lady Astor*

## **1935 Rolls-Royce Phantom II Sedan de Ville**

The Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively known as the Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as

on the PI. The result of these engine changes was greatly enhanced performance, particularly for the Continental model, and the ability to accommodate weightier coachwork. Highly favored by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day, getting off to a flying start when a pre-production model ('26EX') designed by Ivan Evernden and made by Barker & Co (Henry Royce's favourite coachbuilder) won the Grand Prix d'Honneur at the Biarritz Concours d'Elegance in September 1930.

This particular Phantom II, '58UK', is a very late example - 13 away from the final car built - on the long chassis and originally fitted with Sedan de Ville coachwork by Barker & Co. commissioned for The Rt. Hon. Lady Astor. As such it incorporates a number of stylistic flourishes typical of this late series car, along with the numerous mechanical improvements made over the life of the model.

The Viscount and Lady Astor were an interesting couple to say the least. Both American by birth, they met on a Trans-Atlantic voyage in 1905 and were married in May the following year. Born Nancy Witcher Langhorne in Danville, Virginia on May 19, 1879, Lady Astor had previously been married to Robert Gould Shaw II before divorcing and moving to England to begin her new life entertaining society's elite and supporting her new husband's fledgling career in politics.





When her husband ascended to the title of Viscount in 1919, Lady Astor won the by-election for his seat in the House of Commons, becoming only the second woman elected to the House - and the first to actually take her seat, which she held until stepping down in the 1945 General Election. The Astors lived at Cliveden, an impressive estate on the River Thames, and also maintained a London residence at No. 4 St James Square, where the Rolls-Royce was delivered in September 1935.

Typical of so many Pre-War Rolls-Royces, '58UK' made its way across the Atlantic in the 1950s and was recorded with Warren G. Epstein in Saratoga, California in 1957 followed by a Mr. Sanders of California in the 1978 RROC Ownership Roster.

The most recent owner, an enthusiast and collector from Colorado, acquired the Phantom II in 1984 from Roger T. Mitchell Jr. and it became a regular participant at Concours events in the Denver area until 1995, winning numerous awards. An older restoration finished in the attractive color combination of garnet on silver with matching leather and cloth upholstery, the car was serviced in February 2012 and the vendor reports it to be running well, confirmed in an appraisal report.

Supplied with a toolkit, copies of the original build sheets and service manual, the Phantom II is offered with a Colorado title.

**\$100,000 - 140,000**

Please Note: The car is titled under the engine number.

## Overview

**Coachwork by Barker & Co.**

**Chassis no. 58UK**

**Engine no. RX35**

*7,668cc OHV inline six-cylinder*

*Four-wheel, servo-assisted brakes*

*Barker & Co. Sedan de Ville coachwork*

*Interesting provenance with titled first owner*

*Older restoration, recent mechanical check-over*









**313<sup>Ω</sup>**

**'La Petite Royale', ex- William 'Bill' Borchert Larsen  
1930 Bugatti Type 46 Faux Cabriolet**

'(The Bugatti Type 46) ...combines the luxury of a large limousine, the perfect flexibility and top gear performance of a thoroughbred low carriage with the perfect roadholding, the speed and acceleration of the best type of sports model.' - 'The Motor', 1930.

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track. Indeed, the world's greatest racing drivers enjoyed countless successes aboard the Molsheim factory's products and often chose them for their everyday transport. Although Bugatti is best remembered for its racing models, most of the 6,000-or-so cars produced at the Molsheim factory were touring cars of sporting character.

## Overview

**Coachwork by Veth & Zoon**

**Chassis no. 46293**

**Engine no. 157**

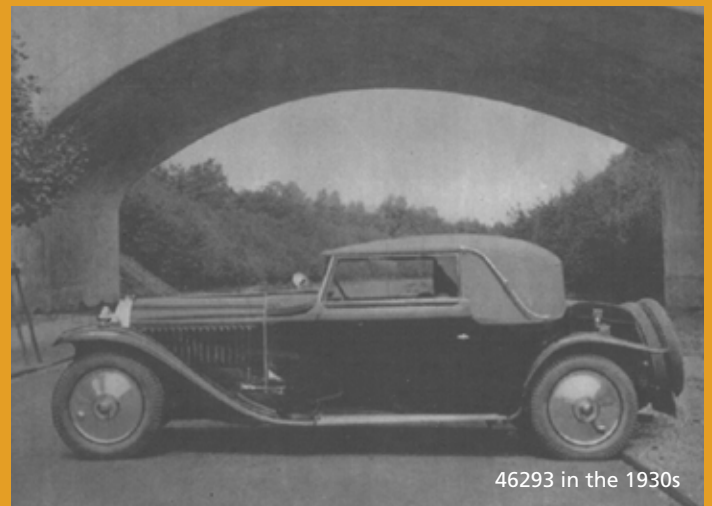
*5,359cc inline eight-cylinder*

*Three-speed manual gearbox*

*Restored by Alpine Eagle to exacting standards*

*Unique surviving Bugatti by this coachbuilder*

*Welcome at all major Concours events*



46293 in the 1930s



Produced from 1929 to 1932, the Type 46 exemplified Bugatti's policy of building fast and exciting touring cars possessing excellent handling. The Type 46 was powered by a 5.4-litre, single-overhead-camshaft, straight-eight engine - effectively a short-stroke version of that found in the stately Type 41 Royale - while the axles, brakes and rear-mounted transmission were other Royale carry-overs, giving the model the name 'La Petite Royale'. Because of its lengthy run of success, Ettore Bugatti had remained committed to his single-cam engine as found in the Type 46, only adopting the more advanced double-overhead-camshaft method of valve actuation, after much prompting by his eldest son Jean, on the Type 50 of 1930. But of all the many and varied car designs that he produced, it is the elegant and handsomely proportioned Type 46 that the legendary artist/engineer is said to have favored most. Unlike the Royale, only six of which found customers, the Type 46 proved far more saleable, a total of 444 (plus 18 supercharged Type 46S) leaving the Molsheim factory by the time production ceased.

A civilized grande routière to match those of rivals Delage and Delahaye, the Type 46 attracted coachwork of the finest quality executed in a wide variety of styles, the faux cabriolet body carried by this example being the work of Veth & Zoon (Veth & Son). Established in 1840 in Arnhem,

Holland, Veth & Son started off constructing horse-drawn carriages before diversifying into powered transport towards the end of the 19th Century. The company grew quickly and in 1914 was appointed the official coachbuilder to the Dutch Royal Family. Before WW2, bodies were fitted to chassis of quality marques such as Bugatti, Hotchkiss, Talbot Lago, Bentley and Packard. After the war, Veth & Son escaped the fate of many of their contemporaries by branching out into the manufacture of truck and van bodies. The company still exists building commercial and public service vehicles but has not bodied a car for over 60 years.

The well documented car offered here - chassis number '46293', fitted with its original engine number '157' - was the 18th of 35 Type 46 chassis produced in the Molsheim factory in April 1930. A Type 46 chassis had been ordered on April 4th, 1930 by a provincial Dutch Bugatti agent, H Stam of Soest, a town about 35 kilometres south-east of Amsterdam, for his client C D Klos, a mussel farmer from Ierseke on the Oosterschelde coast, around 120 kilometres south-west of Soest. Chassis number '46293' was allocated to this order, for which the agent was invoiced the sum of 64,980 French francs (approximately \$2,550 at the then current rate of exchange). The chassis was duly delivered to him on 14th April 1930, promptly following its completion, and came fitted with the wire wheels characteristic of early Type 46s.



In 1928 Klos had decided to purchase a 3.0-litre Bugatti Type 44 via the Stam agency, which had ordered a chassis for him from the factory on 10th September. Chassis number '44637' duly arrived on 21st September and was forwarded to the long-established Belgian coachbuilders, D'leteren Frères of Brussels, who had been commissioned by Klos to build faux cabriolet coachwork to his personal requirements. However soon after taking delivery of the completed car he found it to be too small, hence his order some 18 months later for a Type 46 chassis. Klos was evidently pleased with the styling, if not the size, of the D'leteren coachwork on his Bugatti Type 44, so he commissioned Veth & Son of Arnhem to produce faux cabriolet coachwork of the same style upon his new Type 46 chassis, which they duly did.

'The Bugatti Book' by Eaglesfield and Hampton, published in 1954, contained the first register of Bugatti cars. Chassis number '46293' is listed as being still in the ownership of C D Klos, of Damstraat 23, Ierseke. However by 1962, the year Hugh Conway's more comprehensive 'Bugatti Register' was published, the car had passed to its second owner, F L Boele van Hensbroek, of Straatweg 170, Rotterdam. It was then registered with the Rotterdam number 'RD-58-82'; however, the Register entry was in error in stating that the car was first registered in 1928 and, more seriously, that its coachwork had been produced by D'leteren of Brussels as a replica of the earlier body they had built on his Type 44.





In 1973-75 Hugh Conway compiled an update to his 1962 Register which was published in installments in 'Bugantics', the quarterly journal of the Bugatti Owners' Club, with a single line entry per car. This update listed van Hensbroek as still owning '46293'. The only register published since in which the car appears was produced by the Dutch Bugatti Club. This register, which was published in 2005, also includes all Bugattis known to have at some time been in Belgium, a country which has never had its own national Bugatti club. The entry for this car (copy on file) reveals that after van Hensbroek it was owned successively by four more Dutch owners respectively named Bouvy, L Stapel, Rust and de Bouter, and that it had later been registered with the number 'K-6588'.

After many years of Dutch ownership, the car would pass to an American, William 'Bill' Borchert Larsen of Wisconsin in 2004. Mr. Larsen had come to the collector car world later in his life and was beginning to enjoy the camaraderie and sheer fun that could be had on car events and tours. In 2000 he had intended to complete the 'Around the World' rally in a Silver Ghost, and while poor health precluded him making the start, his co-driver literally picked up a female spectator to serve as navigator on the start at Tower Bridge in London, a story which would garner considerable press interest at the time. As Larsen's interest in cars developed, he became fixated on owning a big Bugatti, and after a search for a number of months, his friends at Alpine Eagle restorations in the U.K. suggested

the Veth & Zoon Type 46. Although needing work, it was a project that both they and he relished and a deal was made, the car remaining in Europe, rather than ever being brought to the U.S.

Sadly, mid-way through the rebuild, at the stage when literally every component was in pieces, Mr. Larsen died. Fortunately, a similarly minded enthusiast stepped into the breach and allowed Alpine Eagle to follow the project through to the finish. Taking a number of years and at a cost of more than \$550,000, the car was finally completed in 2010. The concours-standard rebuild is photographically documented in an accompanying ring binder, also containing all relevant invoices, while in addition the car comes with a beautiful, leather-bound, 36-page presentation album of professional studio photographs. As can be seen from the photos on these pages, the result is simply stunning and from the moment that it debuted at the Bugatti Rally in 2010, it is a car that had generated considerable interest.

Bonhams was entrusted with the sale of the car at its landmark Grand Palais auction in 2011, at which point it passed to the current custodian, who although generally interested in post-war automobiles was totally enamored by its charms. Since his acquisition, the Bugatti has received some \$10,000 of additional work as a typical post-restoration 'shake down', including brake and clutch adjustment, carburetor tuning and general refining principally to make it as road usable and reliable as





possible. It has also had the correct detail of a spotlight re-fitted to the car, completing the authenticity of its presentation. Testament to the quality of its restoration, the car was entered in the Bugatti Owner's Club Concours at the famed Prescott Hill in 2011 and won the George Harris Challenge Cup for Best in Show. After two years of enjoying the car, he has decided to refocus his collection on 1960s/1970s sports cars returning the car to the market and providing a fabulous opportunity for collectors.

The supremely elegant car is bodied in the popular two-door Faux Cabriolet style of many original Type 46s and is finished entirely in black with contrasting beige mohair hood and nickel plated side moldings, emphasizing the design's long horizontal lines. The interior is upholstered in brown leather with a crocodile skin pattern, typical of the Art Deco period, which perfectly complements the original inlaid wood door cappings. At its tail, snugly fitted between the kicked-up fenders is a trunk which not only balances the over design of the car, but also provides some welcome storage space. Presently, the latter is fitted with a number of period Bugatti tools and luggage.

A matching numbers car with an uncomplicated history, original coachwork and still fresh from an exacting restoration, the car surely offers a serious entry for Concours d'Elegance events across the country at the highest levels.

**\$900,000 - 1,200,000**



## 314

### 1965 Buick Riviera Gran Sport



Buick's 1963 Riviera was General Motors' impressive response to the popular four-passenger Ford Thunderbird. Created under the direct design leadership of GM Styling chief Bill Mitchell, the boldly understated Riviera featured a crisply sculptured roofline, low profile, and frameless side glass.

The Riviera was stunningly gorgeous, and initially shared the same 325-hp, 401ci V8 engine found in Buick's larger offerings. The model retained its distinctive styling, with appearance upgrades, through 1965.

1965 brought the introduction of a 'Gran Sport' option, advertised as "An iron fist in a velvet glove". Capable of a 125+ mph top speed, the Gran Sport endowed the Riviera with a potent 360-hp V8 with dual four-barrel carburetors, a posi-traction rear end, and larger diameter dual exhaust, among other upgrades. It is the ultimate expression of the original – and best-looking – Riviera design, and the only year for the "clamshell" headlight covers.

This 1965 Riviera Gran Sport has benefited from over \$8,500 of maintenance over the last three years. That work has included the acquisition and installation of a new heater core and new battery (original look), repair of the AM/FM radio, clamshell headlights and power windows, as well as mechanical work including front and rear brake repairs, carburetor rebuilds and routine cooling system maintenance. A binder with comprehensive receipts for this work and the vehicle's ownership history since 1995 are included in the sale, as are an owner's manual and service manual.





This car is consequently well-sorted according to the vendor, and capable of very comfortable long distance, high speed touring: in fact, it successfully completed the Texas 1000 four-day rally a mere two months ago. We are told that it cruised comfortably at 90mph, with all systems functioning as Buick intended.

It has the 425ci/360hp Wildcat engine with factory dual four-barrel carburetors, factory aluminum valve covers, chrome air cleaner, quick-ratio steering box and 3.42 posi-traction rear axle.

The car is equipped with virtually every option available in 1965, including power steering and brakes, a tilt wood steering wheel and speed alert, as well as Option Groups One (tinted windows, power windows, vent windows, seats and trunk release), Two (air conditioning, rear speaker), Three (rear center arm rest), Four (remote driver's mirror) and Five (door guards and front seat belts).

The vendor believes this to be an original California car sporting its original California black plates. One of the most stylish muscle cars of the 1960s, this "Riv" deserves your serious consideration.

Sold on a California Certificate of Title.

**\$25,000 - 35,000**

**Without reserve**

## Overview

**Coachwork by Fisher**  
**Chassis no. 494475H908859**

*425ci Super Wildcat V8 engine*

*360 horsepower, dual four-barrel carburetors*

*Automatic transmission*

*Posi-traction*

*Highly optioned example*

*California black plates*

*2012 Texas 1000 finisher*





## 315

### 1937 Buick Boattail Roadster



Once upon a time, this striking Buick left Flint, Michigan, as a Series 60 Century. As such, it was built on a 126-inch wheelbase.. Available in six body styles, the Century offered comfortable accommodations and good performance at an upper middle class price.

Much happened to this unusual and striking Buick in its early years.

At some point its original engine was replaced with a similarly sized, but much more powerful 165 horsepower, dual-carburetor, 1941 Buick straight-eight. The most obvious part of the transformation came in the form of what is believed to have been the rear body section from an Auburn Speedster. The grille, hood, bodywork forward of the cowl and fenders all appear to be original to the 1937 Buick. The modification was so tastefully completed that it's hard to believe this was not a factory body or one modified by one of the many Los Angeles custom body builders active just before and after WWII.

The car was discovered in a LA used car lot and in 1968 was sold to Art Lifferth of Bountiful Utah. The unique Buick Speedster was then purchased by classic car collector and dealer Colin Crabbe, who exported it to England. The car was then sold to Sir Charles Edward Chadwyck-Healey, a prominent publisher and more recently the High Sheriff of Cambridgeshire.

While in the United Kingdom it was treated to an extensive restoration in 1995 that included a new wooden body frame, top, wiring, upholstery and paint.



By the middle of 1997, the car had returned to its native country and the ownership of John Kunkel. At this time, the engine was completely rebuilt and many details attended to. All the electrical components were also converted to 12-volt electrics and a correct steering wheel and new fuel tank were fitted. Mr Kunkel drove the car in the 2003 Copperstate 1000.

The most recent owner, a noted collector in the Pacific North West, bought the car from Bonhams May 2006 Brookline, Massachusetts sale. He claims the car is much quicker than any of the many early Ford V-8s he's owned.

Finished in two shades of red and trimmed in grey with dark red piping, this Buick is as attractive as it is unique. It rolls on correct period Buick wheels fitted with wide whitewall tires.

While tastefully re-bodied, period photographs illustrate that this car has carried this coachwork for many years. It is a fine-looking car and distinctive to such a degree that it will no doubt garner invitations to car shows, concours, Classic Car Club tours, and any number of other automotive events. It might have made quite a splash at the 2012 Pebble Beach in the new Sports Custom class! This car is offered with an Oregon Certificate of Title.

**\$100,000 - 140,000**

## Overview

**Chassis no. 3086477**

*320ci inline eight-cylinder*

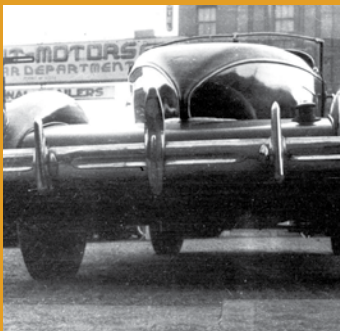
*Three-speed manual transmission*

*Stylish period custom boattail body*

*Interesting history*

*Older high quality restoration*

*Great potential for shows or tours*





**316**  
**1963 Mercury Marauder 2-door**  
**Hardtop Custom**



As the Jet Age of the 1950s entered the Rocket Age of the 1960s, the style of automobiles changed with it. Gone were the copious embellishments and fins, in their place were slab sides, sharp creases, and a certain level of minimalism—the ‘less is more’ mantra of Ludwig Mies van der Rohe had penetrated the styling centers of the motoring world.

For Ford Motor Company, the early 1960s also represented their ‘Total Performance’ era. Across the Ford and Mercury brands, a new focus was placed on go-fast cars. For Mercury, this was punctuated by the introduction of the Ford Galaxie-based Marauder midway through 1963. Long and low, the car was elegantly styled with a full length beltline ending in small, square, vestigial fins and topped with an aggressively raked fastback roof with a rear window set at such wide angle that if it were ski slope, it would rate as an easy green. Under the hood, four engine options were available, two 390ci V8s rated at 250hp with a 2-barrel carb and 300hp with a 4-barrel carb as well as two 427ci V8s putting out 410hp with a 4-barrel carb and 425hp with a dual-quad.





This Maurader was built in Mercury's Wayne, Indiana assembly plant on February 28th, 1963. Original pictures of the car and the build plate decode the Merc to have been finished in Pink Lustre, a color not typically available, over two-tone Medium and Light Rose cloth seats. It is believed that this car may have been ordered by Mary-Kay Cosmetics. This is further corroborated by the unique district code, a possible indicator that it was a special order. The original service book, which accompanies the car, shows the vehicle's first owner as John Carpenter of New Holland, Pennsylvania. Mr. Carpenter collected the car from Ephrata Motors on May 4th of '63.

Despite the lady-like demeanor of the original color, the 4-barrel Super 390 V8 was ordered with a Multi-Drive Merc-O-Matic automatic transmission giving the car the aforementioned 300hp and 427 pound-foot of twist. A number of years ago, with the car still in very nice, original condition, it was very mildly customized with a newer white paint offset by red painted graphics and pin striping. Additionally, door handles were shaved. the coupe was lowered a few inches for a meaner stance, chromed 5-spoke American Racing rims were fitted, and dual chrome exhausts were installed. Mechanically and inside, however, the car is just as it left the factory.

Showing about 92,000 believed to be original miles, this gentile custom looks smashing and is reported to be a strong runner. Whether left as is for fun at the local cruise nights or returned to its original pink pastel hue, this Swinging Sixties Merc is lounge lizard or cosmetic magnate ready.

**\$18,000 - 24,000**

**Without reserve**

## Overview

**Chassis no. 3W66Y533680**

*390ci, 4-barrel, 300hp V8*

*Multi-Drive Merc-O-Matic automatic transmission*

*A mild custom based on a very original car*

*Original documentation from new*

*Awesome Jet Age style*





**317**  
**1940 Rover “Twenty” Drophead Coupe**



On September 1, 1939, Hitler's blitzkrieg rolled into Poland and World War II began. Less than six weeks later, on October 11, the very 1940 Rover Twenty offered here became the last of its series produced, as the British manufacturer turned fully to military production. This car is also the final of three Tickford Drophead Coupés produced on the Twenty chassis during the short 1940 model run. Rover built aero engines and supported early development of the pioneering jet engine designed by Sir Frank Whittle during the war. The Twenty chassis would not be reintroduced when Rover passenger car production resumed after peace was declared in 1945.

From new, this most remarkable and historic Rover has been held by only its first owner—recorded as “Stenning” — and members of the two families who have subsequently provided stewardship for the automobile. The vendor's late father purchased the Rover from the car's second owners, the Kent family.

While their styling was generally carried over from 1939, the very limited run of 1940 Rover Twenty models were distinguished by standard steel disc wheels and the addition of vent windows to the Tickford DHC doors. Concealed beneath a streamlined metal cover, the spare tire on this Rover is mounted near the left-hand front fender (standard placement was at the rear).



Incorporating full-width rear seating, the four-passenger Tickford Drophead Coupé with coachwork by Salmon & Sons is fitted with gorgeous woodwork inside. The fully folding convertible top can be rolled back and furled mid-way, for an open "Coupe de Ville" appearance.

The Rover Twenty was also known as the "20" or "20-hp." All three appellations derive from the 19.8 taxable horsepower rating of the model's 2,512-cc six-cylinder engine. This nominal rating, based on cylinder count and bore, was used to determine license fees. Spanning a 115-inch wheelbase, the Twenty was the most powerful and expensive Rover series of its period.

A four-year comprehensive rebuild of this rare Tickford DHC was conducted by Tim Walker Restorations, Ltd. during 2002-2004, with Alpine Eagle of Clanfield, Oxfordshire completing the car during 2005-2006. Kept since in California, the Rover has never been shown in a Concours setting.

The Rover is accompanied by the original factory owner's literature and toolkit, in addition to full restoration records, including photos and invoices, and is offered with a California title.

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

## Overview

### **Coachwork by Tickford**

**Chassis no. 054-0003**

**Engine no. 0510018**

*2,512cc inline six-cylinder*

*Four-speed manual transmission*

*Concours quality restoration*

*Rare open Tickford coachwork*

*Unique in the US*









**318**

## **1928 Stearns-Knight F-6-85 6-Passenger Roadster**

Born into a wealthy family, Frank Ballou Stearns built his first car in his father's Cleveland mansion's basement machine shop in 1897. It was the first car the young Stearns had ever built, or driven for that matter. F.B. continued to produce vehicles and created a more formal company, F.B. Stearns Co, just prior to 1900. The company would produce over 33,000 cars before succumbing to the economy of the Great Depression.

Catering to wealthy motorists like himself, Stearns produced advanced and powerful vehicles. By 1902, he had a 20hp model with a steering wheel and sliding gears, and by the early teens his big fours and sixes were rocketing cars to well over a mile a minute. The major advancement, mechanically, came in 1911 when Stearns acquired the first American license to produce Charles Yale Knight's innovative sleeve-valve motor. From then on, every car produced featured the unique, quiet, and valve-less motors. Over time, a range of fours, sixes and eights were developed, all featuring the silent running-gear whose basic design also found its way under the hoods of Daimlers, Minervas, Voisins, and Mercedes.

The example offered here, from the penultimate year of Stearns-Knight production, is one of two known roadsters and one of the few survivors of the 519 six-cylinder Stearns produced between 1927 and 1929. The Roadster body style was the most sporting option of the ten different

## **Overview**

**Chassis no. F-1368**

**Engine no. F-1368**

*288.6ci, 85hp double-sleeve valve inline six*

*Three-speed manual transmission*

*Known ownership history from new*

*Subject of a nearly \$300,000  
Art Aseltine restoration*

*Multiple award-winner*

*One of two surviving F-6-85 Roadsters*

*Formerly the property of  
F.B. Stearns' granddaughter*









styles offered. Originally priced at \$3250, it is built on a 137" wheelbase. This nicely proportioned car offers a comfortable driving position and ample room for those lucky enough to ride and drive in it.

Purchased new by a Dr. Frost of Edgewood, RI from the Stearns Rhode Island Co. in Providence, the car was enjoyed by the good doctor until his passing in 1965 at which point it was willed to his stepson Chester Worden. Chester, also of Edgewood, registered the car on April 7th of 1965 and showed an early enthusiasm for the collecting hobby when he registered the car with the Willys-Overland-Knight Register in 1973. After nearly score years of ownership, Worden sold the car to Delbert Pantel of Chico, CA in 1984. Delbert, an active member of the motoring hobby and for whom a class award is named at the Chico Concours d'Elegance, kept the car for four years before passing the torch to Norman Buckhart of San Francisco. Buckhart, one of the founding members of the Locomobile Society, kept the rare roadster for two years before selling it to Pat and Anne Barnes of Willoughby, OH on October 2nd, 1990.

Mrs. Barnes' connection to the car was more than passing, however. Besides bringing the car back to its ancestral birth place, she also brought it back into its namesake's family as she is none other than the granddaughter of Frank B. Stearns. After half a decade of ownership, and with only 23,931 believed-to-be original miles on the odometer, the decision was made to have the car completely restored. The job was given to legendary Stearns restorer Art Aseltine of Forbestown, CA. The frame-up restoration that was done from 1995-2000 resulted in a magnificent product. No expense was spared in bringing the roadster

back to its former glory with the completed vehicle having a total investment of \$330,000 spent on it. Finished in two-tone beige with red coachlines, a change from its original jet black, and seated on wire wheels as opposed to the original artillery-style wheels, there was little on which the car could be faulted.

Upon completion, the concours-quality restoration earned its stripes by enjoying a series of wins in 2000—its 2nd in class at the Pebble Beach Concours was followed by a 1st Junior at the AACA National Meet. Its success continued with a 100 point award at the CCCA Grand National in 2001 and a 1st Senior at the AACA National Meet in 2003.

The current vendor acquired the car from Mrs. Barnes in late 2010. A Stearns enthusiast, he purchased the car in part to help Mrs. Barnes make room for another rare Stearns and he has carefully maintained the car since his purchase. In his care, the car was shown at the Marin Sonoma Concours and Glenmoor Gathering, both in 2011, winning Best in Class and Most Elegant Classic, respectively; a testament to how well the restoration has held up over the last decade. The odometer indicates only about 60 miles have been traveled since the restoration was completed.

A recent outing proved the car to be a very good, solid runner and an enjoyable driver. The survival rates of Stearns are exceptionally low—less than half a percent of all Stearns built still exist today—and ownership provides entrance into an exclusive club of owners. A CCCA Full Classic®, this 'Silent Knight' is not to be passed up.

**\$125,000 - 150,000**





319

## 1931 Auburn 8-98A Phaeton Convertible Sedan

While the American automobile industry's development in its formative years had been guided by the inventor/engineer, its progress between the wars was shaped not so much by technicians as by entrepreneurs. One such was Auburn boss Errett Lobban Cord, who once admitted to having made and lost \$50,000 three times in the course of his business dealings, and all before reaching the age of 21! When Cord joined Auburn as general manager in 1924 the company was in the doldrums, making more cars than it could sell and heading for bankruptcy. After some Cord-inspired restyling, Auburn sales picked up and the stage was set for the creation of a glorious new automotive empire. From the moment E L Cord arrived however, the company's fortunes improved markedly. In 1925 Cord arranged for Lycoming straight-eight engines to be installed in the existing six-cylinder chassis and instigated a re-styling program that saw the new-for-'25 Auburns featuring two-tone colour schemes and a novel beltline that swept up over the bonnet. Sales doubled for three consecutive years and in 1926 Cord became president of the Auburn Automobile Company.

The eight-cylinder Auburns were soon challenging Stutz for the accolade of 'America's fastest', Al Leamy driving an 8-115 Speedster at 108.46mph over the measured mile at Daytona in 1928 and going on to take the 24 hours record at Atlantic City Speedway. Not only were they outstanding performers, the eight-cylinder Auburns also represented exceptional value for money: at \$1,395 the top-of-the-range '31 Speedster was less than half the price of the equivalent Stutz. "More car for the money than the public has ever seen," reckoned *Business Week* magazine.

The 1931 was the first of the sweeping fender, long hood Auburns, a design which was used through to 1933. The double-drop X braced frame allowed the overall height to be three inches lower than previous models, making open cars look more rakish and giving the closed Coupe, Sedan and Brougham a sinister but appealing look, particularly since the model shared the chassis, hood and front fenders with the speedster.

Of the many body styles put forward, the Convertible Phaeton Sedan, priced at a quite-reasonable \$1,345, was undoubtedly regarded as the top-of-the-line offering. The Auburn Phaetons featured exclusive options including roll-up windows and removable center pillars for a tight seal with the top raised.



Offered here is a well-known example of such an Auburn. A reliable CCCA Grand Caravan tour car for many years, this Convertible Phaeton has been restored and preserved for two decades and was in the same ownership for more than a quarter-century before, during and after its concours-correct restoration. The car's history is well-known and documented by the Auburn-Cord-Duesenberg Club, who have recognized this car with a Category 1 Certification as an original and unmolested example of its type in every respect.

The car is nicely optioned with dual sidemounted spare wheels, an accessory trunk and rack, dual chrome horns and driving lamps. The interior was recently retrimmed in new and correct black leather that compliments its alluring black and silver exterior finish accented by chrome bumpers, chrome spoke wheels with wide whitewall tires, beautifully-restored factory-applied custom trim and stately tan cloth convertible top. In addition to its good looks, this car is also said to run, shift and drive with smoothness and quiet not often associated with cars of this era; its 98 horsepower inline eight-cylinder engine easily propelling the car smoothly down the road and with surprisingly good acceleration.

Because of the significance Auburns represent, all eight-cylinder examples are recognized as CCCA Full Classics® and are eligible for all events held by the Classic Car Club of America. A fine driving example certain to impress on long CCCA Caravan tours, yet also appropriate for inclusion at any Concours d'Elegance, the Auburn is a supremely desirable addition to any discerning collection of fine Classic motorcars.

**\$125,000 - 150,000**

## Overview

**Chassis no. 10761 H**

**Engine no. GU 46684**

**Transmission no. 3M-1-E**

**Body no. L-28 2008**

*269ci, Lycoming 98hp straight 8*

*3-speed manual transmission*

*Rare, desirable body*

*Recent, long-term ownership*

*CCCA Full Classic®*





**320**  
**1969 Aston Martin DB6 Coupé**



In 1958 Aston Martin introduced its DB4 model, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4. With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 liters and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

## Overview

**Chassis no. DB6/4037/R**

**Engine no. 400/4131**

*3995cc, DOHC 325hp straight six*

*Five-speed ZF manual transmission*

*Upgraded to Vantage specifications*

*Numbers matching*

*Recently serviced and prepared for active use*





The DB6 differed from its predecessors in having a longer wheelbase which, at 8' 5¾", was 3¾" longer than that of the DB5. This meant more room for rear passengers, which made the DB6 more of a family man's car and helped it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient abbreviated 'Kamm' tail.

This DB6 was dispatched from Newport Pagnell on May 16, 1969 and delivered to H.R. Owen Limited in London. Originally right-hand drive and finished in Aluminium silver over Dark Blue leather, the sticker price was £3,244—plus a hefty £1,168 in purchase tax. During a restoration some time ago, the car was expertly converted to left-hand drive and retrimmed in Dark Blue paint over luscious red leather. While the car retains its

original straight six, it has been up-rated to Vantage specification for a bit more gusto. Power is still routed through the desirable 5-speed ZF manual transmission. To ensure that the car turns as well as it goes, a Harvey Bailey Handling package has been fitted along with a telescopic rear shock conversion. In addition to the go-fast bits, modern air conditioning has been fitted to keep the cabin cool while you burn up the back roads.

Recent history has seen the car in the collection of Aston Martin enthusiast John Carr of Norfolk, Virginia. A recent major service by marque experts was performed and the car is reported to be a solid runner. Nicely turned out and showing well, this Aston would make an excellent mount in which to tour or simply run to the grocery store. Either way, you'll be able to accomplish things comfortably and expediently.

**\$250,000 - 300,000**

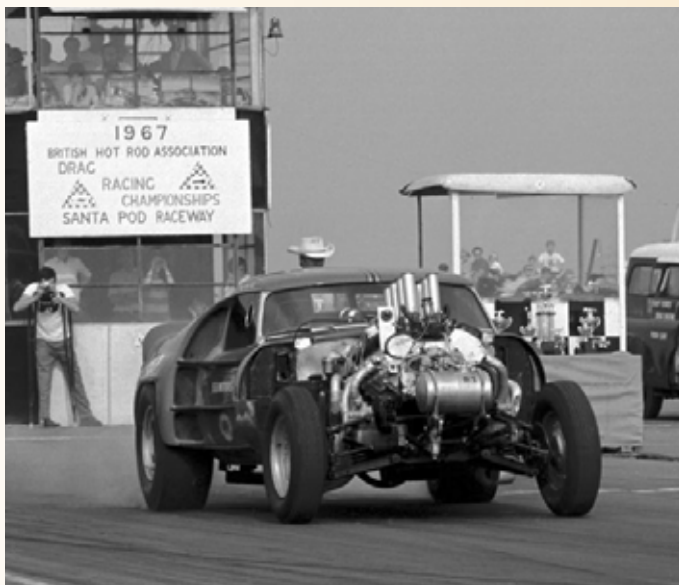






321

*The first-ever “Altered” drag racing car in England, the ex-Keith Sales*  
**1963 MG B “Megalomania”**



Organized drag racing in the United States began in the 1950s, but racing enthusiasts in Great Britain had to wait a few more years to see the sport emerge in their own country. Jaguar specialist Keith Sales, a former jet aircraft engineer, was fascinated by the standing-start quarter mile, and began racing a modified Jag Mk II sedan, with which he won his class at the 1966 inaugural event at Santa Pod, England's first drag strip. Soon after, he decided to construct his own special. Thus was born “Megalomania”, one of the most outrageous machines ever seen on British soil.

Sales' plan was to stuff a huge American V8 into a salvaged MGB convertible, and did so with the help of two American servicemen stationed at a nearby US Air Force base. Both were drag racing enthusiasts, and one, John Wachter, not only helped finance the venture; he donated a 396ci Chevrolet engine from his own 1965 Impala SS. The MGB shell was gutted and lightened as much as possible. Fibre Glass Repair of Bromley created a new coupe body that was grafted onto the MG, whose door panels are the only stock parts visible. A fiberglass copy of an XKE bonnet was added. The front suspension remained MGB, but with heavier springs and truck shocks. The big V8, initially carbureted but later fuel-injected, produced an estimated 400hp, fed through a Muncie four-speed transmission. Initially, Sales used a Ford rear axle, but soon



swapped in a stronger Oldsmobile unit. The car debuted at Santa Pod in August 1966, turning mid-14s. Further development dropped that into the mid-12s – with extensive photographs documenting these outings – but the car was already obsolete.

It's believed that Wachter brought "Megalomania" to the US in 1968, but no evidence has been found showing that it ever raced here. The current owner discovered the car, missing most of its running gear, languishing in a Tucson, Arizona scrapyard in 2010. After confirming the car's historical significance, the owner embarked upon a full cosmetic and mechanical restoration to its late 1960s appearance. It has been fitted with a period-correct 396ci Chevrolet with Hilborn injection, a Muncie close-ratio four-speed, a rare Moon fuel tank to replace the missing original, and a new MGB windshield. A proper cooling system was added.

This crowd-pleasing and fully-documented race car, which thrilled onlookers at England's first drag strip in 1966, presents a rare opportunity for the vintage and nostalgia drag racing enthusiast.

**\$35,000 - 45,000**

Sold on a Bill of Sale.

## Overview

*Over 400bhp*

*396ci Chevrolet V8 with Hilborn injection*

*Four-speed Muncie transmission*

*Impressively documented period race history*

*A legend of the Swinging Sixties British drag racing scene*

*Comprehensively restored to period race livery*

*Scare the hell out of your neighbors*





## 1965 FIAT 500 Jolly Giardiniera



FIAT's Nuova 500, introduced in 1957, would prove to be an outstanding success for the company with some 2.9 million built. It spawned numerous variants, from sporting versions by Abarth to the ahead-of-its-time Giardiniera people carrier. Alternatives to the original were offered by many of Italy's finest *carrozzeria*, the best known of these being Ghia's stylish Jolly beach car, which transformed the 500 from basic transport to conspicuous indicator of wealth.

The origins of the Jolly can be traced to Fiat's own Chairman, playboy Gianni Agnelli, who wanted a tender for his yacht 'Agneta'. He commissioned Ghia to remove the roof and doors and add a folding surrey top and wicker seats. Naturally, when Agnelli was seen driving his creation at popular Mediterranean ports, it became a must-have automotive accessory; famous Jolly owners included Aristotle Onassis, Grace Kelly and even Mae West. As redolent of *la dolce vita* Italy as the immortal Vespa scooter, the Jolly was quintessentially Italian. A small number of Jollies were based on the extended platform *Giardiniera* estate version of the 500, with the engine under the boot floor, affording a generous luggage area to carry your Louis Vuitton suitcases.



This rare Jolly Giardiniera was acquired by the vendor in Italy and was thoroughly restored there in the past several years. Photos documenting the restoration show the Jolly completely stripped for paint in the attractive ivory color it wears today. We are advised by the vendor that mechanical systems were refurbished as needed, including a rebuild of the engine and transmission.

The Giardiniera was in Italy as recently as November 2011, at which time it was certified in Torino by the Carrozzeria Ghia Club Italia; the homologation certificate and plaque is included. Additionally, in 2011 the Jolly was registered with the Registro Storico Fiat, and issued a plaque bearing its number in the Fiat Registry. An appraisal report in the file dated August 2012 describes the car as "performing with no operational malfunctions".

This exceptionally rare Giardiniera retains the Jolly's hallmark wicker seats and surrey fringe top, with the greater usability of the more practical Giardiniera body style – a model perfectly suited for that St. Barth's beach house – or even on the decks of your yacht!

Offered on a California Certificate of Title.  
**\$40,000 - 50,000**

## Overview

**Coachwork by Ghia**  
**Chassis no. 314573**

*596cc twin-cylinder power*

*Four-speed manual transmission*

*Extremely rare Giardiniera Jolly coachwork*

*Certified by Carrozzeria Ghia Club Italia*

*Documented by the Registro Storico Fiat*





**323**

***The ex-Steve Schmidt,  
Monterey Historics participant***  
**1963 Porsche 356B Coupe Vintage Racer**



This 1963 Porsche 356B T6 coupe, featured in the March 1992 issue of *European Car*, was converted to 1964 SC "GT Lightweight" specifications by its former owner, Steve Schmidt, a well-known southern California collector and racer of early Porsches. Built for West Coast vintage racing, Schmidt followed the factory's prescription of "adding lightness", using as many GT-type pieces as possible. While the doors are steel, rather than aluminum, they are fitted with custom GT inner panels and plastic windows, which are raised and lowered via leather straps. The hinged rear quarter windows are also plastic, but both the windshield and backlight are glass. There is a Fuel-Safe fuel cell under the fiberglass front lid, filled via a through-hood pipe fabricated by Schmidt and topped by a real GT alloy filler cap. The twin-grille 356C engine cover is louvered in Carrera and GT fashion, and there is a shrouded Spyder-style outside rear-view mirror.

Inside, there's a welded-in period-correct single-hoop rollbar, and the dashboard contains an electric 8000 rpm tachometer, a Carrera 160 mph speedometer, and a rare triple-readout oil pressure, oil temperature, and fuel level gauge originally fitted to a Type 904. The interior and body continue the SC/GT theme with early 911 Recaro lightweight sports seats, and simple rubber floor mats and threshold covers for the driver and passenger. The rear of the compartment is finished with thin factory-style carpeting installed by Autos International, true to the style of the GT coupes. There are two front oil coolers behind the horn openings, as on Carrera 2s, and the lubrication system employs a System One full-flow filter and a thermostat mounted in the left-rear quarter.



While Schmidt alternated between a 1620cc Porsche four-cylinder pushrod motor for VARA events or a 1720cc "Big Bore" engine for HMSA races, the current owner exchanged the racing engine for a blue-printed VW Type 4-based two-liter carbureted motor built to 2563cc displacement, and producing an estimated 190hp.

Schmidt fitted the Type 741 transmission with short gearing for racing, but the current owner had it recently overhauled, installing ratios more appropriate for touring. There is a Torsen limited-slip differential. The brakes are 356C discs all around, and the car is fitted with 6" x 15" Coddington aluminum 356 replica wheels mounted with high-performance Avon tires. Schmidt extensively modified the suspension for racing; installing de-cambered front spindles, and all four front control arms have been gusseted. The front uses a Weltmeister 19mm anti-roll bar, while a Skirmants camber compensator spring helps keep the de-cambered rear firmly planted to the road.

All the body trim has been removed apart from the Porsche hood emblem, and the bumper mount holes in the body were filled in before the car was repainted in its original special-order color of 6210 Smyrna Green.

While this car would need considerable preparation to be returned to the track, the consignor states that it is a great driver and vintage rally car, having completed several 1000-mile rallies with it. Supplied with this car are its original bumpers and another rear deck lid, all painted to match, plus a package of road spares.

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

## Overview

**Chassis no. 211743**

*2.5-liter blueprinted motor*

*Type 741 four-speed manual transmission*

*GT Lightweight tribute*

*Former successful vintage racer*

*Monterey Historics entrant*

*Featured in European Car*





**324**

## **1967 Jaguar Mk II 3.4-liter Saloon**



Jaguar introduced its compact Mk II saloon in late 1959, as a successor to their popular 3.4 saloon of 1957-1958. While retaining the earlier car's 107.4" wheelbase and general form, the Mk II's new wrap-around backlight and revised side window details gave it a more airy appearance. Driving lights were now incorporated into the frontal ensemble and a new wide center bar split the grille vertically. Rear track was increased by 3.25 inches, enhancing both appearance and stability.

The Jaguar Mk II was offered with Jaguar DOHC engines of 2.4-liter, 3.4-liter and new 3.8-liter displacements. All Mk II saloons were well appointed in the grand European touring tradition—there were even fold-down trays for rear passengers. The 3.8 version was also a genuine high-performance sports sedan. Its 220hp six gave it an excellent power-to-weight ratio; 0-60 mph took 8.5 seconds and top speed was 125. Little wonder the Mk II 3.8 was soon known as "The Businessman's Express."



Numerous improvements helped the Mk II 3.8 dominate Sedan racing in Great Britain and on the Continent. Virtually every well-known British racing driver of the era scored victories in a Mk II 3.8. The car reached the pinnacle of its competition success in 1962—the following year, a Ford Galaxie powered by a massive 6.9-liter racing V8, would break Jaguar's decade-long hold on the British Saloon Car Championship.

This late production Mk II is, according to the vendor, a rust free example that has been repainted in the original beige color with the cabin tastefully trimmed in contrasting red leather upholstery. An automatic model equipped with a rebuilt 3.4-liter 'six', the car has also benefited from an overhaul of the braking system. The Jaguar comes with an original Owner's Manual, service vouchers and a complete tool kit in the trunk.

**\$30,000 - 40,000**

Titled with chassis number J67P180834BW

## Overview

**Chassis no. 180834BW**

**Engine no. KJ103838**

*3,442cc inline six-cylinder*

*Borg-Warner automatic transmission*

*Lovely example of the "Businessman's Express"*

*Original color scheme*

*Complete tool kit*





325

## 1941 Lincoln Continental Coupé

Few automobiles in America have made such a positive, long-lasting impression as the Lincoln Continental.

Conceived as a personal car based on the Lincoln Zephyr for Edsel Ford's use at his winter home in Hobe Sound, Florida, the Continental's clean, simple, elegant design was greeted with instant acclaim. It was quickly put into production and the design proved so successful and timelessly dignified that it continued largely unchanged well into the postwar years.

The Continental was instantly identifiable as a Lincoln but its seven inch longer hood and body sectioned to be 3 inches lower than its Zephyr counterparts left no confusion about its refinement and subtle good taste. The fenders, both front and rear, were lengthened proportionally with the body. Positioning the spare wheel and tire inside a metal cover at the rear created a new design element, the continental kit, that would be a recurring element of American design for the next two decades.

Initially built for Edsel Ford and put into production as a 4-seat cabriolet, Lincoln soon added a coupé to the Continental line. Its grace, comfort, five-window style and security soon made the coupé more popular than the cabriolet.

A Classic Car Club of America Full Classic™, the Lincoln Continental has never lost its appeal to drivers who appreciate its performance, quality, exclusivity and style.

That alone would have made this 1941 Lincoln Continental Coupé an appropriate choice for Sonny Corleone, the hot-headed oldest son and heir of Don Vito Corleone in *The Godfather*. In a production over-represented with Lincolns from the Mid America Region of the Lincoln Owners Club and generously populated with Packards, Buicks and Cadillacs, Sonny's Continental Coupé is perfect as the distinctive, but not flashy, choice of the heir-apparent to the Godfather's organization.

Chuck Hannah contracted to provide historically accurate automobiles to *The Godfather's* production company and approached the Lincoln Owners for appropriate and representative models from the movie's period. Eugene Beardslee, the owner of this Continental, volunteered the Continental and Hannah, the producers and director Francis Ford Coppola chose it as Santino "Sonny" Corleone's car, destined to figure into one of the most famous scenes in cinema history.

Repainted black, this is the car in which the impetuous Sonny peels out of the Corleone compound on his way to New York City. Played by James Caan, Sonny charges off into a carefully planned rendezvous with assassins on the deserted parkway across the marshes of Long Island's South Shore. In a scene that no one who has seen *The Godfather* can forget, Sonny pulls up to an old style toll booth on a causeway behind a big Buick.

After returning Sonny's change the toll taker quickly closes the booth's window and ducks out of sight. The Buick in front discharges several Tommy gun toting soldiers. Another platoon of Tommy gunners stand up in the adjacent toll booth and all riddle Sonny with magazines of bullets while he stands in front of his Lincoln Continental.

Courtesy of Photofest



Fortunately for Eugene Beardslee's Continental, it was supplanted after its arrival at the toll booth by two more Continental coupés for the fusillade scenes. One was generously drilled with .45 slugs by *The Godfather's* special effects crew. The other was equally as generously outfitted with electrically activated charges to simulate the bullets' impact.

Sonny Corleone didn't survive, but Eugene Beardslee's Continental did. It is intact with its Godfather black paint and the blue leather and cloth interior it had before being dressed for the film. Along with the 1941 Lincoln Custom Limousine also used in *The Godfather*, it has been preserved in climate controlled storage and displayed by Eugene Beardslee and his family since it played its role in *The Godfather*. It is accompanied by an extensive binder of articles, clips and photos on the film and the Continental Coupé's participation.

Some automobiles are famous for what they are, others for what they have done. This 1941 Lincoln Continental Coupé is famous for both, a limited production automobile of rare distinction and quality that was featured in one of the most chilling and memorable scenes ever filmed.

Automobiles of similar cinema fame are surpassingly rare – the James Bond Astons, the *Rebel Without a Cause* '49 Mercury, *Gone with the Wind* '36 Packard, *Mad Max* '70 Ford Mustang Mach 1, *Bullitt*'s Highland Green '68 Mustang GT – but few have the style, dignity and quality of this 1941 Lincoln Continental Coupé that played so well beside James Caan in *The Godfather*.

Refer to department

Without reserve

## Overview

**Chassis no. 16H57278**

**Engine no. H114613**

**Body no. 16H57278**

*292ci, L-head V-12*

*3-speed manual transmission*

*The car featured in the famous tollbooth scene in The Godfather*

*From the Estate of Eugene Beardslee*





## 1941 Lincoln Custom Limousine

Although the 1941 Lincoln line consisting of the Lincoln-Zephyr, Lincoln Continental and Lincoln Custom appeared little changed from 1940, there were major changes that were nearly invisible but made Lincoln a much stronger, quieter and better handling automobile.



With a new, stronger frame, longer leaf springs with rubber bushings between each leaf and wider axles that added 2 inches to the track dimension, the 1941 Lincolns not only were better driving cars but also boasted wheel placement that prominently filled the fenders' arches, vastly improving the integration of Lincoln's distinctive, modern design.

The Lincoln Custom line was new for 1941, replacing the big Model K that had been dropped at the end of the 1938 model year. The Lincoln Custom, on a 138 inch wheelbase (13 inches more than the Zephyr), catered to the small but important clientele of Lincoln customers who required large, comfortable chauffeur-driven automobiles. Standard Borg-Warner or Columbia overdrive contributed to these luxurious V-12 powered cars' quiet, smooth ride. The Lincoln Custom came in only two body styles, a 7-passenger sedan and 7-passenger limousine with division window. Only 650 of both Lincoln Custom body styles were delivered in 1941, making them some of the rarest and exclusive of all Lincolns.

That luxury and exclusivity alone would explain why Francis Ford Coppola chose this 1941 Lincoln Custom Limousine as one of the cars to be included in the original movie *The Godfather*.

But there were other considerations.

Cal Beauregard was a member of the Mid Atlantic Region Lincoln Owners Club. When he was approached by Chuck Hannah about finding cars for the production company arranging the shooting of *The Godfather*, it was natural for him to look to his fellow Lincoln owners for cars appropriate to the setting, style and period. The picture became saturated with Lincolns.





One was this 1941 Lincoln Custom Limousine owned by Charles Murray of Brookville, New York. The car figures prominently both in the background of the wedding scene and perhaps most importantly, as the car in which one of the opposing dons drives up to the Christmas tree selling operation to declare that Don Vito Corleone (played by Marlon Brando) has survived the attempted assassination.

It was ideal for the film as it was a fresh, quality restoration to like new condition and beautifully – and appropriately – liveried in deep, rich black. The interior is appointed in black leather for the chauffeur's compartment; it has beautifully detailed woodgrain accents and richly finished wood window frames. The rear is invitingly upholstered in beige broadcloth and equipped with many appointments including smokers' kits, division window, clock and jump seats while the exterior is distinguished by rear fender skirts and Lincoln's beautiful 1941 waterfall grille.

Some time after *The Godfather* was filmed it was acquired by the present owner's father and since then has been carefully maintained in climate controlled conditions where it shared pride of place with his 1941 Lincoln Continental Coupé, the car driven by Sonny Corleone (played by James Caan), to the famed assassination scene on the Long Beach Parkway.

One of only 295 built in this body style in 1941, this 1941 Lincoln Custom Limousine is not only an example of one of Lincoln's most rare and distinctive body styles but also a beautifully preserved automobile with a colorful, exciting history that will make it the center of attention wherever it appears.

Refer to department  
Without reserve

## Overview

**Chassis no. H124660**

*292ci L-head V-12*

*3-speed manual transmission*

*Featured in The Godfather*

*From the Estate of Eugene Beardslee*

*One of only 295 custom limousines built*











## The Oldenburg Family Collection

For the Oldenburg Family a passion for engineering has been instilled for decades.

An interest in collector cars therefore was a natural pursuit. Starting approximately 7 years ago, members of the family have been gathering European and American post-war classic cars. All have been housed on a specially designated space on a farm property owned by the family; the cars are managed, maintained and repaired in house by the dedicated Oldenburg crew.

The primary aim with the collection has been that cars be ready at relatively short notice to enjoy by various members of the family and friends and for this reason each of the cars has been prepared to use rather than show.

As with any collection, over time it develops particular themes and direction and sometimes cars bought earlier on don't fit the long term mission. For this reason the Oldenburg Family have elected to part with this section of their collection as it stands today.

Bonhams is delighted to have been chosen to assist in the refining of the Oldenburg Family's Car Collection.



**327**

## **1956 Chevrolet Bel Air Coupe**

Chassis no. VC56K043443

\*265ci OHV 170hp V8

\*3-speed manual transmission

\*Previously restored and well optioned

\*The apogee of American motoring in the '50s

"See the USA in your Chevrolet" went the old advertising jingle, and you could do lots worse than take in the great American countryside through the wraparound windshield of a two-tone Chevy Bel Air convertible. Easily one of the most recognizable 1950s American automobiles, the second-generation Bel Air received a mild facelift in 1956, a so-called "Speedline" restyling that featured distinctive two-tone bodyside treatments, and graceful wheel openings front and rear.

The 1956 Bel Air two-door hardtop remained one of the most popular body styles with 128,382 finding owners at a cost of \$2,275. The new trim created a color spear, which carried forward to the headlight and matched the roof and trunk color, the grill was widened to include the sidelights and the taillights were enlarged, with the left one concealing the gas filler. Bel Air script was attached to the rear fenders.

Few steeds would have provided a better mount with which to storm the local soda shop than this Matador Red and Dune Beige Bel Air Coupe. Built in GM's Kansas City factory, power was delivered by way of a 265ci, dual-barrel carburetor OHV V8 rated at 170hp. Initially equipped with a two-speed Powerglide automatic, shortly after acquisition by the Oldenburg Family Collection the slushbox was expertly replaced with a three-on-the-tree manual transmission. Outside, optional details including rear wheel spats and chrome tips for the dual exhaust pipes squeeze another ounce of panache from a car already glistening with style and chrome. Inside, the color scheme continues with red vinyl interlocking with beige cloth. An AM radio provides the tunes (or talk, nowadays), a tissue box is ready for sneezes, and a traffic light viewer in front of the driver relieves the wheelman of the indignity of having to lean forward to know when the race to the next light commences.

Today, the Bel Air shows well having been previously restored. Prior to joining the Oldenburg Family Collection in early 2011, it spent the previous eight years in the prestigious collection of the late David Walters. Ready to stand in for your Sunday afternoon reenactment of *American Graffiti* this red-and-white barnstormer is rearing to go. Better yet, make it a two-fer and pick up its practical and identically colored Nomad brother as well that is coming up as the very next lot!

**\$45,000 - 55,000**

**Without reserve**



**328**

## **1956 Chevrolet Bel Air Nomad**

Chassis no. VC560006486

Engine no. FI0224

\*265ci OHV 205hp Turbo Fire V8, the 'Hot One'

\*2-speed Powerglide automatic

\*Well-optioned example

\*The most stylish practical car ever built

Chevrolet continued on a roll in 1956, merely altering the trim and external details on the successful '55s and brightening up the package to appear more eager. The grilles were extended to full-width, containing sidelights, the side trim was extended to the headlights and including a two-tone color spear and the taillights were enlarged, with the left concealing the gas filler. Chevrolet sold 1,574,740 cars and trucks in 1956, down slightly from 1,713,478 the previous year.

As in 1955, the Nomad Sport Wagon remained Chevrolet's most expensive car, excluding the Corvette, selling for \$2,707. However only 7,886 found new homes, against 113,656 210 4-door wagons. Times have certainly changed.

This Matador Red and Dune Beige, with matching red vinyl contrasted with beige cloth inside, Nomad was assembled in GM's Oakland, California plant early in the production run. The practical sibling to the preceding lot, the purchaser must not have been one to skimp on options because, in addition to the standard comfort items like power brakes and steer as well as A/C, the push-button radio option box was ticked as was the box for the Turbo Fire 265ci V8—the revered 'Hot One' motor. This 4-barrel, 205-horsepower and 268 lb-ft of torque mill provided a healthy bump in go-juice from the standard 170 pony V8. Running power through an optional 2-speed Powerglide automatic and exhaling by way of dual exhausts, it made the sporty Nomad move like an angry bull when coerced—with swiftness and a dose of aggression.

Like all Nomads, the level of detail is astounding. From the stylized Chevy-bird flying atop the hood to the chrome ribs on the lift gate, it was clear that no stone was left unturned in the pursuit of style and design.

While the early history of this car has retreated to mystery, it previously resided in a well known private Midwestern museum from 2006 until it joined the Oldenburg Family Collection in early 2011. Carrying all the grace, style, and pace that it had when it left Oakland in '56, this Corvette with a backpack is ready to roll on to its next owner. Consider it the most stylish thing you can reasonably take to Home Depot to haul lumber.

**\$45,000 - 55,000**

**Without reserve**





**329**

## **1931 Ford Model A Deluxe Roadster**

Chassis no. MVIN33170IND

Engine no. A482090

\*200ci, L-head, 40hp inline four

\*3-speed manual transmission

\*Ex-John O'Quinn Collection

\*AACA National First Place winner

\*Miles of smiles

Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colors and, needless to say, competitive pricing, helped ensure its success. Ford priced the new Model A at just \$450 and would go to build 4.8 million over the next four years despite the prevailing economic gloom.

After two years in production the Model A was face-lifted for 1930, receiving wider tires on smaller-diameter (19") wheels and being mildly restyled with wider mudguards to achieve a lower, more modern look. Ford outsold Chevrolet 2-to-1 in 1929/30 when more than 1.4 million were sold - the Model A's best year - and production continued until the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

This Washington Blue over Black fender Type 40B was the recipient of a very detailed and correct frame-off restoration in the mid 1980s that generated a few AACA National First Place awards in 1989 and 1990 along with several Model A Ford Club of America awards. Acquired by the Oldenburg Family Collection in March of 2010 from the collection of the late John O'Quinn, the Roadster still shows very well. The body is nicely offset by its Tacoma Cream wheels and striping.

A delight to drive, easy to maintain, and backed by an active and enjoyable group of enthusiast clubs, the Ford Model A continues to be one of perennial favorites of the motoring hobby. Whether acquired as a gateway purchase into the field of motoring or as a necessary addition to a thorough collection, it's hard to beat a Ford Model A Deluxe Roadster for style, design and value!

**\$30,000 - 40,000**

**Without reserve**

Please note, this vehicle is titled on the state issued vehicle identification number MVIN33170IND.



**330**

## **1963 Porsche 356B 1600 Coupe**

Chassis no. 124041

Engine no. P705781

\*1,582cc, 75hp flat four-cylinder motor  
\*Four-speed manual transmission

\*Nicely restored to a high standard  
\*Lovely Bali Blue color  
\*Desirable period accessories

One of the all-time great sports cars, the 356 was the work of Ferry Porsche and based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with *Le Sarthe*.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. Numerous further styling revisions differentiated the 356B of 1959 from its immediate predecessor while the engine - now standardized at 1,600cc - was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90.

Offered from the Oldenburg Collection, this delightful Porsche 356B was the recipient of a professional restoration some years ago and still presents well today. The body was stripped to bare metal and repainted in the original Bali blue and the interior re-trimmed in black with gray carpets, with new front/rear window glass, body seals and chrome. The cabin abounds in delightful period features, including a Blaupunkt AM/FM radio. The exterior appearance was enhanced with deluxe hubcaps, an external rear-view mirror and dual exhausts. A thorough mechanical rebuild included the engine, transmission and brake system with a new exhaust system and clutch. Carefully and consistently maintained in the current ownership, this Porsche is an exceptional example of the popular 356B Coupe.

**\$45,000 - 55,000**

**Without reserve**





### 331

## 1968 Porsche 911S Coupe



Introduced at the 1963 Frankfurt Auto Show, Porsche's all-new 911 drew instant acclaim. Like its predecessor, the long-running 356, it had a rear-mounted air-cooled "boxer" engine, but where the 356 had four cylinders the 911 offered six, displacing 1,991 cc.

While the 356 was notable for its longevity in the marketplace, the 911 has proved nearly immortal. Despite the introduction of front-engine, water-cooled Porsches in 1977, the 911 has remained in production since its inception, and its variations number upwards of 30.

In 1966, a performance-oriented 911S was added to the line. Its engine had the same displacement as the 911, but with higher compression and fed by twin Weber triple-throat carburetors, it delivered 180 SAE bhp.

Delivered through Sonauto, the Paris Porsche distributor, on January 22, 1968, this 911S came into Canada in the early 1970s through the French Embassy. Found in a Montréal parking garage after a long period of storage, it was repainted in 1996 in the original Polo Red color, at which time the body seals were replaced. The interior, including soundproofing, black leatherette upholstery and red carpets, is entirely original.



The car comes with the 1968 tool kit, which is in very good condition, and the owner's manual. There is also a collection of original advertisements from Sonauto, themselves collectors' items, and a Certificate of Authenticity from Porsche confirming that the chassis and engine numbers are correct as delivered. In recent years, this 911S has had significant service work including new tires, muffler, carburetor rebuild and tune ups. Joining the Oldenburg Family Collection, in August 2008, it was treated subsequently treated to a complete in-house rebuild of the original engine by a Porsche factory master technician, with receipts on file to the tune of approximately \$30,000.

This 911 is described as a very good roadgoing example, and will attract serious interest among Porsche enthusiasts in the know, as in 1968 there was no US-model 911S. As such, the '68 'S' is an extremely rare sight on these shores. The performance of the Porsche 911 invited spirited motoring, so many were driven long and hard. This is a chance to acquire a sensibly used, well-preserved and properly maintained example.

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

## Overview

**Chassis no. 11800561**

**Engine no. 4080688**

*1,991cc flat six-cylinder*

*Five-speed manual transmission*

*Extremely rare European-model '68S*

*Matching numbers example*

*\$30,000 in recent receipts*

*Originally delivered in Paris*





332

**1968 Ferrari 330GTS Spider**



It could be argued that the three most covetable characteristics of Ferrari ownership are beauty, exclusivity and the possibility of open air motoring, the 'wind through your hair' sensation that never wanes in its appeal. A 330GTS ticks all of those boxes handsomely, by definition an open topped automobile, they date from those halcyon days of the late 1960s, when beauty just pipped aerodynamics in terms of sale ability and only 99 were ever built ensuring their exclusivity.

The convertible version of the GTC, the GTS was introduced at the Paris Salon in 1966. Beneath the 330's hood was the 4.0-liter, 300bhp version of Ferrari's familiar, two-cam, 60-degree V12, as used in the 330GT 2+2. The short - 2,400mm wheelbase - chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by wishbones and coil springs. First introduced on a road-going Ferrari in 1964 (on the 275GTB) the rear suspension incorporated the five-speed, all-synchromesh gearbox in the form of a transaxle. Unlike the 275GTS, the 330GTS (and 330GTC) employed the superior torque-tube transmission introduced on the 275GTB towards the end of 1965.

## Overview

**Coachwork by Pininfarina**

**Chassis no. 11021**

**Engine no. 9823**

*4.0-liter, DOHC, 300hp V12*

*5-speed manual transmission*

*One of only 99 built*

*Original European delivery*

*Ex-Gene Ponder*





Testing a 330GTS in 1968, *Road & Track* magazine found that the fully sorted, all independent, transaxle chassis gave, 'a soft, level ride, wonderful adhesion and excellent behavior. Out on the road, once the driver has the feel of things, he feels he could do almost anything with this car.'

Luxuriously equipped in the best Gran Turismo manner, the 330GTS interior boasted leather seats and electric windows as standard, radio, air conditioning and Borrani wire wheels being the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330GTS to be the world's finest convertible two-seater. Only 100 330GTS models were produced by the factory between 1966 and 1968, alongside 600 of the 330GTC Berlinetta.

The 84th 330 GTS to be built, 11021 was ordered new through Jacques Swaters esteemed Garage Francorchamps, in Brussels, Belgium, it was delivered by the factory on September 26, 1968. As booked, it had been specified as being in Argento that June, but on the final invoice this specified Bleu Ribot as its color, so this must have been altered at the later stages of its build, its interior was black leather. It also featured the rare accessory of a factory hard top, something that added nearly 5% to its invoice, though sadly is no longer with the car.

The first private owner is not known at this time, indeed further European history is also not recorded, but within 3 years the car was already in the US and is known to have been in New York, New York. The car has resided in the U.S. ever since. Later in the 1970s it was owned/or managed by Kyle Fleming of Virginia Beach, Virginia, and as advertised by him in 1979 the car is listed as having new red lacquer paint, Borrani wire wheels and factory air conditioning, (the latter aspect not being confirmed in period documentation). Handled by Ed Waterman in January 1987, the Ferrari had passed to Dr. D.G. Whitney of Roswell, Georgia by 1990. Ten years later the car is known to have been in private New Jersey ownership, at which point there is reference that the car was by now fitted with a 330 GT 2+2 engine, number 9823, which it should be noted is of the identical type 209 specification to its original unit.



Sometime in the early 2000s, noted Texan collector Gene Ponder acquired the Ferrari. Mr. Ponder was known for having an affinity for red cars, and for repainting them in his preferred livery. In this case, the Ferrari was almost certainly already red, but it is understood to have been refurbished nonetheless, and its interior lightly customized to match this, being in red and black leather with a red leather top cover. Its top is in black double duck. A particular detail of note, the origins of which have not been determined is a chrome shield fitted behind the Ferrari badge on its nose.

On the dispersal of Gene Ponder's collection in Marshall, Texas in 2007, the car passed into its next collection ownership that of the Oldenburg Family. Since acquisition, it has seen regular use, accruing some 8,500 kms. Today its condition remains extremely smart, its interior showing very limited wear and only very light aging to its paintwork. When photographed for preparation of this catalog the car started instantly and on a brief test drive showed itself to be a well sorted example with good brakes.

Looking almost affordable when compared with California Spyders, a 330 GTS is rarer, more powerful, and arguably more usable, the Oldenburg Family Collection's example is ready to be enjoyed.

**\$650,000 - 900,000**





### 333

## 1953 Jaguar XK120M Roadster



Finished in a dark British Racing Green hue with black leather seats and color coded wire wheels shod with Blockley triple stud tires, this Jaguar is one of the most handsome XK120 Roadsters that we have seen. Its presentation is both subtle yet almost menacing – and it certainly means business!

A desirable 'M' specification car as designated by its 'S' chassis number prefix, it is understood that the car was delivered new in New Mexico to the owner of Heating and Cooling Co. of Cleveland, Ohio. As reported when purchased the car was thought to have resided in this same ownership until 1988, where it shared stable with a considerable number of others of the same marque. At this point the car passed into the previous ownership but one, where again it would remain in a private collector's hands for the next 17 years. Its restoration is understood to have been completed during that custodianship and



most probably during this process it received a replacement block from a Mark 1 3.4 Liter car, while seemingly retaining the original cylinder head which is consistent with other 'M' cars. In addition to its beautiful paint and new interior, a new top and side-screens were fitted also, providing full weather protection.

In the Oldenburg Family Collection for the last six and a half years the car has been truly appreciated and enjoyed. Described by the collection's manager as 'going like a scolded cat', the 120 really goes as well as it looks.

A perfect entry for the variety of road rallies that exist today, it'll surely be one of the best looking on any event.

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

Without reserve

## Overview

**Chassis no. S674089**

**Engine no. KE 4996-8 (see text)**

*3.4-liter, DOHC, 210hp straight six*

*4-speed manual*

*Desirable 'M' specification*

*Two long-term Midwest owners*

*Accompanied by Jaguar-Daimler Heritage Trust certificate*





**334**  
**1962 Chevrolet Corvette**  
**Fuel-Injected Convertible**



Chevrolet had touched a cord with the Corvette when it was introduced in 1953 and had hit its true rhythm when it put a V8 and manual transmission in it in 1955. By 1962, Chevrolet had firmly secured its position as America's sportscar builder and plans were well underway for the second-generation 'Vette that would debut the next year. Of course, prior to heading out, Chevy saved the best version of the first generation 'Vette for last—the '62 Fuelie.

Of the 14,531 Corvette built in 1962, only 1,918 were ordered with the most potent available power plant, the 327 cubic inch, 360hp Rochester fuel-injected V8. It was little wonder as checking the box for RPO582 added \$484.20 to the bottom line—about 12% of the base price alone. This example is one of those rare birds that was bestowed with the famous Fuelie motor. Not stopping there, however, the boxes for Positraction rear axle, 4-speed manual transmission, and Wonderbar radio were also ticked.

Ordered new in Roman Red with a matching red interior and black top, this Fuelie certainly enjoyed a life of careful maintenance and privilege. Its quality and presentation brought it to the eye of David E. Davis, who in 2005 was looking for something a bit meatier than his 1957 Alfa Romeo. Davis, who had worked for the Campbell-Ewald advertising agency writing promotional copy about Corvettes in 1962 and had come up with the famous ad line "Baseball, Hot Dogs, Apple Pie and Chevrolet", decided to practice that which he had preached and with the help of the GM Heritage Center found and acquired this example.



After enjoying the car for a few years and with his nostalgic itch seemingly scratched, it was acquired by its next owner in 2008. A meticulous enthusiast, he carefully worked to enhance the overall authenticity of the car. The old American Race wheels were ditched for the correct steel wheels and 'dog dish' hubcaps. Al Knoch Interiors provided a correct vinyl soft top while the original hardtop was fastidiously restored by Auto Etc of Crescent, Pennsylvania. When it was shown at the October 2009 Glenmoor Gathering of Significant Automobiles in Canton, Ohio it took home the Award of Distinction in the American Sports Car class.

The Fuelie joined the Oldenburg Family Collection in early 2010. Since purchase, a comprehensive mechanical overhaul was completed with receipts totaling \$4,700 in parts alone.

On the scale of desirability, this Corvette has all the best bits matched. Most powerful engine? Check. Exciting ownership history? Check. Striking preservation of originality and authenticity? Check. As David E. once implored us all to do, head to the ballpark, buy a 'dog, finish it off with a bit of apple pie, and head home in your red Chevrolet Corvette. **\$80,000 - 100,000**  
Without reserve

## Overview

**Chassis no. 20867S106224**

**Engine no. 2196224 F0II8RF**

*327ci, OHV, mechanical fuel-injection, 360hp V8*

*4-speed manual*

*Formerly owned by the late, famed automotive journalist David E. Davis*

*Numbers matching*

*Beautifully original example*









**335**

## **1972 Lamborghini Miura SV**

One glance at the stunning Miura here and you can't help but think of Rossano Brazzi gliding through the Alpine passes in an identically liveried Lamborghini in the opening sequences of the famed British heist movie, *The Italian Job*, you'll probably find yourself humming Matt Monro's 'On Days Like These' too.... From the engine sound, to the voluptuous shape, from the fact that you're seated virtually horizontally in an airplane like cockpit, cocooned in leather ahead of the bullish twelve cylinders, it is an entirely sensory experience to own and to drive a Lamborghini Miura, one that few cars built then or now can compete with. This particular example, one of the definitive 'Spinto Veloce' or SV versions, presents the concept at its zenith.

Lamborghini's rise in the automobile business to the birth of the Miura was stratospheric. This was only the third model that the company built, and the second all new design, amazingly its styling prototype was seen less than 18 months after his first car had debuted.

Ferruccio Lamborghini, was the son of grape farmers in the Emilia-Romagna region of Italy, and he must have taken his inspirations from this, beginning his industrial career with building tractors. As this business developed he later manufactured oil heaters and air conditioning equipment. But in 1963, he took a turn down a new avenue, and formed Automobili Ferruccio Lamborghini SpA to build high-end sports cars. It is said that that while he had owned several Ferraris, he felt that he could build a better

## **Overview**

**Chassis no. 5012**

**Engine no. 30708**

*4.0-liter, DOHC 385hp V12*

*5-speed manual transmission*

*One of only 150 Miura SVs built*

*One of 96 splint-sump cars*

*Retaining its original interior*

*Recent Motion Products service*





high-performance car and to do so he purchased a factory at Sant'Agata Bolognese, near Modena, and hired a cadre of engineering talent.

His first production car was the 350GT, launched at the March 1964 Geneva Motor Show. Initially designed by Giotto Bizzarrini, its engine was a four-cam V-12 of 3,464 cc. Bizzarrini, however, had designed it as a racing engine, and Lamborghini was adamant about producing a road car. Thus it fell to Lamborghini's chief engineer Giampaolo Dallara to civilize it for the street. Dallara converted it to wet-sump operation, reduced the compression, revised the cam profiles and changed the racing carburetors to conventional side-draft 40 DCOE Webers. Dallara similarly adapted Bizzarrini's chassis design to make it more robust and rigid. Suspension was independent all around, with unequal-length wishbones and coil springs. Bodies were made by Touring in Milan, using their superleggera tubular birdcage technique to mount aluminum panels. Chassis and bodies were mated at Touring, then transported to Lamborghini's facilities at Sant'Agata Bolognese for final assembly. Transmission was a five-speed ZF manual unit; ZF also furnished the worm-and-roller steering gear. Brakes were power-assisted Girling discs all around. Reportedly capable of 161 mph, the 350GT exhibited a then-remarkable zero-to-sixty time of under seven seconds.

Barely were 350GTs rolling out of the factory, when Lamborghini raised the stakes in the most dramatic fashion at the 1965 Turin Motor Show, when the Miura project was first seen. The world was in raptures over the new design, Lamborghini himself also, and what some considered to be no more than a styling exercise, he quickly channeled their efforts into

and turned into a reality. By the time of the Geneva Salon the following year, the first completed car was ready for unveiling to a stunned press and public.

Also designed by Giampaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupe coachwork styled by Bertone's Marcello Gandini. Like the contemporary 400GT, the Miura used the 4.0-litre version of Lamborghini's Giotto Bizzarrini-designed four-cam V12. With 350bhp available, the Miura was capable of shattering performance, a top speed of 180mph being claimed with production examples independently tested at more than 170.

Over its 6 year production run, the car was honed to perfection. Initial development concentrated on chassis strengthening, improvements being consolidated in the more powerful 'S' version announced in 1968. This process of making the Miura faster yet more durable reached its peak in 1971 with the arrival of the 'SV'. Apart from the deletion of its distinctive 'eyelash' headlight embellishments and changes to the rear lights, the body remained largely unaltered apart from slightly flared wheelarches accommodating wider tires. In addition there were cosmetic changes to the interior and a more powerful (385bhp) engine, not to mention a significant improvement in build quality. Approximately 150 SVs had been made when Miura production ceased in January 1973. There was also, briefly, a solitary competition version - the 'Jota' - produced by Lamborghini development engineer Bob Wallace. Sadly, it was destroyed in an accident in 1972.











Lamborghini is said to have stated that from the outset the SV was to be a strictly for VIP clients and would be by special order only. In the end this accounted for a tally of just 142 automobiles, putting its rarity quotient right up there with some of the most collectible cars of all. A mere 21 were delivered to the U.S., which has always made them an exceedingly rare commodity here.

5012, dates from late on in SV production and is a split sump derivative, of which there were only 96 constructed. It was supplied new through the Belgian agent for the brand, Hollebecq and has spent the majority of its life in Europe. An early owner was Alain Auoizerat in France, and while with him it shared stable with an SVJ. At the start of the 1980s the car was sold to a Middle Eastern gentleman who commissioned the factory to restore the car, after which it passed into two decades of Swiss ownership.

In 2005, the SV passed into the hands of another connoisseur of the model, where it would again share stable with an SVJ, this time, the famed Shah of Iran car. While in this brief ownership the car received a thorough overhaul at the hands of British restorers DK Engineering, including engine and electrics work. All of this was in preparation for running the Tour d'Espagne Rally which it not only was driven to and from but completed without incident. In 2006 the car was repainted by Graeme Shultz's Lamborghini agency in the U.K. just prior to its leaving for the U.S. and it was acquired by the Oldenburg Family later that year.



Earlier this year the car was taken to engineering experts Motion Products for a thorough service, during which it received new primary exhaust manifolds and new tail pipes, and a tune up. Testing the car on the rolling road, they established that it was putting out 390hp at the rear wheels, a number greater than any other Miura they had handled! It remains in top mechanical order and ready to be used.

Through just a handful of owners, the Miura has been prized as it should be, close inspection of its structure shows the car to be particularly sound. It has been repainted, though remains in the scheme in which it was delivered, and its interior shows modest wear for a 45 year old car which when compared with the odometer reading of around 47,000 kilometers, can almost certainly be considered to be the original. Of note is the fact that this cabin also retains venting for air conditioning, which it is thought that the car had at one point, although it is not listed in the factory records as having been delivered as such and is no longer fitted to the car.

Bob Wallace is quoted as saying that the 'fast tuned' or 'Spinto Veloce' Miuras were an altogether different beast from their predecessors in every respect, they were better built, faster, and the best looking, for this reason this limited production run has always been coveted. This fabulous example offers the chance to be part of a very exclusive club, just in time for this year's SV tour.

**\$900,000 - 1,100,000**





**336**

**1955 Jaguar XK 140 3.4 Liter MC Roadster**



The Jaguar XK140, produced from late 1954 into 1957, generally continued the beautiful styling and impressive performance of the gutsy race-bred XK120 that preceded it—albeit with a bit more civility added into the mix.

XK140 models included a cabriolet-type Drophead Coupé (DHC), a Fixed-Head Coupe and an Open Two-Seater (OTS) roadster, as represented here. Jaguar designers moved the DOHC 3.5-liter inline 6-cylinder engine forward in the XK chassis for the new model. The revised placement permitted more legroom in the cockpit, even as the previously used dashboard and seating locations were retained. For the first time, a bit of open space was also provided behind the front seat.



A Special Equipment performance package was created for the XK140 and examples so equipped, such as the Open Two-Seater here offered, were designated MC models. The MC engine featured a higher-compression "C-type" cylinder head and had a dual exhaust system. The MC further included a pair of Lucas FT576 fog lamps, which were mounted above the front bumper...a subtle tip-off to the 210hp special performance engine lurking under the bonnet.

This XK140 MC rolled off the line in Coventry on September 25, 1955 a lovely triple blue combination of Pastel Blue over Dark Blue leather with Light Blue piping and a Blue top. Dispatched to Hornburg in Los Angeles, it was not registered until 1957. Featuring an older restoration, the car shows well today in Carmine Red with tan hides and top. Previously owned by James Schnute of Glen Ellyn, Illinois, the Jag joined the Oldenburg Family Collection in May 2006.

One of the best looking cars ever built, the XK140 most definitely fulfills the three basic provisos that Sir William Lyons claimed all Jaguars would meet: grace, space, and pace.

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

**Without reserve**

Please note, this Jaguar is titled as a 1957.

## Overview

**Chassis no. S811687**

**Engine no. G5224-8S**

*3.4-liter, DOHC, 210hp straight six*

*4-speed manual transmission*

*Desirable MC specification*

*Beautifully proportioned*





### 337

## 1971 Ferrari 246 GT Dino Coupe



Showcased at the Turin Motor Show of 1967, the Pininfarina-styled 206GT Dino was a sensation. Designed to satisfy the need for a production-based engine for the new Formula 2, the 2-liter, four-cam V6 produced 180bhp, which, shrouded in a compact, lightweight aluminum body, would propel the car to over 140mph. Ferrari retained the mid-engine layout for the prototype, but installed the V6 transversely, driving it through a five-speed transaxle.

A 2.4-liter version on a longer wheelbase - the 246 GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the added weight. A Targa-top version, the 246 GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino – the 246 GT – in 1972, the authoritative American motoring magazine *Road & Track* enthused:

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



Truly a driver's car par excellence!

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GTS spyders by the time the model was deleted in 1974.

A European specification Dino offered from the Oldenburg Collection, this car made its way to the US in the 1970s and, as recorded on the Dino Registry, was owned by Dennis Rector of Illinois before passing into the long-term ownership of Dr. Carl D. Maguire of Del Mar, California in 1981.

The Dino was repainted in the present very attractive shade of silver in 1988 with the mileage recorded at 39,675 kms, and remained with Dr. Maguire until offered for sale in October 2006 by the Symbolic Motor Car Co of La Jolla, California with 69,383 kms on the clock. The Dino has been part of the Oldenburg Collection ever since.

Beautifully presented in silver, with contrasting tan and black leather upholstery, we understand this car is the example featured on the Dino Register website. A rare opportunity to acquire a great driver-level 246 GT. **\$140,000 - 180,000**  
**Without reserve**

Please note, this vehicle is titled as a 1972.

## Overview

**Chassis no. 02828**

*2.4-liter V6 motor*

*5-speed manual transmission*

*Mid-engined layout*

*Gorgeous Pininfarina styling*

*Lovely color combination*

*Known history back to the 1970s*





**338**

## **1928 Ford Model A “AR” Type 76A Open Cab Pickup**

**Engine no. A80155**

\*200ci, L-head, 40hp inline four  
\*3-speed manual transmission

\*Versatile open cab pickup body  
\*Nicely restored

Although Ford never actually cataloged a “Model AR,” everyone knows what it is: a very early 1928 Model A, with several notable differences from cars built from mid-1928 through the end of production in 1931. The designation results from an “R” suffix on parts that are particular to

the early cars, but in frequent Ford fashion the convention is confusing. The suffix means “Replaced,” and it was applied only after those early parts had been superseded. Moreover, the superseded parts were incorporated at different times, so there is no one definition of what constitutes an “AR.” Early cars had a red steering wheel, and the hand brake lever was located to the left of the driver. Another feature was a five-brush “Powerhouse” generator, distinctive because of its short length and wide diameter. The entire braking system was redesigned in March 1928, and the hand brake was moved at that time. In contrast, steering wheels were changed from red to black quite late in the year.

Joining the Oldenburg Family Collection a couple years ago, this Balsam Green over black fenders Type 76A Open Cab Pickup combines all the utility of a pickup with the sportiness of a roadster. One of the numerous body styles offered on the Model A, ranging from formal town cars to pure utility panel vans, the Open Cab Pickup was a choice favored by those looking for something handy but not requiring the extra cost of an enclosed cab. This example, featuring the optional rearview mirror mounted clock and a handsome wooden-stake bed, was carefully restored a number of years ago and still shows well.

Model As are great fun to drive and do well with modern roads and traffic. The Model A community is supported by several active clubs and excellent availability of replacement and restoration parts. Accordingly, there is plentiful support for new owners. Enjoy one of the all time classic cars in one of the most fun body styles.

**\$18,000 - 30,000**  
**Without reserve**





**339**

## **1933 Chevrolet Master Eagle Series CA Cabriolet**

Engine no. 3545272

Car no. DR691057MO

\*206ci, 65hp Straight Six

\*3-speed Silent Synchro-Mesh transmission

\*Top of the line 'Eagle' model

\*Nicely restored example

\*A unique alternative to a Ford Model 40

While Ford is most remembered for their pre-WWII success, thanks in large part to the Model T, it was Chevrolet that ruled the day in the 1930s. The Bowtie brand introduced its overhead valve six-cylinder engine in 1929, just a year after Henry Ford frantically retooled Dearborn to build the side valve four-cylinder Model A. It really wasn't much of a contest. Aside from Ford's stature in the marketplace and the affection and experience millions had with the Model T, any comparison between the two vehicles came down firmly on the side of the Chevrolet.

Initially 194 cubic inches in displacement and developing 46 horsepower, advancements and competition from Ford's V-8 had punched the six pot

out to 206ci and 65hp, leaving the Chevy only 10hp off of Ford's most gutsy V-8. The wheelbase of 110 inches also offered quite a bit more room inside than the Blue Oval's offerings. Add to that nifty features like a Silent Synchro-Mesh transmission for easier gear changes and a Starterator that engaged the starter by simply pressing the gas pedal to the floor for more convenient instigation of forward progression and it is easy to see why Chevy's sales totals in '33 were 44% greater than Ford's.

The Eagle Cabriolet presented here was the top-of-the-line model offered that year. Like Ford's Standard and Deluxe options, Chevy offered the Mercury and Eagle—the latter being the less expensive of the two with a smaller 191ci straight six making 60hp and a shorter 107 inch wheelbase. Offered in an array of body styles, the Cabriolet option was the one to have if you wanted two seats and no roof—fading popularity of the windowless Sport Roadster meant few were specified that way.

Finished in La Crosse Beige with Desert Sand fenders and Omaha Orange wheels and striping, this Eagle presents itself with a huge amount of style considering its humble origins and original price. Previously shown in a museum, it was purchased by a collector in 2005 and then came into the Oldenburg Family Collection the earlier part of 2010. The subject of a previous restoration, the car shows well today and offers an excellent alternative to the sea of cars from Dearborn that can be found at most shows. Hop in, put the pedal to the metal—to start the car, of course—and see the U.S.A. in your Chev-ro-let.

**\$35,000 - 45,000**

**Without reserve**





**340**

**1967 Ferrari 365 GTC Speciale**







## Overview

**Chassis no. 10581**

**Engine no. 10581**

*4390cc, DOHC, 320hp V12*

*5-speed manual transmission*

*Unique specification Ferrari*

*Ordered new by Leopoldo Pirelli, President of Pirelli SPA*

*First GT Ferrari to have 5-spoke, 15" mag-alloy wheels*



Bonhams is very proud to offer this unique and special Ferrari from the Oldenburg Family Collection. The car was a personal order from Enzo Ferrari by Leopoldo Pirelli, the President of the legendary tire company, who took delivery in November 1967. With the distinct advantage of knowing 'Il Commendatore', and wishing to have a high performance automobile on which to test Cinturato tires, he was able to request that Enzo build him a 330 GTC to be fitted with the next iteration of powerplant and drivetrain soon to arrive in its successor, the 365GTC. To compensate for the additional power and to facilitate his testing, the car was to receive custom handmade 15 inch Campagnolo magnesium alloy wheels, being the first GT so delivered.

This specification is certainly unique and is fully documented on its factory build sheets, copies of which exist on file. Badged on its tail as a 330, but stated by its chassis plate as a 365, the car could be considered as prototype for this model, however it seems fairer for it to be described as

a Speciale, being in keeping with the terminology the factory used for its one off hand built derivatives. More than the technical details though the reality it is the best of both worlds having the bigger engine, but retaining the purer lines of the original GTC.

10581 remained in Europe for the first ten years of its life before being sold to Chinetti in the late 1970s and then into the long term ownership of Seth Rosner of New York City in June 1978. On taking delivery, Mr Rosner recalled legendary Grand Prix driver Rene Dreyfus handing him the keys with the comment 'Monsieur, you have acquired a very special automobile.' He would keep the car for the next three decades. Over the course of Mr. Rosner's tenure, he elected to have it rebuilt mechanically by Nereo Iori a former NART racing mechanic in 1982 and six years later commissioned new paint by renowned painter Bill deCarr, changing its scheme to the current deep red. In the same period Lyle Tanner Enterprises refurbished the interior upholstery in biscuit hide and renewed the carpets.



Exercised and shown regularly by Mr. Rosner the Speciale was exhibited at the Petersen Automotive Museum in 1997 for its 'Ferrari at 50' show, and at the Saratoga Automobile Museum for a Ferrari display in 2003. After nearly 30 years of ownership, he sold the car to Mr. Oldenburg in 2007.

Very few people will ever be able to lay claim to owning a one-off Ferrari, with a fascinating file of information that includes correspondence with Leopoldi Pirelli, copies of the original Foglio and the original Certificato d'Origine, this offers that opportunity.

**\$400,000 - 500,000**





## 341

### 1958 Jaguar XK150S 3.4-Liter Roadster

The XK150 is the ultimate expression of Jaguar's XK series. Introduced in 1957, it continued until superseded by the E-type in 1961 with some 9,382 examples being built of which only 2,172 were left hand drive "open two seater" models.

Increasingly "civilized" with creature comforts, the cat's claws were still evident in the increasingly powerful dual overhead camshaft six-cylinder Jag engine. The roadster version is the rarest XK150 model, now with rollup windows and thorough weather protection to make it the ideal vehicle for a day's enjoyment or a long trip through variable weather but still retaining the traditional roadster's window sill dip and top that was fully enclosed when retracted for an especially attractive profile.

Revisions to the bodywork retained the traditional XK look but made a number of changes, primarily to add interior room for the driver and passenger. The revised fender line made room for a wider cowl and windshield and fed into thinner doors that much improved comfort. Jaguar adopted the disc brakes which had so dramatically demonstrated their effectiveness in the C-types at Le Mans, improving not only braking performance but also the XK150's marketing.



It is an appealing, comfortable, high performance car that retained the XK's predictable live rear axle handling in Sir William Lyons' classic "leaping cat" coachwork.

Finished in the suitably sporting color combination of red with black upholstery, this XK150 is the desirable 'S' model as denoted by the chassis and engine numbers. Completed in December 1958 and delivered the following year. The 'S' featured triple SU HD8 carburetors, a revised Weslake-developed cylinder head and high compression pistons, raising power from 190 to 250bhp. Only 888 XK150S Roadsters were made to this specification, making them highly sought after today. Having undergone a two-year restoration, the Jaguar was completed in 2007 and joined the Oldenburg Collection soon thereafter. Complete with a factory tool kit and desirable fitted leather luggage, this is a superb example of Jaguar's ultimate expression of the XK sports car.

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

**Without reserve**

Please note this car is titled as a 1959.

## Overview

**Chassis no. T831867DN**

**Engine no. VS-1715-9**

**Body no. F16890**

*3,442cc in-line six-cylinder*

*Four-speed manual transmission plus overdrive*

*Two year restoration completed in 2007*

*Factory tool kit*

*Fitted leather luggage*





## 1977 Aston Martin AMV8 Vantage Coupe

With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-powered versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburetors rather than the standard 42mm instruments. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. Chassis changes were minimal apart from the adoption of bigger ventilated discs all round and low-profile Pirelli tires. The Vantage was, nevertheless, readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the boot lid.

This matching-numbers Aston Martin AMV8 Vantage was built in August 1977, originally painted in sinister Raven Black and is believed to have originally belonged to George Minden from Canada, part of the consortium of owners behind Aston Martin at the time. These Series III



Vantages, built in the shadow of the Oil Crisis, were built in tiny quantities and just 38 are thought to have been completed, along with a further batch of eight more delivered to Canada – this being one of them.

Given the bespoke nature of these cars it was common for Aston Martin owners to enhance their pride and joy and this early Vantage received the X-Pack upgrade in 1990, with four Weber 48mm carburetors, larger inlet ports and high lift camshafts.

Subsequent owners continued lavishing money on this car in order to maintain it to the highest levels. The motor underwent a complete rebuild in the hands of marque specialists Autosport Designs in 2008 during an extensive fettling program that also included new wheel hubs and bearings and a set of re-finished, original 16-inch Series III wheels.

Sold soon afterwards, the car was repainted in the original color and the interior came in for extensive work, with new Wilton beige wool carpets, new seat cushions and re-trimmed trunk. Both front and rear bumpers were re-chromed at the same time.

The Aston Martin joined the Oldenburg Collection in early 2010 and has been meticulously maintained ever since.

**\$125,000 - 175,000**  
**Without reserve**

Please note this car is titled as a 1978 model.

## Overview

**Chassis no. V8/11719/LCAV**

**Engine no. V/540/1719/V**

*5,340cc V8*

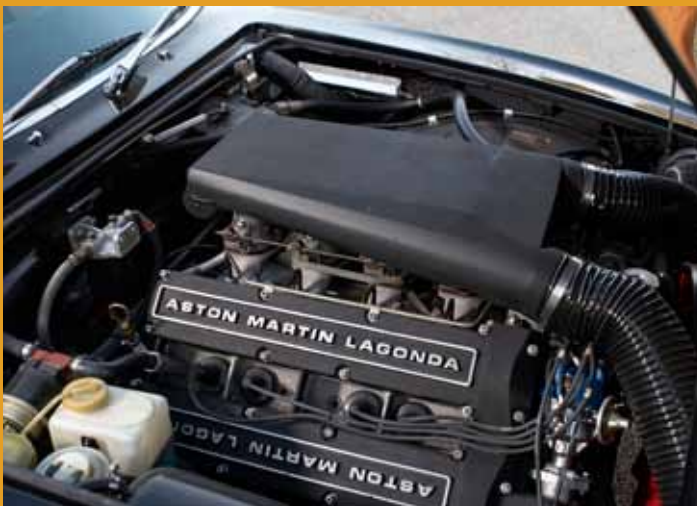
*Five-speed manual transmission*

*Rare Series III Vantage spec.*

*Original Raven Black color*

*Upgraded to X-Pack specification*

*Extensive cosmetic and mechanical work*





**1937 Ford Model 78B Deluxe Station Wagon**

Ford, the most renowned maker of Woodie wagons stepped into the game in part to capture a market segment, but also to make use of an excess resource. A 1935 redesign moved the engine forward to between the front wheels, lengthened the passenger compartment and made a series of changes that were ideally suited to complement the four-door station wagon. At the same time, Ford's legendary vertical integration had led to the acquisition and maintenance of large timber holdings in Iron Mountain in Northern Michigan. Originally required for framing the steel panel bodies of the Model T and Model A, by the mid-30s the use of wood in passenger car bodies was basically nil. Previously outsourced to Mengel Body in Kentucky, in 1935 production of all the wood panels and frames for Ford's station wagons was brought inhouse at Iron Mountain. There it united Iron Mountain's large supply of old growth hardwood and its high quality saw and planing mill with shaping and assembling the panels. They were then shipped to Ford's assembly plants where they met up with Murray's special stampings for final assembly.

The resultant marriage of excess, high quality lumber and nicely styled utilitarian design are in part why the Woodie wagon has always been highly attractive to collectors. It combines the attraction of the automobile with the undeniable pull of beautifully grained and finished wood in the body framing and panels. The long winters of Michigan's Iron Mountain region produced slow-growing trees with dense rings and frequent flashes of brilliant color and unusual grain. Every Ford Woodie Wagon was therefore unique and the workers at Iron Mountain took special pride in the way they selected the wood, joined the intricately-shaped pieces and finished it for maximum color, effect and longevity.





As with most American cars, the aesthetics changed on an annual basis, thus while the Station Wagon aspect remained predominantly the same in this period a '37 Ford Woodie was blessed with same landmark revisions that the entire range received for that year with extremely attractive and forward thinking aerodynamic styling distinguished by its 'bull nose', split windshield and teardrop headlights faired into the wing tops. All of these aspects echoed the upmarket Lincoln Zephyr.

This black Deluxe Station Wagon was ordered new with all the goodies. As a Deluxe model, the new owner enjoyed the pleasure of dual windscreen wipers, dual side-view mirrors, fog lamps, Deluxe-model-only banjo-spoke steering wheel, Deluxe dash, and wide-whitewall tires. Comprehensively restored in 2008 by Woodie wunderkind Chris Messano of Long Beach, California, careful work to preserve and restore the authenticity of the maple and birch of which the car is made was undertaken. In addition to restorative work, a few tasteful (and if desired, reversible) upgrades were carried out including the addition of dual-tip exhaust, period correct alloy heads, and an all-wood rear hatch in place of the original metal framed until that matches the rest of the wood body.

Few cars are more fun or enjoyable that a Woodie Wagon, especially with a family in tow. Whether cruising the main drag, heading to brunch on a Sunday morning, or hightailing it to the beach on a sunny day, one is hard pressed to think of a betting vehicle in which to do it than in a Woodie like this one!

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

**Without reserve**

## Overview

**Chassis no. 183519459**

*221ci, flathead 85hp V-8*

*3-speed manual transmission*

*Comprehensive restoration by Woodie expert  
Chris Messano*

*Beautifully presented Iron Mountain wood*

*Ready to storm the beaches of La Jolla, the  
Hamptons, and beyond*





## 344

### 1965 Shelby GT350

The Ford-powered 1963-1964 Shelby Cobra was a rousing success on street and track. Even as it made Carroll Shelby a global celebrity, the Cobra was also, by association building Ford's credibility in the emerging market for high-performance cars. It was perhaps inevitable that Shelby and Ford Motor Co. would become formal partners. All they needed was a mutually viable project. It was agreed that creating a Mustang capable of taking on the GM Corvette in sports car competition was a worthy goal...and very soon, development of just such a car was underway at Shelby's Los Angeles facility.

The production Shelby Mustang GT350, based on the production Mustang Fastback, was released in late January 1965. Just its appearance all but guaranteed it would be a sensation. But there was much more to the Shelby GT350 than looks. The suspension was heavily modified, with many all-out racing parts replacing factory units. Underhood was a Ford 289 Hi-Performance V-8; rated at 271-hp from the factory, it had been modified by Shelby engineers to produce 306 hp. A rugged 4-speed manual was standard. Exterior changes were simple, but effective. A no-frills grille insert was installed, with a Mustang badge at the left, and a subtle hood scoop was added to the hood. The car had the aggressive stance of a warrior; ready and able to do whatever it took to win.

For the 1965 model year, the GT350 was offered only in Ford Wimbledon White, with Guardsman Blue stripes as an option. The black interior featured a roll bar and competition seat belts, reminders that this was essentially an all-out racecar in street clothing.

Rugged and challenging to drive in normal traffic, the GT350 was at home on the track. It immediately gave the Mustang a huge image boost. In total, 562 GT350s, 12 of them GT350R competition cars, rolled off the line at Shelby's Los Angeles facility.

This GT350 emerged from said LA facility on Friday July 2nd, 1965—just in time to make some fireworks of its own over the long, Independence Day weekend—and was sold to nearby Hi-Performance Motors. One of the last '65 GT350s produced, it was started the day before the final car off the line and finished a week before the final cars left the factory, car 549 also likely shared the production line with the run of aforementioned GT350Rs that were in production a mere nine cars ahead. It was delivered new in Wimbledon White, sans stripes, but with an original set of optional cast-alloy Cragar 5-spoke rims.

549 has a rather interesting list of owners as well. Hi-Performance sold the car for \$7,000 to New York-based abstract painting Larry Poons on August 8th of 1965 who drove the car across country to his studio. Mr. Poons career was just taking off in the 60s with his painting of dots and circles, often brightly colored, that were finding fancy with the art world and have maintained their place in the market to this day. 549 later



ended up with Dave Mathews, who is currently the 1967 Shelby Registrar, followed by Shelby restoration specialist Curt Vogt, current president of Cobra Automotive Inc. From Curt the car went to Jim Inglese, who currently runs his eponymous Weber Carburetor company specializing in performance carbs for small Chevy V8s and 289-302 Ford V8s, and then eventually back to Mr Vogt who built a new K-engine and T-10 transmission for the car while having well-known pony car specialists at the Super Stang Shop in Lyone, New York complete a restoration on the rest of the car. In 1988, the car was acquired by Tom Shelton, owner of Ft. Lauderdale, Florida-based Shelton Ferrari, who gave 549 its first sojourn out of the Northeast since it was originally purchase. The next keeper was Ford hotrod enthusiast Jorge Zaragoza, who bought the car in 1991. The Oldenburg Family Collection purchased 549 in August 2008.

As one would imagine with such an exhaustive list of dyed-in-the-wool Shelby enthusiast owners, the car today presents in very nice condition, heaving with all the nuanced authentic details that are typically only seen on original, unrestored cars. Although the engine and transmission are not the pair with which the car left the factory, the mill and tranny under the fiberglass hood now are correct replacements. Showing only a smidge over 23,000 miles, a figure that is believed to be from new, there is little question this car has been well cared for over the last nearly 50 years. Well known owners and meticulous presentation, combined with the bright glow of desirability that comes with any 'Stang Shelby with which was involved, all add up to a fantastic piece that would be a welcome addition to any garage.

**\$180,000 - 250,000**

**Without reserve**

## Overview

**Chassis no. SFM5S549**

*289ci, K-code, 306hp V8*

*Ford top-loader 4-speed manual transmission*

*Purchased new by famed abstract painter  
Larry Poons*

*Exhaustive ownership history of  
Shelby enthusiasts*

*Restored by Shelby specialists Super Stang Shop*





**345**

## **1949 Jaguar MkV 3½-Liter Saloon**

**Chassis no. 620082**

**Engine no. Z3761**

\*3.5-liter, DOHC, 126hp inline six

\*4-speed manual transmission

\*Thoroughly restored

\*An original 3.5-liter car

Jaguar Cars - as William Lyons' SS concern had been re-named in 1945 - commenced post-war production with a range of essentially pre-war designs. A considerable improvement on what had gone before, the MkV saloon's cruciform-braced chassis featured torsion bar independent front suspension, designed pre-war by the company's Chief Engineer William Heynes, and all-round hydraulic brakes. Jaguar's existing Standard-based, six-cylinder, overhead-valve engine was continued in both 2½- and 3½-liter forms in the MkV, whose bodywork likewise maintained the

pre-war tradition, though with minor up-dating in the form of faired-in headlamps, deeper bumpers and rear wheel spats. Like its immediate predecessor, the MkV was available in saloon or drophead coupé versions and featured the kind of luxuriously appointed interior that had become a Jaguar hallmark. The announcement of Jaguar's first new generation post-war saloon - the MkVII - at the 1950 Motor show signaled the end for the MkV, production ceasing in June 1951 after slightly fewer than 10,500 had been built.

This Jaguar MkV was thoroughly restored between 2004 and 2007. Finished in black over tan leather, the color scheme goes together as well as Guinness and Pale Ale. The lovely combination beautifully compliments the rich, walnut trim along the dash and doors. Fitted with the larger and more desirable 3.5-liter six with which it originally left Coventry, its 126hp are corralled to the rear wheels by a four-speed manual transmission. The combination gives the stately saloon long legs for enjoyable touring.

A 'Rolls-Royce-lite', if you will, the MkV offers everything one could want and expect from a Rolls-Royce Silver Dawn in a more sporting package. As a well restored car, this MkV is certainly the one to have.

**\$30,000 - 40,000**

**Without reserve**



**346**

## **1952 Morgan Plus 4 Drophead Coupé**

Chassis no. P2281

Engine no. T815222ME

\*1,991cc, OHV, 100hp Triumph TR3 inline four

\*Moss 4-speed manual transmission

\*34th of 117 'Flat Rad' Plus 4s built

\*Subject of an extensive restoration

\*Proven award winner

Morgan's first four-seater, four-wheeled sports car—the 4/4—appeared in 1937. By 1950, the old motor was being phased out and a more powerful replacement was sourced. It was felt that a change of name was justified for the new model; 'Plus 4' was chosen and an old advertising slogan resurrected - 'fastest at the price'.

The Plus 4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained—what else would one expect from Morgan?—the frame did undergo extensive alteration, gaining in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4.

With supplies of the old flat-fronted radiator and separate headlamps coming to an end, Morgan opted for a front-end makeover in 1953 that would eventually produced the rounded radiator cowl appearance that Morgan retains today.

In the end, a mere 117 'Flat Rad' Plus 4s were dispatched from Malvern Link. The offered lot is the 34th one built and one of 30 believed to still exist today. Delivered new to Fergus Imports in New York, it was only a few years before it was sent back to the factory for an upgrade to the new, 100hp Triumph TR3 motor that it retains today. Much of its life was then spent in a California collection enjoying careful storage and minimal use. In 2004 it was acquired by Tyler Phillips of Mirror Lake, New Hampshire with a mere 700 miles on the clock.

An extensive restoration was carried out by California marque specialists Madera Concepts and Morgan West. Bridge-of-Weir supplied new hides for the seats which were redone by Clarence Latham of Maine. Chrome was replated by Mickey Dupuis of Holyoke, Massachusetts while the Oxford Blue body and Obsidian wings were finished and stripped by Micky Borlois.

The resultant product was an award winner from the word go. Joining the Oldenburg Family Collection in March of 2011, it continues to show beautifully today. Backed by a chassis record signed by none other than Peter Morgan himself, this little Plus 4 is certainly one of the best Flat Rads around.

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

**Without reserve**





**347**

**1972 Ferrari 365 GTB/4 Berlinetta**



The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365GTB/4 debuted at the Paris Salon in 1968, soon after gaining the unofficial name 'Daytona' in honor of the sweeping 1-2-3 finish by the Ferrari 330P4 at that circuit in 1967. The influential shark-nosed styling was by Pininfarina's Leonardo Fioravanti, later the famed carrozzeria's director of research and development, who later revealed that the Daytona was his favorite among the many Ferraris he designed. The bonnet, extending for almost half the car's total length, was complimented by a small cabin and short tail; the overall effect suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. An unusual feature of the show car was a full-width transparent grille panel behind which sat the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary Scaglietti, in Modena.



The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at 7,500rpm, with 318lb/ft of torque available at 5,500 revs. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focused on delivering nothing less than superlative high performance.

## Overview

### **Coachwork by Scaglietti Chassis no. 15173**

*4,390cc, DOHC, 325bhp V12*

*5-speed manual transmission*

*Ex-Tom Price*

*Original US car with air conditioning from new*

*Long-term California car*





With a top speed in excess of 170mph, the Daytona was the world's fastest production car in its day, and surely is destined to occupy the front rank of high-performance sports cars for the foreseeable future. A mere 1,300 Berlinetta models and 123 Spyder convertibles had been made when Daytona production ceased in 1973.

As new the Daytona coupe was supplied in a rare livery combination of Grigio Ferro, and as such was one of only 21 cars to have been delivered in this guise, with a Nero black interior. The car was built for the US market, and was so equipped with air-conditioning, power windows and of course an odometer in miles. Completed at the factory on May 29, 1972, within the month the car was delivered to Chinetti-Garthwaite Inc. of Pennsylvania.

By June 1975 the car was for sale with Randy Smith of High Point, North Carolina, and passed through dealers FAF Motorcars of Tucker, Georgia to Spencer Folsom of nearby Pine Mountain. From Folsom the car passed to C. Lynn Abel of Atlanta. Abel advertised the car that summer in the Ferrari Club of America newsletter where it appears to have been described as supplied new, still with grey/black paint/interior. It had covered 29,000 miles according to the ad and wore new Michelins on magnesium wheels. In June '76 Abel showed the car at the FCA Regional at Stouffer's Pine Island Resort in Georgia.

Within the next two years the car crossed the country to spend most of the next three decades on the west coast. Advertised by Ferrari of Los Gatos, California in May and June 1978, by this point it had gained the wire wheels it still currently wears. In the late 1980s the car underwent a thorough restoration, which saw the paint scheme change to the Giallo Fly that it has worn to this day.

The car subsequently changed hands in 1989, sold to noted collector Tom Price, owner of the most coveted of all Ferraris: a 250 GTO. Properly maintained in his ownership, the Ferrari remained there until 2005, when it spent a little over a year in the next owners custody before being acquired by the Oldenburg Family just after Pebble Beach week.

Over the course of the last 6 or so years, the Daytona has been thoroughly, all the while being maintained in house. The benefit of its simple and known chain of owners is that its modest 47,000 mile odometer reading is almost certainly from new, something few cars of similarity can attest to. With its striking livery, known history and desirable specification including air-conditioning and wires, this is a great example of the legendary Daytona.

**\$350,000 - 450,000**







**348**

**1965 Jaguar XKE 4.2-liter Series 1  
Fixed Head Coupe**



Jaguar made a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls and rocked popular culture. Not even founder William Lyons could have predicted the impact of the Jaguar XKE.

When first seen at the 1961 Geneva Salon, the new Jaguar was long and low and as sexy as a car could be. Jaguar also claimed an incredible 150mph top speed thanks to a 265 horsepower version of the glorious 3.8-liter twin cam engine. From the outset, the new E-Type was offered in OTS (open two seat) or FHC (fixed head coupe) form. In the swinging Sixties, noted American motoring writer Henry Manney III dubbed it "The greatest crumpet-catcher known to man."

The E-Type featured four-wheel independent-suspension, disc brakes all around and a four-speed manual gearbox to send power aft. Whether open or closed, it offered Ferrari performance for less than half the price.





For 1965 an enlarged 4.2-liter engine was introduced and mated to a new all-synchromesh transmission. Externally unchanged, the interior was updated with more supportive bucket seats. Although the power rating remained at 265bhp, torque was increased.

To most sports car enthusiasts, few cars are more appealing than a Jaguar E-Type. Those in the know prefer the later cars - like the one on offer - with the bigger engine and the better seats, but not so late that they lost the triple SU carburetors, headlamp covers or the purposeful dashboard toggle switches.

Restored by a respected marque specialist to a high standard several years ago, this delightful XKE FHC joined the Oldenburg Family Collection shortly after completion in 2005.

Finished in the elegant combination of Navy Blue with cream and oatmeal leather upholstery, the car is a matching numbers example that benefited from a comprehensive and thoroughly documented mechanical rebuild and body restoration to factory original specifications. Carefully maintained ever since, this XKE has mellowed nicely and could either be a superb driver or show car.

**\$75,000 - 95,000**  
**Without reserve**

Please note this car is titled with chassis number 1E30157.

## Overview

**Chassis no. 30157**

**Engine no. 7E1413-9**

**Body no. 4E20199**

*4.2-liter straight six motor*

*Four-speed manual transmission*

*Matching numbers example*

*Fully restored by marque specialists*

*Unusual color combination*





## 1962 Ferrari 250GTE Coupe

The first impression, and one that seems prevalent among those who “know” Ferraris is that the 2+2 is somewhat of a compromise. After a closer look, a little thought, and a long drive, the second impression may cause one to think that its predecessor—the 2-passenger Farina coupe—was more of a compromise...Summing up our driving impressions, it can be stated that the Ferrari is one of the easiest cars in the world to drive. Anyone can drive one and enjoy the experience...

Thus proclaimed *Road & Track* in their road test of the 250GTE featured in the August 1962 issue.

Intended to extend Ferrari's appeal to a sector of the market already contested by rivals Aston Martin and Maserati, the 250GTE 2+2 was first seen in prototype form at the 1960 Le Mans 24-Hour Race, where it served as the Race Director's car, and had its official world premiere later that year at the Paris Salon.

Close collaboration between Ferrari and Pininfarina in the design of Maranello's first series-production four-seater ensured that no criticism could be leveled at the 250GTE. Independent front suspension, a live rear

axle, all-round disc brakes and a four-speed manual/overdrive gearbox completed the basic chassis specification, while the compact, Colombo-designed Tipo 128E outside-plug V12 engine's 240bhp ensured that there was no compromise in performance. Top speed was within a whisker of 140mph, while one example, driven by Ferrari works driver Phil Hill and carrying two passengers, accelerated from a standstill to 100mph and back to rest in 25 seconds, a staggering achievement for an almost fully laden Grand Tourer.

The 250GTE progressed through three series, changes being confined mainly to the front and rear lighting arrangements, before production ceased in 1963, by which time 950 cars had been sold, making this the most popular and commercially successful Ferrari to date.

The 250GTE presented here was delivered new to Peter Monteverdi, the Swiss importer for Ferrari and later the famed car builder. Finished in Nero Daytona over matching black leather, the car eventually found its way to America when it was purchased by Cal Gleason of Lathrop Village, Michigan. By 1977 it was again offered for sale finding its way to Canada where it passed through a few different owners in Ottawa and Toronto. By 1994 the car had returned to the US in the hands of Mike O'Brien of Los Alamitos, California. Shown at the Gathering of GTEs at Concorso Italiano in August of '94, the big coupe no doubt felt at home surrounded by its brethren. By 1998 the Ferrari was back in the Midwest in the



collection of Dearborn, Michigan enthusiast Michael Zakarian. Making an appearance at the FCA National Concours in May of 1999 in Atlanta, Georgia, the car remained with Zakarian until 2002 when it headed back to the West Coast with Jason Portman of San Jose who promptly showed it at Concorso Italiano in 2002, its second outing at the event. The car continued its ping-pong course between California and the Midwest when it joined the Oldenburg Family Collection in 2006.

Showing well today, the Series II coupe features desirable Marchal headlights and driving lights inset in front of the grill. In the back, the single lens taillights from the Series III cars are fitted. Over the years the car has been carefully maintained with a repaint and interior retrim both occurring at some point likely over a decade ago. Mechanically, the transmission and brakes were rebuilt just prior to the car's acquisition by the Oldenburg Family Collection and the engine has been tuned and detailed.

Sharing its bones with the other Ferrari 250s, including the GTO, LM, GT California Spyder, Lusso, TdF, and Testa Rossa, the GTE represents an amazing value. For a fraction of the cost of its topless and competition cousins, and with a pair of extra buckets for the kids and a real trunk for the weekend, the GTE is one of the best and most usable sports cars available.

**\$150,000 - 200,000**

**Without reserve**

## Overview

**Chassis no. 3177**

**Engine no. 3177**

*3.0-liter, DOHC, 240hp V12*

*4-speed manual transmission with overdrive*

*Ferrari's premier 2+2*

*The most practical member of the legendary Ferrari 250 family*

*An exceptional tour car*





## 350

### 1996 Lamborghini Diablo VT Roadster



After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fiber composite panels, first seen in the Countach Evoluzione model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 liters for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

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



better than those of the Ferrari F40. Although one of the world's most expensive cars, the Diablo was not a limited edition model like the latter but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilized Gran Turismo as suited to city streets and motorways as the racetrack. Four-wheel drive Diablo VT, with 'VT' standing for Viscous Traction, and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.

This Diablo VT Roadster, fitting finished in Rosso Targa over tan hides, stickered for \$273,000 when new and was the most expensive car you could buy from your local Lamborghini dealer. When this car was ordered new, the lofty price was made even more stratospheric with the addition of a \$4,500 rear spoiler and optional Alpine stereo with a CD-changer and subwoofer—in case the music from the four tailpipes was not enough entertainment on its own.

Since leaving Sant'Agata Bolognese, just 23,100 miles have been covered. Showing well today, this Diablo VT is still amply capable of putting 200mph wind in your hair and turning heads. Plus, with all-wheel drive you won't need to put snow chains on the tires should you wish to drive up to ski in Lake Tahoe in the winter.

**\$90,000 - 110,000**

**Without reserve**

## Overview

**Chassis no. ZA9RU37P9TLA12546**

*5.7-liter, DOHC, 492hp V12*

*5-speed manual transmission*

*Viscous Traction all-wheel-drive*

*Fastest open car on the road in 1996*

*Only 23,100 miles from new*





**351**  
**1932 Pierce-Arrow Twelve Model 53**  
**5-Passenger Touring**



It is often said that difficult times call for extraordinary measures. No doubt, that's one reason that luxury car makers pulled out all the stops during the Great Depression, building some of the grandest and most powerful automobiles of all time. It was certainly the heyday of the American 12- and 16-cylinder engine.

Pierce-Arrow, with Packard and Peerless a member of the "Three Ps," the alliterative triumvirate of the luxury car segment, had always used large engines. From 1910 to 1928, though, they had been T-head sixes. For 1929, a straight-eight replaced the sixes, in the less complicated and less expensive L-head configuration. It proved popular, doubling sales from the year before. But as Cadillac, Marmon, Packard and Lincoln introduced twelves and sixteens, Pierce, too, joined the cylinder race.

Chief engineer Karl Wise was given the assignment to design a new V-12 engine. Adopting an unusual 80-degree angle between the cylinder banks, Wise chose cast iron for the crankcase, to which the cylinder blocks were bolted, when most competing makes used aluminum. The wide vee gave excellent access to the valve train, and also helped minimize vibration. Introduced late in 1931 for the '32 model year, the twelve was offered alongside the eights, with common bodies but differing wheelbases. Ab Jenkins even drove a Pierce Twelve to set numerous speed records at Bonneville in '32, '33, and '34, capping the whole event by typically driving the record breaking machine back to Buffalo, New York as if further proof of power and reliability were required.



This short wheelbase Model 53 5-Passenger Touring was one of the earliest Pierce V-12's built as it is the only the 9th Model 53 to roll of the line in Buffalo while its engine was the 7th one built. Owned in the 1980s by Tom Welch of Ohio, the car was entrusted to then unknown restorer Eddie Cobb in 1988 to carry out a no-expense-spared restoration. Two years and \$149,000 later, the car emerged to win a slew of awards including the Vanderveer Trophy, the highest honor bestowed upon a car by the Pierce-Arrow Society. Shortly thereafter, a CCCA Senior (no. 1349) and Premier award followed. Two decades after completion, the restoration was still winning awards with a Board of Directors' crystal trophy from the Concours of the Eastern United States getting added to the tally in addition to a best-in-class award for Best Closed Car at the 2009 St. Michael Concours.

Acquired by the Oldenburg Family Collection in March of 2010, the car has been sparingly driven since its restoration at the beginning of the first Bush administration and the trend has continued through the six subsequent presidential terms with only 80 miles showing on the odometer—likely accumulated going from garage to podium and back again.

A CCCA Full Classic®, this Pierce Twelve continues to draw plenty of attention.  
**\$75,000 - 100,000**  
Without reserve

## Overview

**Chassis no. 2050009**

**Engine no. 330007**

*462ci, L-head, 160hp V-12*

*3-speed transmission*

*137" wheelbase*

*9th Model 53 built*

*Original Touring coachwork*

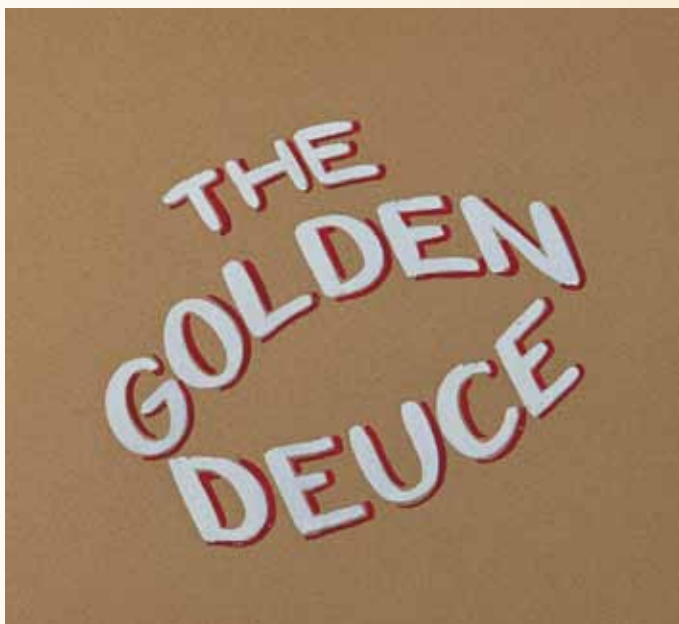
*Award-winning, \$149,000 restoration*





352

## 1932 Ford Model 18 Five-Window “Golden Deuce” Coupe



“Little Deuce Coupe, you don’t know what I got!”, The Beach Boys crooned in their 1963 hit ‘Little Deuce Coupe’—if the chart topping song was dedicated to a single car, it must have been a good one!

There is little about the story of the ‘32 Ford that needs retelling, we all know the tale. Ford’s new-for-’32 Model A replacement, the Model 18 or more generally Model B, represented a big leap forward on a number of levels. For one, the number of jugs under the hood doubled with the introduction of Ford’s flathead V-8. For another, the car’s styling with its rounded radiator surround and neatly sculpted lines simply had all the right curves in all the right places.

The new flathead V-8 meant more power for the average car buyer, but for those sufferers of needforspeeditis, it was a wonderful launching point from which to modify for greater power. Dominating the scene for the next 20 years, Ford’s flathead V-8 was only dethroned by the new OHV mills from General Motors and Chrysler. The latter’s Hemi “Firepower” V8 that debuted in 1951 was the real stunner that pulled the hardest at the heartstrings of those who live life 1320 feet at a time.

This Deuce’s history starts in the 1960s. Campaigned by Raymond A. Sewing and Richard Moriarty of New Jersey, it found success drag racing on the front straightaway of Old Bridge Stadium (now known as Raceway Park). The rear quarter window still features stickers proclaiming its victory in the B/C class from 1963 to 1965.



The Golden Deuce disappeared for decades until it was uncovered by Frank Mundrick in 2001. Deteriorated over the decades, the car was still very much as it was left, including its original 1957 DeSoto 345ci, 9.5:1 Hemi V8. A comprehensive restoration was undertaken. Keeping things low, the pinched '34 Ford frame and body channeled 9" over that were restored and painted Gold Dust Metallic with pin-striping done by Charlie Decker. Mechanically, the Hemi was rebuilt, topped with a set of correct dual-quads and unchopped intake manifold, and then mated to a '39 LaSalle side-loader transmission to bring it back to its 1960s as-raced preparation. In the cabin, the restored period correct details continue including the Deuce dash filled with Stewart-Warner gauges, '59 Chevy Impala steering wheel, and two-tone red and white Naugahyde bench seat.

After it emerged from its meticulously documented restoration in 2005, it went on to successful showings at numerous East Coast events and appeared in a number of magazines including *Rodder's Digest* (where it was featured on the cover, *Hemmings Muscle Machines*, and *Street Thunder*.

Period hotrods are rare birds representing a wonderful slice of both Americana and motoring history. The Golden Deuce is not only a stellar example of both, but a beautifully restored and exceptionally useable piece. There's one more thing, we got the pink slip, daddy.

**\$80,000 - 100,000**  
Without reserve

## Overview

**Chassis no. 15038670**

**Engine no. S26AI909**

*345ci, OHV, 345hp DeSoto Hemi V8*

*LaSalle 3-speed manual transmission*

*Channeled 9 inches on a pinch '34 Ford frame*

*Exceptional period 1960s history*

*Featured in numerous magazines*

*Meticulously restored to original specification*





**353**

## **1955 Austin-Healey 100-4 BN2 Roadster**

Chassis no. BN2L-228644

Engine no. 1B288872M

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 and aimed at the US market, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. Low-revving and torquey, the latter's 2,660cc four-cylinder engine produced an unremarkable 90bhp, but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds.



This delightful 100-4 Healey, a left-hand-drive export model, was built on September 26, 1955 according to the Heritage Trust Certificate on file. Its original destination was Dusseldorf, Germany, where it was delivered in Carmine Red with black upholstery and top, and fitted at the factory with dual vertical dip headlights, a heater, and wire wheels.

Its early European history is unknown, but it is understood to have been comprehensively restored in the mid-1970s. It then spent the next three decades in hibernation before being discovered again in Nevada in 2005, at which point it was put back on the road once again. Around this time the Healey was repainted and a number of mechanical and cosmetic needs were addressed, as would be expected after a 30-year sleep.

The previous owner nicknamed the car "Happy", as his daughter remarked that: "She is a happy car; she makes you happy to own and drive her and she makes others happy who see her." "Happy" passed into the Oldenburg Collection in 2007 and has since been enjoyed immensely. Today, "Happy" looks for a new owner, hopefully one who wants to hit the road and write a new chapter in her history.

**\$45,000 - 55,000**

**Without reserve**

Please note, this vehicle is titled as a 1956.



**354**

## **1992 Mercedes-Benz 300SL Convertible**

**Chassis no. WDBFA61E7NF045685**

\*3.0-liter, DOHC, 231bhp straight six

\*Less than 47,000 miles from new

\*One of the most technologically advanced cars of its day

In 1989, Mercedes-Benz retired its classic Type 107 bodysheet that had been used for a succession of beautiful sports roadsters for almost the preceding 20 years, replacing it with an equally appealing, sleek new design in the modern idiom. This new Type 129 body style was used for three different engine types: 6.0-liter V12, 5.0-liter V8 and 3.0-liter straight six. As installed in the 300SL, the fuel-injected six was available in 12- and 24-valve versions, the latter being 41 horsepower more powerful at 231bhp, the only available option in the US, and delivering significantly improved performance with a 0-100km/h (62mph) time of 8.4 seconds and top speed of 150mph, figures that bettered those of the 12-valve model by around 1 second and 8mph respectively. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and lavishly equipped in the best Mercedes-Benz tradition.

This Signal Red over tan hides 300SL left Stuttgart in September 1991. An original US delivery car, it is equipped with the more powerful 24-valve straight six. Fully loaded with both tops, few more advanced or well appointed cars could be bought when the purchaser of this SL drove off the lot. Automatic climate control, 10-way power seats with 3 memory settings, passenger side SRS airbag, and automatic pop-up roll bar system were all standard fare. The W129 found fancy with the rich and famous, including the late Princess Diana who got a 500SL in 1992 to replace her XJS—an event which marked the first time a member of the British royal family acquiring a car not built in their own Kingdom.

Having traveled fewer than 47,000 miles since new, about 6,000 of which have been accumulated in the three years since the car joined the Oldenburg Family Collection, there is still plenty of life in this Benz drop top. Renowned for their solid build and reliability, the R129-series of the SL will no doubt provide many happy miles to its next owner. Plus, you can say you've got a 300SL in your garage for a small fraction of the cost of the other 300SL coming up in eight lots.

**\$10,000 - 15,000**

**Without reserve**





## 355 1960 Jaguar MkIX Saloon

Chassis no. 775117DN

Engine no. NC9188-8

\*3.8-liter, DOHC, 220hp straight six

\*4-speed manual transmission with overdrive

\*Stately good looks

\*Grace, space and pace



Work on Jaguar's new advanced saloon had been interrupted by the war, and it was not until 1950 that the design saw the light of day as the MkVII. A considerable improvement on what had gone before, the cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-liter six-cylinder engine had already demonstrated its prowess in the XK120 and proved capable of propelling the MkVII's not inconsiderable bulk past 100mph. Developed and refined through Marks VIIM and VIII, the last word in Jaguar's large, separate-chassis saloons - the MkIX - appeared in 1958, by which time the 220bhp version of the 3.8-liter XK six was standard equipment together with power-assisted steering and all-disc braking. A choice of manual or automatic transmissions was offered, the latter option being by far the most popular. Production of the MkIX ceased in 1961.

This MkIX presents itself quite regally in its stately silver over black paint scheme. Powered by the big 3.8-liter straight six mated to a four-speed manual with overdrive, this sedan will happily lope along at highway speeds for hours on end. Restored some time ago, its restoration has mellowed with age but still looks nice and is perfectly suited to be enjoyed as a driver. A 2006 mechanical refurbishment and continued maintenance have preserved the mechanics of the big saloon. Moving to the Oldenburg Family Collection in late March, 2006, the MkIX represents the last vestiges of Jaguar pre-WWII styling. While the MkIX is an imposing car, its replacement, the MkX, demonstrated the direction Jaguar would follow up until a few years ago. There are few more comfortable and swiftly footed sedans that are as good looking as this Jaguar.

**\$30,000 - 40,000**

**Without reserve**



**356**

*the ex-Donald Osborne*

## **1962 Triumph TR4 "Surrey Top"**

Chassis no. CT10529L

Engine no. TCF1378E

- \*2,138cc in-line four-cylinder
- \*Four-speed manual gearbox
- \*Rare "Surrey Top" option
- \*Attractive black on red color combination
- \*Older high quality restoration
- \*Former show car with BMIHT Certificate

First step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 was introduced in 1961. Giovanni Michelotti's new bodysell brought the styling bang up to date while beneath the skin there numerous chassis changes. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved driveability, while wind-up windows were a big advance on the preceding TR3's primitive side screens. The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive the TR4 was good for a top speed of almost 110mph. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other specialists. A rare factory option was the hardtop known as the "Surrey Top", an early

attempt at a Targa. The hardtop panel featured a removable center panel, giving any TR4 so equipped a versatility unique at the time.

The British Motor Heritage Trust Certificate for this Triumph confirms it was completed on June 14, 1962 and originally painted black with contrasting red leather trim. Delivered to the Standard Triumph Motor Company of Boston, Massachusetts, this early TR4 was one of the first 500 built and underwent an exhaustive multi-year restoration by Precision Autocraft of Massachusetts in the mid-1990s. The wonderful condition of the car today is testimony to the quality of the restorer's workmanship. The seats were upholstered in high quality leather trimmed in the original color and a period Nardi wood-rim steering wheel fitted. The appearance was further enhanced with a set of chrome wire wheels and the engine bay beautifully detailed.

Post-restoration, the Triumph enjoyed a successful career on the concours circuit, consistently winning its class or best in show awards before being retired 1997 and was featured on the cover of "The Vintage Triumph" magazine following its 1st in place at the 1994 Vintage Triumph Register National Concours. The car joined the Oldenburg Collection in recent years and has been carefully maintained and garaged ever since. Now nicely mellowed, with a lovely patina, this car is perfect for tours or rallies and with minimal cosmetic refreshing could make a triumphant return to the show circuit.

**\$35,000 - 50,000**

**Without reserve**

Please note this vehicle is titled as a 1963 model.





**357**

**1962 Austin-Healey 3000  
MkII BN7 Roadster**

"A classic competition car among the all-time greats in motoring history," was how *The Autocar* magazine summed up the works Austin-Healey 3000 in 1963. Yet at the time of its arrival in 1959, few would have guessed that the low-slung 'Big Healey' would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s.

A development of the preceding 100/6 rather than a genuinely new model, the Austin-Healey 3000 was launched in March 1959. The two cars looked virtually identical and under the skin was the same separate ladder-type chassis and independent front/live rear axle suspension. Improvements to the 3000 included a slightly enlarged (to 2,912cc) version of the C-Series six-cylinder engine and Girling disc brakes up front, a development greeted with enthusiasm by devotees of this muscular British sportscar. Breathing through twin SU carburetors, the revised power unit produced 124hp at 4,600rpm; top speed - with the optional hardtop fitted - increased to 115mph, with 60mph reachable in a little over 11 seconds. Like the 100/6, the 3000 was available in two-seater (BN7) and 2+2 (BT7) guises and came with wire wheels and adjustable front seats as standard.

Unveiled in March 1961, the MkII version with restyled grille and hood intake was the last 3000 available as a two-seater, the 2+2 option having been for years the more popular, while engine improvements in the form of triple SU carburetors and a revised camshaft liberated an extra 8bhp. From November '61 the 3000 was equipped with a new gearbox, a development which at last moved the gear lever to the centre of the



transmission tunnel. In January 1962 the 2+2-only MkII Convertible (or MkIIA) appeared, boasting long overdue refinements such as winding windows, swiveling quarter-lights and fixed foldaway hood. Reversion to twin-SU carburetors cut maximum output by 1bhp, yet thanks to the superior aerodynamics, conferred by its curved windscreen, the MkII Convertible contrived to be marginally faster than its immediate predecessor, reaching 116mph flat out. MkII production ceased in 1962 after 5,095 2+2s and 355 two-seaters had been built; though the Convertible continued until the introduction of the 3000 MkIII in 1963.

A BN7 two-seater model, this Austin-Healey 3000 MkII is one of the few twin bucket 3Ks built during the two years such a configuration was available. Virtually from new, the roadster was used as a daily driver by a single owner until 1984 at which point the car was tucked away in a garage until 2003. Five years after coming back into the light of day, Austin-Healey maestro Kurt Tanner performed a nut-and-bolt restoration on the car to his usual exceptionally high standards. All of the original mechanical components, such as the engine, transmission, and other mechanical systems, were rebuilt. Finished in the very attractive combination of black over salmon red with red hides, the Oldenburg Family Collection acquired the roadster in August 2008, shortly after the completion of the restoration. In four years hence and having only traveled a mere 357 miles, Kurt's handiwork has retained its shine. Beautifully presented with an original set of 1962 California plates, this most desirable of Big Healeys is ready to roll.

**\$65,000 - 85,000**  
**Without reserve**

## Overview

**Chassis no. HBN7L/16953**

**Engine no. 29E/RU/H3309**

*3-liter, SOHC, 132hp straight six*

*4-speed manual transmission with overdrive*

*One of 355 2-seater BN7s produced*

*Exceptional restoration by marque specialist  
Kurt Tanner*

*Beautiful maintained and presented*





**358**

*Ex-Gene Ponder Collection, one of only 3 known  
surviving N Series Airline Coupes*

**1936 MG NB Magnette Airline Coupe**



One of the most intriguing and important aspects of the 1930s motor industry is its interest in aerodynamics and how this was reflected in the evolution of the automobile. It can be argued that France lead the way with coachbuilders such as Figoni et Falaschi and Letourner et Marchand staking their own claims with their Teardrop and Aerosport designs on Talbot Lago and Delage chassis, though these were produced in limited numbers and strictly for the luxury market. In America there was, of course, the Chrysler Airflow among others that represented a more accessible and affordable acquisition with similar design tendencies. Britain too saw many of its coachbuilding houses, which only 40 years earlier had been constructing carriages to be drawn by horses, now focused on wind-cheating design, beautiful flowing renditions came from the pen of luminaries such as A.F. McNeil of the J. Gurney Nutting house.

Against this backdrop it could easily be argued that one of the prettiest swept back designs were the very few Airline Coupes that graced MG chassis. The design was created by H.W. Allingham a man with more than a decade of experience in the car industry, notably at Chalmer and Hoyer, later Hoyal, and then his own independent design company. Of particular note are the 'cathedral' style lighting panels on the sliding sunroof, the spare tire neatly blended into the swept back tail underneath a metal cover, and the effect of the tail which tapers inward at its base. Then there is separation molding down the sides of the car which allowed for two tones, the full flowing fenders the rears flicking up at their ends. The low profile is achieved by dropping the body over the outside of the chassis. At despite all of the detail and thought that went into the styling, there is actually still an accommodating cabin and relatively large doors to enable access by even the taller adults of the modern day.

## Overview

**Chassis no. NA/0848**

**Engine no. 1112 AN**

*1,271cc, OHV inline six*

*4-speed manual transmission*

*One of seven six-cylinder Airline Coupes built*

*One of only three surviving*

*Ex-Genie Ponder*









Although sculpted by Allingham and marketed by him also, the Airlines were actually built by both Carbodies and Whittingham & Mitchel. In total it is thought that a mere 51 were ever constructed, and it is worth noting that the majority of those cars were built on the four cylinder MG PA and PB series. Only 7 were fitted to the more potent NA/NB 6 cylinder cars, and of those 3 retain original Airline bodies.

Noted collector Gene Ponder was a huge fan of the MG brand and particularly of these aerodynamic coupes, it must have been incredibly rewarding for him to have achieved ownership of such a rare car when he acquired this example in around 2000. It is understood that the car was a very fine basis, perfect material for the exacting restoration that ensued. In doing so, Mr. Ponder had the car's color changed from two tones of green to his preferred red, accented by black side panels. One of the more troublesome details to get correct was to track down the right Borrani wheels, which were sourced at the considerable cost of \$9,000! As is immediately evident to this day, the restoration was a thorough and high quality job, befitting the importance of the car.

Mr. Oldenburg had also long coveted this Airline Coupe, and was able to acquire it, from the purchaser at the Ponder dispersal auction, a couple of years ago. In his ownership, as he was intent on using the car, hydraulic brakes have been fitted to improve its stopping.

Between the inherent details in this era of MG, which played on the octagon of its logo and the exquisite shape and features which Allingham incorporated into these coupes, these cars have a jewel like quality and quite understandably remain among the most collectible of all MG cars. Even among those, this ultra rare 6 cylinder NB powered Coupe stands out as being a very special Airline.

**\$200,000 - 300,000**





**359**

## **1960 Jaguar MkII 3.8-Liter Saloon**

Chassis no. A213516

Engine no. LA6045-8

\*3.8 liter, DOHC, 220hp straight six

\*4-speed manual transmission with overdrive

\*The hottest engine package available

\*Classic Jaguar good looks

\*Documented restoration

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

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

Introduced in October 1959, the MkII replaced the MkI, the Coventry firm's first unitary construction saloon car. Closely related to its immediate predecessor albeit extensively revised, the Mk2 offered better all-round visibility courtesy of larger windows while the Mk1's rear wheel spats disappeared and the rear track was widened, improving both roll-resistance and stability. The dashboard was redesigned with the speedometer and tachometer relocated in front of the driver, the six toggle switches and four minor gauges being set across the center. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-liter XK engines, provided the discerning, string-back gloved, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-liter, overdrive-equipped form, the MkII could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards.

Representing the Jaguar MkII in its ultimate 3.8-liter/overdrive configuration, this left-hand drive example was restored to a high standard over a decade ago. The rotisserie restoration, thoroughly documented in a photo album, resulted in a fine car that has mellowed slightly over the years but is showing very well. The quickest way to get five people moving in early 1960s style, this MkII is definitely required a accoutrement for the next *Mad Men* convention you attend!

**\$40,000 - 50,000**

**Without reserve**





**360**

## **1996 BMW M3 Coupe**

Chassis no. WBSBG9321TEY72239



When BMW re-introduced the M3 to the North American market via the six-cylinder E36-platform variant for the 1995 model year, the automotive journalism establishment was sent into a frenzy. Never before had there been such a devastatingly quick, true four-seater production car with handling as crisp as the E36. *Car and Driver* quickly recognized this by putting the E36 M3 on their "10Best" list, and others followed.

This M3, from the Oldenburg Collection, was produced in April 1996 – the first year the venerable 3.2-liter S52 inline-six cylinder became standard equipment, offering 240bhp and increased torque of 240lb-ft from the previous 3.0-liter's 225lb-ft.

This car, from the Oldenburg Collection, has received a number of upgrades with an eye towards performance – devouring lonely backroads being the E36 M3's specialty. To that end, the car features four-wheel coilover suspension with adjustable ride height, a stainless-steel cat-back exhaust system, 18-inch AC Schnitzer wheels, and a K&N air filter. This is a sunroof-equipped model, and we are advised by the vendor that this vehicle has been stored during the winters and not driven in the salt. We are also advised that the clutch has been replaced once during its lifetime.

As the early E30 M3s become increasingly desirable drivable investments, E36s are likely to follow the same path. This is a great chance to acquire a sports car icon of the 1990s, a good looking, driver-quality E36 Coupe with the desirable S52 motor and 5-speed manual transmission.

**\$7,000 - 10,000**

**Without reserve**





### 361

## 1952 Jaguar XK120 Fixed Head Coupe



At the 1948 Motor Show Jaguar astonished the public by announcing a new two-seater roadster, the 'XK120'. The XK120 heralded the arrival of Jaguar's famous 3.4-liter twin-overhead-camshaft XK engine, intended for the Mark VII saloon, then two years away. Its chassis was essentially a shortened version of the simultaneously announced Mark V saloon, with torsion bar independent suspension.

The XK120's comfort and roadholding set new standards for British sports cars and, uniquely of the XK series, its name reflected the top speed. In May 1949, on the Jabbeke to Aeltre autoroute in Belgium, an example with its top and side screens in place recorded a speed of 126mph, and 132mph with the top and windscreen detached and an under-tray fitted.

The car's instant success caught Jaguar by surprise. It was immediately obvious that the ash-framed alloy coachwork would have to go and the XK120 was re-engineered in steel after 240 cars had been completed. In 1951 the open two-seater model was joined by a fixed-head coupé version, and a drophead coupé followed in 1953. The XK120 was superseded by the XK140 in 1954 - it was to prove the most popular of the series.



This left-hand drive XK120 Fixed-Head Coupe was finished in October of 1952. Traversing the country, the car spent time in Maine and then Santa Barbara, California, where it was restored from the ground up from 1983 to 1989. In 1993 the car joined the collection of the Gerald and Kathy Nell. Parked in the company of the Nell's C-Type, D-Type, and XK-SS, the XK120 no doubt felt very much at home amongst its bigger brothers. Not shown and sparingly driven by the Nells, it was carefully maintained by them before joining the Oldenburg Family Collection in 2010.

Finished in Olde English White with biscuit leather, this XK120 has been prepared for active use. While it no longer has the original engine as specified on its build tag, a correct replacement currently occupies the coveted spot under the hood. To haul the car back from excessive pace, front disc brakes are mounted. Chrome wire wheels that are unshrouded by rear spats round out the look. Inside, the Oldenburgs carefully modified the front seat was to provide a bit more room in the cabin, a very welcome amplification that will be instantly recognized by those of longer stature.

A drier but just as stylish alternative to XK120M OTS offered as lot 333, this lovely cat will no doubt be thoroughly enjoyed by whoever has the pleasure to own it.

**Without reserve**  
**\$60,000 - 80,000**

## Overview

**Chassis no. S680279**

**Engine no. F2932-8S**

*3,442cc inline six*

*Four-speed manual gearbox*

*The purest iteration of the XK120*

*Two year ground-up restoration*

*Original Los Angeles supplied car*







362

## 1955 Mercedes-Benz 300SL Gullwing

Max Hoffman rarely missed an opportunity. The impresario of imported cars on New York's Park Avenue built the U.S. presence of most European brands after World War II – Jaguar, Allard, Alfa Romeo, Lancia, Mercedes-Benz and more – and when Mercedes-Benz won the Carrera Panamericana in 1952 with a W194 300SL coupe driven by Karl Kling, Hoffman seized the moment.

He approached Mercedes with a radical idea: take the charismatic tube frame W194 with its high performance 3-liter engine and characteristic roof-hinged doors and create a road car based on it. It wasn't just daring, it was audacious, but Hoffman had a highly developed sense for the U.S. market and backed up his suggestion with his checkbook. He placed an order for a thousand luxury high performance coupes based on a more civilized version of the W194.

## Overview

**Chassis no. 1980405500521**

**Engine no. 1989805500534**

**Body no. 1980405500500**

*2,996cc M186 inline six-cylinder*

*Four-speed manual transmission*

*Bosch mechanical fuel injection*

*Iconic 1950s design*

*Freshly restored in Strawberry Red Metallic*

*Rudge wheels*

*Essential model for every serious collection*





Mercedes-Benz, still valiantly trying to shake off the devastation of the war and the weak European market, took him up on it and the 300SL was born.

Hoffman had proposed a relatively direct transformation of the multi-tube framed W194, retaining its roof-hinged doors, tall, wide sills, 45° canted triple-carbureted single overhead camshaft inline six and fully independent suspension with more civilized accoutrements. The engineers at Mercedes-Benz weren't satisfied with such a simple transformation and added the first direct mechanical fuel injection system ever offered in a production automobile. Introduced at the February 1954 New York Auto Show, the 300SL was an instant sensation.

Its curved doors soon brought it the nickname "Gullwing" which has stuck for well over half a century and been copied by many lesser automobiles hoping to capitalize on the 300SL's halo. The body design was refined for the street and added eyebrow moldings over the wheel wells to signal an association with Mercedes-Benz's later race cars. The driving position, steering wheel location, controls and instruments' visibility were carefully refined by M-B to make driving the 300SL a rewarding experience.

Over the next three years Mercedes-Benz built over 1,400 300SL Gullwings. The majority were sold through Max Hoffman in North America, validating both the reality of his vision and returning many times over the confidence he showed in backing its development. Ever since 1954 the Mercedes-Benz 300SL Gullwing has been one of the cars every collector must own or experience.







This beautiful 1955 (titled as a 1956) Mercedes-Benz 300SL Gullwing Coupe is a freshly and completely restored example in the extremely attractive and desirable color of Strawberry Red Metallic (DB543) with beautiful beige leather upholstery. The records indicate a completion date of July 27th, 1955 and it was shipped to the United States in the original livery of DB180 Silver Grey metallic with 1079 leather upholstery. As documented in the Gullwing Registry, previous owners include a Mr Peterson of West Virginia, George W.Gaw of Ohio, Clem Standish also of Ohio then Ben W. Baskin and Harvey L. Rice, both of Pennsylvania.

The 300SL was bought by the present owner in 1988 and a complete restoration begun. A year later he succumbed to the entreaties of a friend and sold him the partially-restored Gullwing but it progressed slowly, if at all, over the next dozen years. Eventually the current owner bought it back.

Over last few years the restoration was carefully and systematically completed with a new interior. A set of factory-correct belly pans were made and fit carefully to the restored body and chassis. A set of five Rudge centerlock wheels were obtained and installed with blackwall tires to give it the finishing touch and accent the 300SL Gullwing's many competition successes. It has recently been completed and thoroughly detailed to accurate, showroom condition.

It runs and drives perfectly and will give its new owner the opportunity to experience the sensational performance and dramatic appearance that made Max Hoffman's and Mercedes-Benz's gamble of producing the 300SL pay off.

The 300SL was the supercar of its era, and, as expressed in this superbly restored Strawberry Metallic Gullwing Coupe, it has the same effect today. **\$850,000 - 1,000,000**







**363**

**1959 Chevrolet 3100 Apache Fleetside  
Deluxe NAPCO Pickup Truck**



While well-equipped 4-wheel-drive trucks from major manufacturers are not only commonplace but have been among the best selling vehicles in the US for decades. This hasn't always been the case- there was a time when if GM wanted to sell a go-anywhere utility, they had to turn to an outside supplier to make it a reality. In 1942, NAPCO, the Northwestern Auto Parts Company of Minneapolis, MN, began selling their "Powr-Pak" 4x4 Conversion to owners of GMC and Chevrolet pickups as well as other brands. With their rugged drive technology proven in WWII, by 1956 GM began to offer the NAPCO drive as a regular production option (RPO). However, 1959 was to be the final year of this arrangement, as a redesign of the suspension for 1960 meant that GM would market its own system and the NAPCO equipment was no longer compatible.



This 1959 Chevy 3100 Fleetside Deluxe NAPCO truck has been restored to a level normally only seen on high-end passenger cars - but nevertheless attention was paid to ensure that the correct finishes and details were used, so it can't be considered "over-restored". The Bombay Ivory and Frontier Beige paint gives a quiet sophistication to this workhorse and the chrome bumpers, grill, hubcaps, side spears and windshield visor, door handle guards, oil bath filter, lighter, 2-speed wipers and heavy-duty factory radiator speak to the high option level this truck boasts. The stunning interior has the correct woven pattern cloth, AM radio and heater / defroster, while the dashboard displays the all-wheel-drive operating instructions. Under the hood the Thriftmaster 6 shows hardly a trace of use, and all stickers, hoses, clips and tags appear just as they did on the day the lucky first owner picked up this truck at the dealer in 1959.

The quality of this truck has been acknowledged with wins at the 2011 Desert Classic Concours where it was chosen "Best Non-Passenger" vehicle and the Palm Springs Cruiser's Association Car Show "Sponsor's Pick" in 2012. Vintage pickup trucks have become increasingly sought-after by not only truck collectors but general vehicle enthusiasts as well. This particular truck pushes so many of the right buttons: it's a top-of-the-line Fleetside, well optioned, spectacularly and correctly restored and it's NAPCO equipped. In addition to enjoying all the above, the new owner of this truck can also put it up on his wall- it's the July feature of the 2013 *Hemmings Motor News Vintage Pickups Calendar*.  
\$65,000 - 85,000

## Overview

**Chassis no. 3A59J105986**

*Rare NAPCO 4-Wheel-Drive Model 23 transfer case*

*235.5ci Thriftmaster six-cylinder*

*Four-speed manual transmission*

*Top of the line model, fully optioned*

*Prize-winning, stunning restoration*

*Featured in 2013 Hemmings Calendar*





## 364 1962 Austin-Healey 3000 Mk II Convertible



Born out of a racer's desire and a car magnate's marketing prowess, the Austin-Healey was born in 1953. Donald Healey first post-war creation was the Nash-Healey hybrid, a combination of a Nash six cylinder, Healey Silverstone chassis, and aluminum body. He then moved on to a show car based on the Austin A90 for the 1952 London Motor Show; the Austin division of BMC jumped on it and the Austin-Healey 100 became a reality, instantly becoming a favorite with sports car aficionados.

The Austin-Healey 3000 entered the world in 1959 as the replacement for the Austin-Healey 100-6. While the car had a new name, the 3000 was merely an embryonic version available as a two-seater and a two-plus-two. With a 2.9-litre straight-six with twin SU carburetors and front discs, it was a strong performer in the jaunty sports car mold that included four-cylinder MGs and Triumphs. In May of 1961, BMC upgraded their flagship Austin-Healey 3000 with three SU HS4 carburetors, modified valve springs and a new camshaft. Designated the Mk II, it was more powerful than the four-cylinder Triumph TR3A and less expensive than the Jaguar E-Type.



As tested by the British magazine *The Motor*, a 1961 3000 four-seat convertible with hardtop and overdrive had a top speed of 112.9 mph and could do the 0–60 mph sprint in 10.9 seconds. Running changes in mid-1962 created the “late” Mk II with one fewer carburetor and marginal styling updates until October 1963, when the Mk III debuted.

This 1962 Austin Healey 3000 Mk II is every sports car purist’s dream. The previous owner purchased this vehicle in 1991 and painstakingly restored it from the ground up; the numbers-matching engine was completely rebuilt six years ago. The Mk II comes with its Heritage Certificate so you can see everything is factory correct apart from the wheels, which have replaced with the traditional 72-spoke wire wheels. Dressed in a stunning Colorado Red exterior, this vehicle has an equally impressive interior with matching red leather seats and door panels, red carpets, red dash treatment, and the extremely desirable center-mounted shifter. With just 844 miles recorded since its rebuild, this Austin-Healey 3000 Mk II awaits the spring season and a new owner.  
**\$50,000 - 60,000**

## Overview

**Chassis no. HBT7L16249**

**Engine no. 29ERUH2645**

*2,912cc inline six-cylinder*

*Four-speed manual transmission*

*Triple SU carburetors*

*Classic Big Healey looks and performance*

*BT7 2+2 four-seater*





**365**

***The ex-Tony Bawcutt,  
SOVREN championship winning  
1970 Porsche 911E Coupe***



The evergreen 911 exemplifies the statement often attributed to the late Dr. Ferdinand Porsche that "every Porsche is a racing car." This beautifully prepared coupe is the 212th of 1304 "B"-series 911Es built for the 1970 model year, and left the factory in the fall of 1969. Thirty years later, Rothsport Racing in Tualatin, Oregon, was commissioned to convert and backdate this undamaged and almost completely rust-free car to a SOVREN 1969 C/P-legal vintage racer. The car was completed at a cost of nearly \$100,000 and debuted on the track in March of 2000.

The body shell was chemically stripped to bare metal and a full roll cage was welded in before it was completely repainted in Signal Orange. The rear quarter glass and backlight were replaced with Lexan. There are two racing seats with Schroth competition six-point harnesses. The stock instruments were retained with the exception of the tachometer, which was replaced by an AutoMeter unit. There is a fire-suppression system and a fuel cell. The suspension was upgraded with threaded Bilstein RS shocks in the rear and raised spindles on Bilstein struts in front. Hollow swaybars are by Racers Group. Suspension bushings were up-rated, and the chassis was lowered and corner weighted. The four-wheel disc brakes use 911SC calipers and braided stainless lines and the car rides on 7" by 15" Fuchs forged alloy wheels and Hoosier racing tires. An additional set of Fuchs with mounted rain tires is available from the vendor.



The car's original engine has been replaced with a period correct and class-legal 2.0 carbureted flat-six, last rebuilt in 2010 with just four race weekends since. Its crankshaft was modified to accept more robust two-inch Chevrolet main bearings, Pauter rods, a 3.6 oil pump, and cylinder heads tapped for twin-plug ignition should the owner ever wish to race in a higher class. The engine currently is set up with a single-plug distributor and meets SOVREN class rules. With a pair of Weber 40mm triple-throat carburetors, it produces an estimated 215hp. A competition clutch package mates to a Porsche 901 five-speed transaxle with close-ratio gears and a ZF limited-slip. The gearbox, which was rebuilt by Rothsport in 2004, has been reinforced with a billet intermediate plate and billet side plates. There are two oil coolers. The car weighs less than 2000 pounds, making it extremely competitive. This very attractive racing Porsche has won SOVREN's small-bore production-class championship, and today frequently beats potentially faster "twin-plug" 911s and other two-liter cars. The car comes with a file of receipts and a racing logbook and is offered on a Bill Of Sale.  
**\$60,000 - 70,000**

Sold on a Bill of Sale

## Overview

**Chassis no. 9110200212**

**Engine no. 907611**

*2.0-liter flat six-cylinder*

*Five-speed close-ratio manual transmission*

*ZF limited-slip differential*

*Proven vintage racing machine*

*SOVREN championship pedigree*

*Documented build by marque experts*





**366**

**1967 Ferrari 330GT Series II 2+2**



Ferrari firmly established itself as a 'volume' manufacturer with the 250 series, following nearly a decade of producing mere handfuls of cars at a time. Of course even then the numbers built were nothing compared to Detroit, but the concept was still a big move for the builder of exotic Italian sports cars. The introduction of the Pininfarina designed 250GTE in 1959 added a genuine 2+2 grand tourer to the range, a car suitable for the mature businessman. It delivered both the performance and creature comforts required to cover thousands of kilometers of autostrada in speed and subtle, elegant, style. The 250GTE was succeeded by the interim 330 America, which featured an enlarged 4.0 liter engine and then by the 330GT 2+2 Series I in 1964. The 330GT was updated in 1965 when the Series II models arrived. Its five-speed gearbox, alloy wheels and more resolved dual headlight frontal appearance set it firmly apart. Production ran until 1967, with 474 built.

## Overview

**Coachwork by Pininfarina**

**Chassis no. 9675**

**Engine no. 9675**

*4-liter, 300hp V12 motor*

*Five-speed manual transmission*

*Borrani alloy wheels*

*In US ownership since 1973*

*Very well maintained and sorted*

*Sophisticated & elegant color scheme*







Series II chassis '9675' was delivered to its first owner in Italy in 1967. The second recorded owner of the Ferrari was Nathaniel Stewart of Maryland in 1973. It next passed in 1989 to Alan Tyler and that same year to Dr. Jeffrey Cohen. Dean Pitcairn of Michigan purchased the Ferrari in 1993 and sold it to Guy Dietrich in 2003. It remained in his ownership for the next eight years, during which time it received, in addition to regular specialist maintenance, sympathetic refurbishment which included a repaint in the original Grigio Fumo - metallic gray - and partial re-trim of the leather interior in the original blue shade.

The current owner purchased '9675' in 2011, the Ferrari joining his large and eclectic collection in Southern California. In his care the Ferrari has been driven sparingly but energetically and shown at the Ferrari Club of America National in Palm Desert, California in 2012. In the last year, it has seen extensive mechanical maintenance and upgrading, including but not limited to new motor mounts, front and rear bump stops, header gaskets, exhaust hangers and thermostat. In addition, correct tires were fitted and the alloy wheels were refinished.

As presented today, this 330GT 2+2 is very attractive cosmetically, the elegant and subtle color combination suiting the lines of this 'businessman's Ferrari' quite well. The paint and bright trim of this

well-maintained and cared for Ferrari show very well, with a few minor signs of aging visible. Reflections run evenly down the sides of the bodywork, testament to the quality of the panel fit and gaps. Inside, it appears nicely mellowed and gently enjoyed, as would be expected on a car which drives as capably as this one. Original touches abound - the delicate mesh radio speaker decorated with the crossed Pininfarina and Ferrari flags sits below the period Autovox radio. When the handbrake is engaged when the car is started, the red top flashes to remind the driver to release it before proceeding.

Once the V12 is brought to life and this Ferrari is taken out onto the road, it truly impresses. On a recent test drive, it revealed itself to be well sorted, strong and smooth. The Ferrari started and ran easily, shifted cleanly and decisively through all the gears, responded quickly and securely to steering input and stopped straight and true.

For a discerning collector looking to add a well sorted classic V12 1960s Ferrari to their stable, this example is a great choice. It's easy to imagine covering the continent in a day behind the wheel- and making a dramatic entrance wherever you arrived.

**\$120,000 - 140,000**





**367**

## **1958 Cadillac Series 62 Hardtop Coupe**

During the immediate post-war period, Cadillac, under the direction of Harley Earl, produced some of the world's most attractive automobiles and pioneered the ultimate direction for American automobile styling over the next decade. The cars surpassed their competition not only visually but technologically as well, introducing a potent OHV V-8 in 1949, which was no doubt a factor in *Motor Trend's* decision to christen the 1949 Cadillac as their very first "Car of the Year". During this period, the Cadillac brand truly lived up to its slogan "Standard of the World".

Cadillacs were status symbols – a Cadillac in the driveway certainly emblematic of the American Dream – and while the cars offered luxurious appointments, they could also be driven with some vigor. This was proven by Briggs Cunningham, who – to the utter disbelief of the French – entered the 1950 24 Hours of Le Mans with an essentially stock Series 61 Coupe, and managed to finish an incredible 10th place overall.

A new X-braced chassis frame enabled the 1957 Cadillacs to feature longer, lower bodies offering undiminished interior space, while sporting dual rear lights and tail fins larger than ever before. General Motors' chief stylist Harley Earl had introduced tail fins on the 1948 Cadillacs, and the device would reach its zenith in 1959 before fading away. The Series 62 was built on the 129.5 inch wheelbase chassis and, like all '57 Cadillacs, came with a 365ci V8 engine. Automatic transmission, power steering and power-assisted brakes were standard on all models. Regarded as "Motordom's Masterpiece", the 1958 Cadillac range featured revised styling, including quad headlamps, less pronounced tail fins and different ornamentation. The Series 62 was available in seven different body styles (either in two or four-door configuration) along with three Eldorado



Special variants. The car offered here was designated the Model 58G with style number 6237 – translated this meant a Hardtop Coupe, of which 18,736 were built in 1958. Mechanically the '58 Cadillacs were unchanged other than a raised compression ratio (up from 10:1 to 10.25:1) raising power to 310bhp at 4800rpm.

Featured in the Fall 2010 issue of *Motor Trend Classic* and finished in the dazzling color combination of Daphne Blue with Turquoise vinyl and Black Moroccan cloth upholstery, this exceptional 1958 Cadillac Hardtop Coupe boasts factory air conditioning and presents in stock, original condition.

The previous owner bought this matching numbers car in October 2000 following an exhaustive quest for a Fifties-era classic. He undertook extensive mechanical work, including rebuilding the front end, shocks, brakes including master cylinder, steering box, carburetor and new tires. The body was repainted in the original color but the interior was deemed good enough to preserve other than replacing the carpets, while the trunk was treated to a new kit.

Sold to the most recent owner in March 2006, the Cadillac has required only routine maintenance since, including a rebuilt carburetor and the replacement of both the water and fuel pumps. The air conditioning is complete but not currently operating. The car took 2nd in Class at the 2006 Cad-LaSalle Grand National in Irvine, California and we are informed by the vendor that it has traveled just over 96,000 miles in the past 54 years. A quintessential slice of 1950s Americana, this Caddy is ready to cruise!

**\$25,000 - 30,000**

## Overview

**Chassis no. 58G087970**

**Engine no. 58G087970**

*365ci V8 engine*

*Automatic transmission*

*Stylish Hardtop Coupe with factory a/c*

*Dazzling period color combination*

*Very original example of this 1950s icon*

*Recently chosen as a Motor Trend Classic feature car*

*Recent enjoyable test drive*









**368**

## **1931 Cord L-29**

Introduced in August 1929 as a 1930 model, the sublimely sleek Cord L-29 quickly became an international style sensation. Production models were honored with major awards at numerous automotive showings throughout Europe, and the L-29 rapidly became the car of choice for Hollywood celebrities. Built in Indiana, with engineering input from racecar builder Harry Miller and Indy FWD pioneer Cornelius Van Ranst, it was perhaps not surprising that a Cord L-29 "Front Drive" Cabriolet paced the 1930 Indianapolis 500.

The L-29's front-wheel drive layout enabled its strikingly low silhouette, while placement of the transmission/differential ahead of the engine necessitated the especially long hood and lengthy 137.5-inch wheelbase. The beautifully streamlined L-29 radiator shell was inspired by that of the ultra-prestigious Duesenberg Model J, introduced by E. L. Cord's Auburn Automobile Co. in late 1928.

Only one two-door factory model, the all-weather Cabriolet with rumble seat, was cataloged in Cord's four-model L-29 lineup. The example offered here is presented by the family of the late Reno physician Dr. William A. O'Brien III. According to notes left by Dr. O'Brien, he purchased the L-29 in 1953 for \$350 after discovering the car in Lovelock, Nevada, a small town northwest of Reno. While still operational, the Cord needed a full restoration: "Badly weathered...top tattered...upholstery ripped...wood rotted," Dr. O'Brien wrote of its as-found condition.

## **Overview**

**Chassis no. 2929245**

**Engine no. FD 4046**

*298.6ci L-head inline eight-cylinder*

*Four-speed manual transmission*

*Front-wheel drive*

*Former Pebble Beach Runner-Up*

*One family ownership since 1953*

*Lovely condition and color combination*





Dr. O'Brien immediately commissioned James Gullihur, a pioneering restorer of vintage cars in Reno, to restore the L-29 Cabriolet from the ground up. It took four years and the astonishing sum of \$15,000 for Gullihur to complete a show-quality restoration of the Classic Cord. Finished in black, with chassis and inner fender surfaces done in red, the car rolled on chrome wire wheels, available by special order in 1931. The subtle body pin striping replicated that of E. L. Cord's personal L-29.

"This particular car stirred great interest and enthusiasm when shown at Del Monte [Pebble Beach] in 1957, and thereby was responsible for the renaissance of the marque," Dr. O'Brien recalled later. Not only did the car win its Class, it was also Runner-Up to a Rolls-Royce Phantom III for top honors at Pebble Beach that year. The Cord was shown additionally by Dr. O'Brien only once, at a Harrah's show in 1966. During 2008, Dr. O'Brien's heirs lent out the Cord for a National Automobile Museum display in Reno.

The L-29's L-head 125-hp Lycoming straight eight displaced 298.6 cubic inches. The O'Brien Cabriolet's engine sported a Winfield Universal carburetor—"Several cars came from the factory so equipped," Dr. O'Brien reported.

The timing of the L-29 introduction preceded the Wall Street "crash" of 1929 by only a few months, a circumstance that severely limited the market for luxury cars such as the Cord Front Drive. The last L-29s were built at the end of 1931. Total production was 5,010.

Few automobiles have had, or ever will have, the timeless visual impact of the L-29 Cord Cabriolet. This historically important example, held in one family's ownership for 60 years, fairly sparkles with the legendary 'star power' of the design.

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





Dr. O'Brien's Cord being judged on the lawn at Pebble Beach, summer of 1957





**369**

**1962 Jaguar XKE Series 1 3.8-liter  
Fixed Head Coupe**



Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular space frame extended forwards to support the engine. The latter was the same 3.8-liter, triple-carburetor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available, the E-Type's performance did not disappoint!

This unique early E-Type was built as a true driver's car, incorporating a long list of desirable performance upgrades such as a five-speed transmission, triple Weber carburetors, headers, aluminum radiator with aluminum header tank, high output alternator, adjustable suspension, adjustable shocks and urethane bushings. A gear reduction starter has been fitted, along with an aluminium exhaust system. Wider 6" x 15" inch wire wheels give the car a subtly aggressive stance, while the bonnet beads were removed to give the car a sleeker look. Additional upgrades





include comfortable, reclining Series 2 seats, a hidden cut off switch, custom 15" wood steering wheel, black velour dash top, an in-dash AM/FM CD player, modern electronic white-face gauges and Dynamat insulation throughout the car.

Finished in Opalescent Silver Grey Metallic complemented by Suede Green leather upholstery, this Jaguar certainly exudes grace. And pace! The vendor reports that he has traveled some 800 miles in this E-Type since acquiring it and describes the driving experience as "dialed in".

XKE Roadsters are prized for the wind-in-the-hair experience they offer, but it is the Fixed Head Coupe that truly exemplifies Malcolm Sayer's original design vision. It is truly "the world's greatest crumpet catcher". Just over fifty years old today, this car, purposefully upgraded with the open road in mind, should prove to be an immensely enjoyable motoring companion for the next half-century.

**\$115,000 - 130,000**

## Overview

**Chassis no. 886015**

**Engine no. R4625-9**

*3.8-liter straight six with triple Webers*

*Five-speed manual transmission*

*Sensible upgrades throughout*

*Aggressive stance on widened wire wheels*

*Classic E-Type looks with improved performance*

*Thoughtfully prepared for the open road*





370

## 1951 Jaguar Mark V Drophead Coupe



When the Mark V was introduced by Jaguar at the London Motor Show in 1948, it was overshadowed by the brand-new XK120. Jaguar Cars - as William Lyons' SS concern had been re-named in 1945 - commenced post-war production with a range of essentially pre-war designs. A considerable improvement on what had gone before, the Mk V saloon's cruciform-braced chassis featured torsion bar independent front suspension, designed pre-war by the company's Chief Engineer William Heynes, and all-round hydraulic brakes. Jaguar's existing Standard-based, six-cylinder, overhead-valve engine was continued in both 2.5- and 3.5-liter forms in the Mk V, whose bodywork likewise maintained the pre-war tradition, though with minor up-dating in the form of faired-in headlamps, deeper bumpers, and rear wheel spats.

A 1949 *Autocar* road test stated, "The Mark V will trickle through slow traffic at under 10 mph on top gear and pick up smoothly and swiftly where an opening offers. It is smooth and quiet right up into the eighties. It is a car for long journeys that can put 50 miles and more into the hour, one in which 200 miles leave the driver and passengers unaffected, and in which a 400 or 500-mile day would be a pleasure. Yet it is thoroughly tractable for the short pottering or shopping expedition."



Inside the beautifully appointed Mark V was "upholstered throughout in the finest full Vaumol leather interior with rich wood accents." The drophead coupe was the last full-size Jaguar sold in that most British of configurations, the three-position soft top (with landau arms, no less) boasting full insulation and headliner. Like its immediate predecessor, the Mk V was available in saloon or drophead coupé versions and featured the kind of luxuriously appointed interior that had become a Jaguar hallmark.

Few people had the chance to own the dropheads, because only 1,005 were built, of which just 28 used the smaller engine. In 1950, the stunning Mk V drophead sold for \$3,850, which was nearly twice the price of a new Ford convertible. However, the Mk V had the kind of looks that would make people do almost anything just to own one.

As a post war Jaguar with a pre-war look, this Mark V will transport you back to an era unmatched by any of today's vehicles. Equipped with the larger 3.5-litre motor and four-speed synchromesh transmission, it has a ride of the future and a look of the past. A high-quality restoration from 10 years ago included an engine rebuild and the addition of a discreet, custom-built air conditioning unit without taking away from the car's original look. When it comes to traditional British motoring, no car better combines style and comfort than the Jaguar Mark V and this is an excellent example of the breed.

**\$90,000 - 110,000**

## Overview

**Chassis no. 647460**

**Engine no. Z3482**

**Body no. DH1676**

*3,486cc OHV inline six-cylinder*

*Four-speed manual transmission*

*One of fewer than 600 DHCs built in LHD*

*Older, high quality restoration*

*Traditional British style*

*Ideal for tours, rallies or show*





## 371 1957 Jaguar XK140 MC Fixed Head Coupe

When the newly christened Jaguar Cars Limited debuted the brand-new XK120 in 1948, it caught the imagination of the world like nothing before it. Returning World War II veterans who had discovered the joys of driving jaunty two-seaters with solid handling and the wind through their hair played a big part in the popularity in making foreign sports cars an American phenomenon, and the XK120 had style and speed in spades. A 3.4-litre DOHC inside with aluminum heads and independent torsion bar front suspension gave it the brisk power and handling that set a post-war standard. It was popular in races and rallies like Silverstone, Le Mans, and Mille Miglia, and its C-Type competition variant had a lightweight tubular frame and more aerodynamic body that was a two-time winner of 24 Hours of Le Mans. With Stirling Moss and Leslie Johnson at the wheel, the XK120 became the first car at L'autodrome de Linas-Montlhéry to average 100 mph for 24 hours straight.



The XK was updated in late-1954 and re-christened the XK140. With improved brakes, rack and pinion steering, and more flexible suspension, it was improved every which way. Inside, the engine, firewall, and dashboard was moved up three inches, giving more front seat comfort while creating two plus-two seats behind. Standard motivation now was the 3.4-liter straight-six with 190 horsepower; an option was the 210-horse motor with cylinder heads from the C-Type racer; the latter was called the XK140 SE in the United Kingdom and XK140 MC in North America.

The title of this numbers-matching, 64,000-mile XK140 MC fixed-head coupe displays names of the the original and second owners, plus it has a letter of authenticity from Jaguar (pre-dating Heritage Certificates) confirming the original owner. The most recent owner had this XK in his possession for the last 45 years. He used Connolly Hide Food "little and often," perfectly preserving the natural patina that cannot be duplicated with a restored interior. Included in the sale are the original keys with numbers inscribed, original tool roll, original owner's manual, original work order for the leaper, and original radio. With awards in both JCNA Concours 20 years ago and JCNA Best in Class Driven Class winner last year, you know this XK140 MC has the potential to be either driven or shown, offering the purchaser the best of both worlds.  
**\$65,000 - 75,000**

## Overview

**Chassis no. S815179**

**Engine no. G6400-8S**

*3,442cc inline six-cylinder*

*Four-speed manual gearbox*

*Optional 'MC' model with C-type head*

*Former JCNA show car*

*Lovely patina inside and out*

*Long-term ownership*





**372**

## **1959 Mercedes-Benz 220S Cabriolet**



The 220 was Mercedes-Benz's bread and butter model, comprising the vast majority of cars built, particularly for export, in the mid- and late-1950s. First introduced in 1951, the 220 was comfortable, well built and attractive. Its 80hp single overhead camshaft six, however, did little to provide exciting performance.

The longevity and commercial success of the Mercedes-Benz 220 saw a new body introduced at the Frankfurt Show in 1956, nicknamed the 'Ponton'. With only the slightest hint of separate rear fenders, the full-envelope bodywork was modern while still being instantly recognizable as a Stuttgart product. The fully independent front suspension and single joint rear swing axle gave excellent road holding but was tuned by Mercedes-Benz for comfort and stability at high speeds.

The 220S, with dual carburetion and higher compression ratio, resolved the power shortcomings of the 2.2 liter single overhead camshaft six-cylinder M180 engine from its introduction in 1956, eventually culminating in the 120hp of this 1959 220S Cabriolet of which just 2,178 were made.



Finished in light blue with white leather upholstery and a tan cloth top this 1959 Mercedes-Benz 220S Cabriolet is, other than a repaint, a completely original and exceptionally well-preserved example.

For most of its life it was the carefully, even lovingly, maintained weekend driver of a dentist in California, where it benefited both from his care and attention and the benign California climate.

Equipped with a column-shift four-speed manual transmission, hubcaps, radial tires with narrow whitewalls, a Becker Mexico radio and driving lights. The interior is extremely well preserved and is attractively set off by exceptionally attractive and unusually-figured wood moldings and trim.

Most importantly, it is a car that has never had or needed a restoration, never been disassembled or messed with, just carefully and consistently kept up with its needs met as they occurred. It runs and drives well and will turn heads wherever it goes.

Examples like this - particularly desirable models and body styles like the 220S Cabriolet - are increasingly hard to find and make stylish, reliable open-topped entries for tours and rallies.

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

## Overview

**Chassis no. 9500275**

**Engine no. 180-9242-8505399**

*2.2-liter inline six-cylinder*

*Four-speed column-shift manual transmission*

*Twin carburetors*

*Attractive and rare cabriolet variant*

*Largely original, well-maintained example*

*Enjoyable weekend driver*





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## 1970 Porsche 914/6 Vintage Race Car



Porsche's strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabruck. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411. Employing fully independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox, the 914's reputation for excellent handling was somewhat marred by criticism that the four-cylinder version was too slow, though lack of speed was never a shortcoming of the 914/6. *Road & Track* magazine described the car as "the first mass-produced mid-engine sports car".



Fitted with the 2-liter Type 901/36 six-cylinder and drivetrain lifted directly from the 911T at the Zuffenhausen factory, where each was finished, the 914/6 developed 110bhp at 5800rpm and breathed through twin triple choke Weber carburetors, good enough for a top speed of 123mph. Although a healthy number (2,657) were made in 1970, sales quickly fell off and just 3,318 914/6s were built in total.

Today the 914/6 is accepted by purists as a true Porsche and has been steadily appreciating in value. Many have found their way onto the track, exploiting the excellent handling characteristics of the model – indeed Porsche themselves homologated the 914/6 for racing in March 1970.

Finished in orange with black upholstery and sitting on optional Fuchs 14" alloys, this 914/6 was prepared for vintage racing by Rothsport Racing in Tualatin, Oregon and comes with an extensive file of receipts documenting work performed. The engine is a race-prepped 2.2-liter, the brakes have been upgraded with Carrera front rotors and calipers and the suspension has struts front with Bilstein shock inserts. Raced in SCCA vintage class events, and offered with an SCCA logbook, we are advised the car is streetable and is sure to provide an exciting drive on road or track.  
**\$34,000 - 38,000**

## Overview

**Chassis no. 9140432125**

**Engine no. 901106101SR**

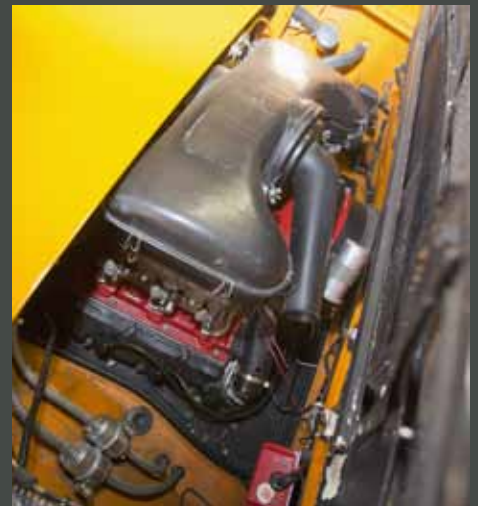
*2.2-liter flat-six motor*

*Five-speed manual transmission*

*Prepared for SCCA vintage racing*

*Upgraded engine, brakes, suspension*

*Dual purpose car for track or street*





374

*California black plate example*

## 1954 Chevrolet Corvette Convertible



The sensation of the 1953 GM Motorama: Chevrolet's Corvette.

Sensing the need for a small American two-seat sports car to compete with the European imports, Harley Earl and a small team of designers secretly penned the Corvette and it was rushed to production by June 30th. Based on a Chevy passenger car chassis, complete with Blue Flame six-cylinder engine and two-speed Powerglide transmission, the white roadster had three side-draft carburetors, a hot cam, high compression head and dual exhausts. Its 150bhp would propel the car to 60mph in 11 seconds – not bad for the early '50s.

At first, a conventional steel body was planned, but the low production volume anticipated caused Earl to favor molding the body in fiberglass, a then-new lightweight material ideally suited to producing the unusually smooth and rounded contours of the new car.

In the best sports car tradition, there were no side windows, the only weather protection being rigid, metal-framed plastic side curtains and a manual canvas top. Its formal debut was held in September at the General Motors Proving Grounds and 50 were delivered by the end of the month. The first cars, all white with red interiors, were allocated to high-volume dealerships, for sale to prominent citizens in their communities. Among the latter was John Wayne, who received Corvette number 51 on October 7.



The Corvette's price of \$3,498 was \$1,200 more than a Bel Air convertible, the most expensive "regular" '53 Chevy, and \$500 more than the Ford Thunderbird introduced a year later.

The 1954 models differed mostly in availability of additional colors. Although Pennant Blue, Sportsman Red and Black were added to the palette, Polo White remained the most popular, with four-fifths produced in that color. At the end of the model year, all production shifted to St. Louis.

Despite the public's enthusiastic reaction, sales remained low for some years, just 700 built in 1955 and 3,461 the following year. Ford's new Thunderbird, meanwhile, was selling at more than five times that level. The introduction of a V8 engine for 1955 and re-engineering by Zora Arkus-Duntov for extra performance enhanced the Corvette's reputation as America's only true sports car. Still, the 1953-55 models retain the pure form of the Harley Earl design that turned so many heads at the '53 Motorama, and remain much sought-after today.

The 1954 Corvette offered here looks as sensational today as it did 58 years ago. It was stored in a California garage from 1977 until being discovered by the vendor in 2011. A thorough restoration was undertaken over the past two years, and today this exceptional example looks fresh in Sportsman Red over a red interior. The vendor advises us that the actual mileage is under 49,000 as indicated on the odometer, and that the car still wears its original California black license plates.

**\$75,000 - 85,000**

## Overview

**Chassis no. E54S004221**

**Engine no. 0769197F54YG**

*Blue Flame ohv inline six-cylinder engine*

*Two-speed Powerglide automatic transmission*

*Rarely seen in Sportsman Red*

*Recent thorough restoration*

*Representative example of America's first sports car*





**375**

## **1960 Porsche 356B 1600 Cabriolet**



While the 911, in its various forms, is certainly Porsche's longest-running model, the 356, which put the marque on the map, must certainly be the most iconic. While the basic architecture and shape of the 356 changed very little over its lifetime, there were in effect, several generations of cars. The first, characterized by split (or bent) windshields, were built through 1954. From 1955 to 1959, a revised model designated 356A was built, with curved windshield and modified suspension. It was succeeded during 1959 by the 356B, with a new nose contour that raised the headlights upwards.

There were three 1,600cc engines, designated 1600, 1600 Super and Super 90, and four-cam 2-liter Carrera 2. The 1600s differed in compression ratio and carburetion and ranged from 60 to 90 DIN (European) horsepower.



Although Porsche sourced bodies from a number of suppliers, by far the most came from Reutter. Karosseriefabrik Reutter & Co. of Stuttgart had a long association with Porsche. Founded as a coachbuilding firm in 1906, Reutter pioneered lightweight construction, using Weymann fabric patents and early use of aluminum. Reutter furnished prototypes to Ferdinand Porsche in 1932, during the early days of the Volkswagen project, then bodied Mercedes and BMW cars during the 1930s. The association with Porsche was rekindled in 1950, when the nascent Porsche company returned from Austria to Stuttgart. Porsche's old facilities were occupied by the US Army, so Reutter leased some plants to Porsche for car production and started producing bodies for a number of 356 models. These included coupes, cabriolets and speedsters. While Karmann also built coupes in the 1960s, most of the open cars were by Reutter. This symbiotic relationship made Reutter a de facto in-house coachbuilder, much more closely allied with Porsche than Karmann or Drauz, or other outside firms. Porsche and Reutter were finally merged in 1963, although a portion of the original Reutter company remains independent, operating under the name "Recaro."

One of just 8,847 356B Cabriolets built, the Porsche Certificate of Authenticity confirms that this car was completed in early 1960 and finished - as today - in black with red leatherette upholstery and only had the one option listed, namely Continental tires.

The Porsche is a matching numbers car with a lovely patina and we are advised by the vendor that it has been well maintained. Supplied with the optional factory hard top, the 356B Cabriolet is a lovely driver-level car suitable for all sorts of weather conditions!

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

## Overview

**Chassis no. 153162**

*1,600cc flat four-cylinder motor*

*Four-speed manual transmission*

*Reutter Cabriolet coachwork*

*Porsche Certificate of Authenticity*

*Matched numbers*

*Original color scheme*

*Supplied with optional hardtop*





## 1963 Mercedes-Benz 300SE Convertible

Mercedes-Benz took a bold step in 1960, phasing out the prestige 300 series that had been in production since 1951. The reason was as simple as rationalizing Mercedes-Benz production on platform chassis that had proven to be successful on the 220. The old 300's body-on-frame construction required separate assembly lines and increasingly under-utilized equipment to build old-fashioned frames. Production quantities had declined to only 603 in 1960 and 551 in 1961. Such volumes were not commercially viable, even in what was essentially an individually ordered semi-custom automobile.

The new 300SE was introduced in 1959 but production was delayed until early 1961. Built on the same 2,750mm wheelbase as the 220SE, it used the well-proved single overhead camshaft 2,996cc inline six with Bosch

mechanical fuel injection and featured advanced mechanical features like four-wheel disc brakes and coil springs with load-compensating air suspension on the independent front suspension and single-pivot swing axle rear suspension. Interior appointments were lavish, in keeping with the positioning of the 300SE as the successor to the limited production first generation 300s.

In March 1962 Mercedes-Benz added a cabriolet and coupe to the 300SE's model range, two highly-prized examples of quality, performance and luxury. Produced in very limited numbers (only 3,127 combined coupes and convertibles in six years' production) the 300SE was destined to have a very short life before they were superseded by the 280SE 3.5 and 600.

Some sources have maintained that the 300SE Cabriolets and Coupes may have an additional advantage: engines assembled from components built for the 300SL and producing more than the stated 185 SAE horsepower. The engines were given different type numbers (M198 for the 300SL,



M189 for the 300SE) but that doesn't preclude mixing some components in the interest of production economies and better performance.

In any event, the 300SE offered a stirring combination of luxury and performance along with technical specifications better than anything else of its era.

This 1963 Mercedes-Benz 300SE Cabriolet is a lovingly maintained, largely original example with a rare and very desirable four-speed manual transmission. It is finished in white with bamboo leather upholstery and a black cloth top. Equipment includes full wheel covers, blackwall tires, Frigiking air conditioning and a Becker Europa stereo radio.

It is a carefully preserved car, not restored, in good running, driving condition. The paint and chrome are sound, the engine is not detailed. The interior is particularly inviting and is trimmed with highly varnished wood garnishes and moldings.

Combining healthy performance and a distinctive appearance with a number of 300SE-specific exterior trim features, comfortable interior and superior road holding, comfort and braking, the 300SE Cabriolet is one of Mercedes-Benz's more rare and unusual models and body styles. Indeed this is the rarest of all W111/112 series coupes and cabriolets, with just 708 built it accounted for less than 2% of the total production of these stylish cars.

This one tells its own story of a succession of caring owners who have looked after it well and attended religiously to its needs.

**\$90,000 - 100,000**

## Overview

**Chassis no. 112023-10-003469**

**Engine no. 189-986-12-00160**

*2,996cc inline six-cylinder*

*Bosch mechanical fuel injection*

*Rare four-speed manual transmission*

*Sophisticated specification for 1963*

*Top of the range Mercedes-Benz cabriolet*

*Carefully preserved, substantially original example*





377

## Original EMPI prepared, Bob Bondurant tested 1967 Porsche 911S Coupe



It would be difficult to name another automobile design that has amassed as successful a racing history as Porsche's evergreen 911. Introduced as the Type 901 in 1964, it was a winner right out of the box, with a privately-owned car winning its class at Daytona, even before the factory's own cars were ready. Early 911s were also winners at the Monte Carlo Rally, Marathon de la Route, and countless other venues, and variants would go on to dominate GT grids around the world.

Here is a freshly restored three-owner, rust-free early short-wheelbase Porsche 911S that has spent its entire life in southern California. 308224S was delivered to Economotors Porsche in Riverside, where owner Joe Vittone (founder of EMPI, one of the earliest VW and Porsche aftermarket manufacturers) used it as a demonstrator. The original 2.0 air-cooled six was enlarged to 2.5 liters using EMPI's new "big bore" kit. Vittone had Bob Bondurant demonstrate the car to the media at nearby Riverside International Raceway with very impressive results, turning the quarter-mile in a best time of 13.09 seconds at 109 mph. Bondurant enjoyed driving the car so much that he adopted its Tangerine color for many of his own cars.



The Porsche was then sold to its first registered owner, a Riverside physician, in 1969. Over the next 20 years, it was used almost exclusively for club track days. Around 1990, the car changed hands, and its new owner repainted the track-worn veteran in the original color of R2002 Tangerine, later displaying it at local car shows while putting it to regular use. A few years later, having recorded some 70,000 miles, it was purchased by its next owner and delivered to Galen Bieker at Werks II for conversion into a VARA vintage racing car. Ten seasons of competition followed, with class Championships in 1998 and 2001. The car was retired by its owner in 2007, after which the engine was rebuilt at Aase Motors, using a fresh aluminum 1968 case, the original having cracked but preserved for posterity.

The consignor purchased the car in 2011, along with nearly all of its original parts, which fortunately had been retained over the years. A six-month restoration ensued, with the tub stripped to bare metal, all the original panels refitted, and resprayed the original color. Most of the purely racing parts were removed from the tub and stock components including the gas tank and exhaust system were re-installed. The interior was restored with correct seats trimmed in black leatherette Houndstooth, door cards, headliner, carpets, and a re-wrapped leather steering wheel. The original gauges were all rebuilt.

## Overview

**Chassis no. 308224S**

**Engine no. 962018**

*2.5-liter flat six-cylinder*

*Five-speed Type 901/02 close-ratio transmission*

*EMPI prepared with "big bore" kit*

*Tested by Bob Bondurant at Riverside Raceway*

*Former VARA vintage race car*

*Extensive documentation and known history*

*Recently restored as a California "hot-rod" road car*









The 2.5 liter engine utilizes JE pistons, S "Sport" cams, and Pertronix electronic ignition, dyno-tested by Vision Motorsports with 168 hp at the rear wheels (over 40 hp more than stock). The transaxle contains a GT torque-biasing differential. Underneath, this potent 911S features Bilstein gas racing shocks, raised spindles, monoball bushings, larger diameter (19mm and 24mm) torsion bars, 911S brakes with a dual reservoir, and an auxiliary fender-mounted oil radiator.

Included with this Porsche is a partial tool kit, original owner's manual, a magazine article signed by Bob Bondurant, this car's original engine case, original blue license plates and Economotors license plate frame.  
**\$120,000 - 150,000**

Please Note: The car is offered on a clear California title and titled under the number 318308224





**378**

*From the Beardslee Collection*

**1938 Lincoln Zephyr Convertible Sedan**



When Lincoln introduced the Lincoln Zephyr in 1936, the new car was an immediate sensation. Catering to the moderately affluent buyer who might also consider a Packard 120, Chrysler Imperial 8 or perhaps a new Cadillac 60, the Zephyr stood out among competitors with its dramatically streamlined all-steel body, futuristic interior and V-12 engine.

The 110-hp L-head V-12 hidden beneath the Zephyr's pioneering front-opening "alligator" hood was a derivative of the strong and proven 1930s Ford 'flathead' V-8. In essence, four cylinders were added to the V-8, and the cylinder angle was changed to 75°, to give the 12-cylinder engine even firing impulses. Aluminum cylinder heads aided cooling and enhanced combustion control.

The Lincoln Zephyr was offered only in closed models for 1936 and 1937. Then, for 1938, two new open styles were added to the line—a Convertible Coupe and the Convertible Sedan, an example of which is offered here. The Convertible Sedan was the most expensive 1938 Zephyr and only 461 were built. Lincoln designers retained the Zephyr's characteristic streamline body form for the new four-door open model. Wind deflectors were added to the front doors and the center upper door pillars were designed to fold away for top-down driving. The convertible top was lined inside, in the style of a European cabriolet.



The new convertible sedan arrived just in time to share the Lincoln Zephyr's trend-setting frontal appearance for 1938. The new grille was mounted low and styled for horizontal emphasis, while the headlamps were placed in the leading edges of the front fenders. The look would become the norm on virtually every American car within two years, but in 1938 the new frontal styling put Lincoln at the forefront of automotive design.

Inside, a full leather interior provided luxury car comfort, while the car's center-stack gauge and control cluster gave the instrument panel a futuristic and fanciful 'Buck Rogers' look that re-mains truly unique.

This Zephyr was subject to a comprehensive refurbishment by Hibernia Restoration, a shop known for their high quality work in making cars such as this as perfect and correct as possible. It is finished in the deep rich lacquer paint that Hibernia is known for, the interior is masterfully trimmed in tan leather, and the Zephyr dash is in perfect condition. Additionally, the way the car runs needs to be heard to be believed – the whisper quiet V-12 is as good as one of these cars gets.

It is truly rare to find an open Zephyr today, let alone one in such wonderful condition both cosmetically and mechanically. Here is an opportunity to acquire a Lincoln owned by one of the most knowledgeable Lincoln enthusiasts of his era, and restored by one of the best restorers of their time.

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

Please note this car is titled under its body number, 86H59030.

## Overview

**Body no. 86H-59030**

*292ci, L-head, 110hp V-12*

*3-speed manual transmission*

*From the Estate of Eugene Beardslee*

*Comprehensive refurbishment by  
Hibernia Restorations*





**379**

*From the Beardslee Collection, formerly in the Harrah Collection*

**1925 Lincoln Model L Three Window Four Passenger Sedan**

Henry Martyn Leland had earned his reputation as Detroit's "Master of Precision" long before establishing Lincoln to build Liberty aircraft engines for The Great War. Apprenticed in the armories of New England, Leland adopted the principles of close tolerance manufacture of interchangeable parts and advanced precision manufacturing techniques at machine tool manufacturer Brown & Sharpe. He brought these principles to Detroit as a machine tool distributor, shortly thereafter setting up Leland & Faulconer as a precision supplier to the burgeoning auto industry.

Leland established Cadillac's reputation as "The Standard of the World", then left in a dispute with Billy Durant and started Lincoln, commencing automobile manufacture after the war. His first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358 cubic inch L-head 60° V8 engine. Unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals, Leland's Model L used fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V8 had full pressure lubrication. The Model L Lincolns were powerful, reliable and strong.

Leland, however, had an engineer's vision and the bodies which completed his automobiles were stodgy and out of date. When it became apparent that drastic measures were needed to brighten up the Leland Lincolns' appearance they turned to the Buffalo, New York firm of Brunn & Company. Hermann A. Brunn rushed out a set of twelve body designs, delivering one of each to Lincoln. But it was too late as dismal sales, the post WWI recession and an erroneous \$4½ million tax bill spelled the end of Lincoln. It was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.



Edsel Ford took charge at Lincoln after the Lelands' angry parting only four months later and quickly commissioned the best American coachbuilders to create designs for Lincoln. Locke, Judkins, Dietrich, Derham, LeBaron and others soon joined Brunn. Ford's engineers improved modestly upon Leland's V8, changing to aluminum pistons and revising the heads for better cooling but the quality and potential of the basic engine and chassis design proved itself by providing the underpinnings for Lincoln until it was superseded by the Model K V12 in 1933.

Eugene Beardslee was noted for his passion for Lincoln automobiles and it is not at all surprising that he chose such a fine Model L for his collection. Rather than having had to restore a car as he so often did, in this case he purchased this well restored ex-Harrah example. Harrah restorations are well known for their quality and exacting detail and despite the work now being at least 30 years old, it remains in extremely presentable order throughout. The sympathetic Orriford Lake gray, over black fenders is a scheme which suits the car well, and these colors are continued onto the interior. Throughout, there are accents, externally as coachlining and within the car as exquisite wood door cappings, and a polished aluminum dash panel. At its rear a trunk balances the overall shaping of the car, and contained in this are a period tool roll, jack and wheel spanner. With accessories including BiFlex bumpers and stirrup mounted chrome headlamps, the combined effect is of a very handsome, well appointed and highly detailed automobile.

Eligible for Lincoln Owners Club, and Classic Car Club of America events among other applications, this handsome Model L would surely be a welcome sight at such gatherings.

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

## Overview

### **Coachwork by Judkins Chassis no. 26405**

*358ci L-head V-8*

*3-speed manual transmission*

*Ex-Bill Harrah Collection*

*From the Estate of Eugene Beardslee*





**380**

***From the Pierce A. Miller Carriage Collection***  
**c. 1907 REO Model B Runabout**

Ransom Olds left Olds Motor Works in a dispute with the mercantilist Smith family over product plans. Olds thought the economical, reliable, simple automobile offered the best chance of market success. The Smiths saw bigger unit profits in luxury automobiles along with less capital investment and management complexity.

The Smiths owned more of Olds Motor Works than its founder, though, and followed their own inclination. Olds departed reasonably well compensated, leaving the sassy little Curved Dash, and his name, behind. But not for long.

In only a few months Olds formed the R.E. Olds Company in Oldsmobile's home city, Lansing, to manufacture an updated version of a low-priced automobile. His former partners reminded him that his name, at least applied to automobiles, now belonged to Olds Motor Works. Olds counted by using his initials, REO, and making sure everyone know what they represented.

The first REOs were two cylinder runabouts which Olds designated the Model B – with obvious reference to an earlier model he'd left behind at Oldsmobile. The 16hp twin was soon joined by a small, simple 7 1/2hp single competing directly with the Curved Dash.

The 16hp Model B had two horizontally opposed cylinders mounted under the body floor driving through a 2-speed planetary gearbox and single chain drive to the rear axle. In a concession to contemporary design



trends, the Model B's used a conventional-style hood with the brass radiator at its front. Priced at just \$1,250 it offered exceptional value at the time, value which REO demonstrated with the stunts, tours and expeditions which Olds had used effectively to promote the Oldsmobile.

This c. 1907 REO Model B Runabout from the Miller Carriage Collection is a largely complete, original automobile with right-hand drive wheel steering, brass-trimmed hood, blue body, red coachlines and black mudguard fenders. Lighting comes from a pair of kerosene lamps mounted to the hood. The wheelbase suggests it was built in 1906 but the engine number indicates it was from the following year. The driver will be busy as a tap dancer with the four foot pedals. The two rear seats in the tonneau are hinged and fold forward to convert the rear bodywork into a serviceable flat load space.

The completeness and generally sound condition of the body, even the presence of much of the original upholstery and stuffing, make this REO Model B an ideal restoration project. Those of a more conservationist inclination might give it serious consideration as a preservation project with attention to its operation and brakes and the body left in as-found condition.

No matter what course is chosen, this is a charming automobile and a powerful reminder of the debt the American automobile industry owes to Ransom Eli Olds, a story that would be especially powerfully told in combination with the Miller Carriage Collection's 1903 Oldsmobile Curved Dash.

**\$30,000 - 40,000**

## Overview

**Engine no. 5654**

*Single-cylinder*

*Versatile 2/4-Passenger Runabout*

*Charming, unrestored early REO*

*Offered from long-term family ownership*

*Ideal preservation or restoration vehicle*





**381**

*From the Pierce A. Miller Carriage Collection*  
**c.1908 Success Model C Auto Buggy**

The Success Auto-Buggy Manufacturing Company appropriately describes the product, an auto-buggy, not an automobile.

Founded by John C. Higdon in St. Louis, Missouri in 1906, the earliest Success buggies emulated a design Higdon had created in 1896. Essentially a buggy with a 2/3hp single cylinder engine mounted conveniently on the right side of the wooden frame and body driving the rear wheels through a chain drive mechanism, the Success high wheeler responded to the needs and the conservatism of America's rural farmers.

Built on the edge of the prairie in St. Louis, the trading center for the vast agrarian middle of the continent, high wheeled gasoline powered buggies appealed to skeptical farmers who had to negotiate deeply rutted tracks and were only just learning the appreciate the fact that a gasoline-powered vehicle didn't need feeding when she wasn't working. Success was one of the few high wheeler manufacturers to adopt the new-fangled steering wheel but put it smack in the middle of the boxy body in front of the buggy seat, just where a farmer would have sat when driving a horse. It made the transition easier and the prospect of driving something without a mane and tail a bit more familiar.



In 1907 Success augmented the side-mounted single-cylinder engine model with a more conventional horizontally opposed two-cylinder engine mounted below the floor boards. It drove through a planetary gearbox to a double chain drive to the rear wheels. Engines were rated 10hp in 1907 and 12hp in 1908 and 1909. In keeping with its buggy character, the Success even retained a center-pivot front axle for steering. The Success company disappeared after 1909, not so coincidentally the year in which Henry Ford began building the Model T.

This Success is a 1908 or 1909 Model C with an opposed twin-cylinder engine. It has been part of the Miller Carriage Collection for years and is largely original and unrestored. The wood body and frame are sound and the upholstery on the buckboard seat and dashboard appears to be original. There is no equipment as such, just a pair of kerosene side lights for illumination when the moon wasn't bright enough. Success was determined to make its vehicles simple and well within the comprehension and mechanical skills of most competent farmers. Those attributes should make this Success Model C a straightforward restoration that will be suitable for both carriage and automobile collections. Indeed, it will be a success no matter where it is displayed.  
**\$25,000 - 35,000**

## Overview

*Twin-cylinder*

*Planetary transmission with chain drive*

*Original, unrestored High Wheeler*

*Rare survivor of a bygone era*

*Long-term, multi-generational ownership*





**382**

*From the Pierce A. Miller Carriage Collection*  
**1910 Detroit Electric Model D Brougham**

The growing appeal of electric power for automobiles today reprises its popularity in the automobile's early days, when electric cars and trucks challenged steam and gasoline for supremacy. Electricity offered many advantages, particularly instant availability without warm-up along with silent, clean running, simple operation and reliability. Even with the battery technology of the day its range was more than adequate around town. Tests at the time of major manufacturers' electrics routinely produced effective ranges of 100 miles at the modest speeds they were capable of achieving.

The electric automobile's greatest strength was its operating simplicity and silence, attributes that commended electrics to women of the time who were put off by the smelly, noisy, cranky gasoline engined automobile. None other than Henry Ford acquired two successive electrics for his wife, Clara – both of them Detroit Electrics.

Detroit Electrics were made by the Anderson Carriage Company. Originally from Port Huron, Michigan (coincidentally the home town of Thomas Edison) Anderson – as its name implies – was founded in 1884 as a maker of carriages and wagons. Its founder, William C. Anderson, moved his company to Detroit in 1895 and in 1907 began making electric vehicles under the name Detroit Electric. While Detroit Electric was never an industry technical leader, its products were soundly engineered and constructed, especially after the 1909 acquisition of Elwell-Parker, maker of the Detroit Electric's electric motor and its controller. Elwell-Parker's products were widely regarded as the best available.





Detroit Electric's vehicles were finely finished and trimmed, attractively adapted to the intended market of urban ladies, particularly the elegant, tall four-seat brougham which was one of if not the first to use curved glass in an automobile body.

This Detroit Electric Model D Type R Brougham is very attractively preserved in the long-term ownership of the Pierce A. Miller Carriage Collection. It was shipped February 17, 1910 to the California Electric Garage in Pasadena and is one of the earliest known surviving Detroit Electrics.

Its Model D Brougham body is one of the best-known styles, a tall, formal structure that is emblematic of early electrics. Although unrestored, it retains many of its features including the curved glass front quarter windows, dual electric carriage lights on the body pillars, embossed decorative interior leather trim, interior appointments and vis-à-vis seating with left side mounted tiller steering. The two battery compartments are empty but importantly show no significant damage from acid. The original charger importantly has been found and will be included in the sale.

Substantially complete, it should prove a relatively straightforward restoration project, with plenty of original details to guide the restorer in getting it exactly right and when completed, should still make an excellent vehicle for attracting favorable attention around town.

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

**Without reserve**

## Overview

**Chassis no. 1886**

*One of the oldest surviving Detroit Electrics*

*Ideal preservation or restoration candidate*

*Formal Model D Brougham coachwork*

*Coming from long-term ownership, former museum car*





**383**

*From the Pierce A. Miller Carriage Collection*

**1903 Oldsmobile Model R  
Curved Dash Runabout**



Ransom E. Olds started America on its path to being a nation on wheels with his Curved Dash runabout.

It was the Oldsmobile factory in Lansing that developed the concepts of mass automobile production on continuous assembly lines. Olds fostered the development of specialist suppliers like Leland & Faulconer, Dodge Brothers and others that in turn supported the burgeoning auto industry that would soon make Detroit the center of automobile manufacturing in North America. The many trips and exhibitions staged to promote the Curved Dash helped create the public image of the automobile as a viable, economical alternative to horse-drawn transportation.

The Curved Dash, as this delightfully original and complete 1903 from the Pierce A. Miller Carriage Collection so amply demonstrates, was a lightweight, simple machine that made graduating from horse to gasoline power a manageable step, not a daring leap.

Powered by a horizontally-mounted single-cylinder 4½ hp 95 cubic inch engine with mechanically operated valves the Curved Dash drove through a 2-speed planetary gearbox with single chain drive to the rear axle. Initially offered only with a transmission brake, experience soon taught that a mechanical brake on the rear axle was indispensable in the event the drive chain broke. Many other changes were incorporated in the Curved Dash during its production from introduction in 1901 through 1904.



This 1903 Oldsmobile Model R Curved Dash Runabout from the Pierce A. Miller Carriage Collection is a later 1903 with roller chain drive, bolted differential housing and finned radiator tubes. While the basic Curved Dash was basic indeed, the Miller Collection's has a number of optional features, notably the full top and dos-a-dos rear seat with fold-down footrest, the latter a \$25 option. A pair of kerosene sidelights survive with it.

This is an intriguing Oldsmobile in charmingly original condition that could easily be returned to running, driving condition with presentable cosmetics without a major expenditure. Its 1903 dating is secure on the basis of both its identification number and its mechanical features, giving it good prospects for being a rapid, reliable participant in the London to Brighton Veteran Car Run.

This is a desirable example of America's best known and most recognized veteran car. While the prospect of spending 77 days on it traversing the continent from Los Angeles to New York as Lester Whitman and Eugene Hammond did in 1903 may no longer be attractive, it will make short work of the 54 miles from London's Hyde Park to Madeira Drive in Brighton.  
**\$50,000 - 80,000**

## Overview

**Engine no. 18003**

*4 1/2hp 95ci single-cylinder*

*Two-speed planetary transmission*

*Chain-drive*

*Excellent preservation candidate*

*Single family ownership for three generations*

*Eligible for the London to Brighton Veteran Car Run*





**384**

*From the Pierce A. Miller Carriage Collection*  
**1930 Cadillac 452 V16 Ambulance**

Cadillac's overhead valve 45 degree V-16 introduced in 1930 was, by any standard, the most refined, luxurious automobile of its era.

Quiet, strong, flexible and powerful, the Cadillac V-16 defined luxury in the golden age of classic luxury automobiles. As brilliantly styled under the hood as its Harley Earl exterior, it exuded quality and exclusivity that was reinforced by the refinement of its drivetrain and chassis.

The Cadillac V-16 also was durable, which explains the transformation of this 1930 Cadillac 452 V-16 body style 4375S Fleetwood Four-Door Sedan into an ambulance with 1935 Cadillac V-16 grille, hood, skirted front and rear fenders and '35 Cadillac 17 inch wheels, hubcaps and trim rings.

Cadillac V-16s were too good not to keep in service and the cost of updating was far less than a new ambulance. In the depths of the Great Depression it simply made sense.

Preserved in original condition for many years in the Miller Carriage Collection, this Cadillac presents an intriguing challenge for collectors.



It is uniquely attractive with its combination of the steeply raked '35 Cadillac grille, small teardrop headlights, skirted fenders and wheels concealed behind full discs. The erect full width windshield with visor is anomalous, but also attractive, giving the blended coachwork a unique, purposeful visage.

The body's rear compartment is fully open with a side-opening rear door and sliding glass division to the driver's compartment. There are no rollers in the floor, suggesting that dual ambulance/hearse service was not contemplated.

It could be restored as a 4375S four-door sedan – an unlikely prospect – or rebuilt as any number of attractive and rarely surviving open 1930 Cadillac 452 V-16s. But maybe, just maybe, the best course of action would be to preserve the car as it sits today, a unique snapshot of a different era, when obsolete luxury cars enjoyed a second life serving a more utilitarian need. Refreshed with new grille, hood, fenders and smaller wheels to create a unique combination of styles on the finest chassis and drivetrain of the classic era.

The choice is up to you.  
**\$65,000 - 85,000**

## Overview

### **Coachwork by Fleetwood Engine no. 700731**

*452ci V16*

*Three-speed manual transmission*

*Unrestored survivor, ideal for preservation*

*Possibly unique sixteen-cylinder ambulance*

*Coming from long-term family ownership*





**385**

***From the Pierce A. Miller Carriage Collection***  
**c. 1901 Nott Fire Engine Company**  
**Steam Fire Pumper**

In the late nineteenth century fire suppression among the largely wooden and densely packed structures of the time was a daunting challenge.

Steam, as it was so often in the time, was the answer. Introduced in mid-century by New England mill owners to protect their massive investments, companies like Amoskeag in Manchester, New Hampshire, took the lead in developing the art and science of high powered, durable steam engines for pumping large volumes of water reliably.

Stockton, California suffered its first great fire on December 23, 1849, consuming the entire business district. A hand pumper acquired from San Francisco in 1850 was the first act of the new Fire Police. Stockton acquired its first steam pumping engine in 1862, brought by ship around Cape Horn. The fraught fire-fighting conditions of the time are reflected in these excerpts for Stockton's fire-fighting logs:

"[I]n its issue of April 3d, the Evening Mail had the following: 'The firemen found that they had not an incipient fire to wash out with a single stream of water, but a full-grown fire fanned by a fresh breeze from the northwest, and increased in violence by the drafts from the chutes in the mill. To fight against this they had but two engines and a

Babcock with 'a garden hose and a puny stream' which was of no avail in a fire of such a size. The old relief engine 'Betsy' was stationed on the wharf and did good service, remaining on duty for twenty-four hours. ... Chief Engineer Rolf and Sheriff Cunningham were to be found in the thickest of the engagement, the latter holding the pipe and playing into the hottest of the fire, with as much zeal as if he were pursuing a gang of horse thieves.'"

It wasn't all cooperation, however, as the logs from 1883 recall:

"[A] general alarm was turned in for a fire in a hay shed in the rear of the house occupied by the Hook and Ladder Company. All the companies responded and within a few moments after their arrival a free-for-all fist fight was in progress. The row was accasioned [sic] by a member playing a stream upon a member of a rival company. No serious damage resulted, and, as usual, everything was adjusted amicably after the hose had been rolled up; somebody suggested a drink and the dove of peace resumed her customary place on the alarm bell."

It wasn't easy fighting fires in the 1800's.

The arrival of this Nott Steam Pumper in Stockton is not recorded in its history but is commemorated on the plaque that it has worn for many years in the Miller Carriage Collection.

William S. Nott was a successful merchant in Minneapolis who manufactured leather industrial belting. He also had a penchant for fire equipment,





representing several manufacturers in sales to fire companies in the upper Midwest. In the 1890's when cartels were formed to consolidate all fire equipment manufacturers, Nott resisted and set up his own fire apparatus company. It soon captured a large market across the Mid and Far West. Nott was the only independent to challenge the International Fire Engine Company with a competitive steam pumper, such as the example offered here.

Nott enjoyed wide success as an alternative to the cartel and introduced a number of innovative designs including a spiral water tube boiler and the characteristic cylindrical accumulator tank evidenced on this example which appears to be an early twentieth century model with crane-neck frame, sprung front axle pivot and cylindrical pressure chamber.

Elegant, purposeful and highly effective, steam pumpers like this Nott could raise usable steam pressure from their big, efficient boilers in four to five minutes and continue to fight fires for hours, and even days, on end with the steady, profligate streams of water needed to quench nineteenth and early twentieth century urban fires. It has been preserved in remarkably complete, original condition in the Miller Carriage Collection for years and represents a straightforward restoration project to operating or resplendent cosmetic brilliance.

Polished, painted, trimmed and gilded, it is a reminder of the pride, danger and bravery of fire fighters.

**\$80,000 - 130,000**

Sold on a Bill of Sale

## Overview

*A rare artifact of Americana from a bygone era*

*Rarely seen in any condition*

*Ideal basis for restoration*

*Offered from long-term ownership*





**386**

*From the Pierce A. Miller Carriage Collection*  
**Cretors Improved Special Model "C"  
Popcorn and Roasted Peanut Wagon**



One look at this Cretors Improved Special Model "C" popcorn and peanut wagon is enough to bring anticipatory smiles to faces young and old, and trigger the memory of the irresistible aroma of buttery, delicious popcorn.

Charles Cretors invented the automated, continuous popcorn popper in Chicago in 1893 when it was patented and made its debut at the Columbian Exposition.

Today the fifth generation of the Cretors family still makes modern popcorn systems for all sorts of amusement situations. Chances are that even the most modern multiplex fills the lobby with the enticing smell of popcorn from a Cretors machine.

The earliest and most desirable Cretors popcorn wagons were steam powered, like this beautifully restored example. The No. 1 Wagon Engine, with its nickel plated shafts and rods and spinning governor balls, added entertaining mechanical theater to the otherwise prosaic task of rotating the popcorn cooking mechanism.

The hurdy-gurdy monkey figure on the peanut roasting barrel is an even more creative and imaginative element who encourages onlookers to sample some of the product of his simulated simian energy.

Gaily decorated in yellow and blue, with hand painted sign panels and stained glass clerestory windows, the Cretors Popcorn and Roasted Peanut wagon is calculated to stand out in the most effusive midway setting. It was restored by Palmers of California for the Miller Collection



in 1972 and while it hasn't been steamed up in some time, should be amenable to a straightforward return to production and entertainment of old and young people alike.

Cretors own description in its 1911 catalog says it best:

"They are the 'Models de Luxe' – the most elaborate and complete machines for the purpose ever placed at the service of that constantly increasing class who are satisfied with nothing but the very best, and who spare no expense to place before their patrons attractions to please the eye and at the same time supply good unrivaled in quality to satisfy the palate.

"... During the eight years our Improved Special Models have been on the market, their popularity has been such as to necessitate frequent enlargements of the department devoted to their exclusive manufacture. A visitor at our factory can generally see from twenty-five to fifty under construction."

Despite the quantity produced Cretors Improved Special wagons are rarely seen today. This fine example, coming from long-term museum display and subsequent storage, should require only a sympathetic, mechanically inclined hand to bring it back into joyous, succulent production of uniformly popped, buttered and seasoned fresh popcorn and roasted peanuts.

**\$30,000 - 50,000**

**Without reserve**

Sold on a Bill of Sale

## Overview

*Steam powered*

*Rare surviving piece of Americana*

*Older restoration*

*Complete right down to the peanuts*

*Former museum display vehicle*







**387**

***One of only 26, the London Motor Show,  
ex-Harry Ingham, Knute Hallen  
1964 Morgan +4+ Coupe***

Morgans have been called many things over the past century, not all of them flattering. There is little doubt, however, that 'Mogs', as they are endearingly known to those who cherish them, exude a certain charm that creates fierce loyalty. Indeed, owners and enthusiasts commonly swear that Morgans are the last true sports cars on the planet. They don't care that compared to automobiles of the modern day, Mogs are uncomfortable, drafty, and relatively crude in the manner of their suspension - just the way they were at the beginning, when Henry Frederick Stanley Morgan assembled his first two-passenger Trike at Malvern Link, Worcestershire, UK in 1910. It was a three-wheeler because as such it could be registered as a motorcycle and thus avoid the road taxes normally levied on four-wheelers. HFS stayed the course until 1936 when he grudgingly introduced a real four-wheel car, the 4-4. For all practical purposes, the Morgan of today, although it might be V8-powered - or even running on electricity - remains philosophically firmly entrenched in the 1930s, although there is one notable exception. To wit, the model known as the Plus-Four-Plus, or in shorthand, +4+.

## Overview

**Chassis no. A5794**

**Engine no. 511605**

***2,138cc four-cylinder***

***Four-speed manual transmission***

***Actual 1964 London Motor Show Car***

***US delivery, long-term first owner***

***21st of 26 +4+ Coupes made***

***Restored to concours standard***





The Plus-Four-Plus was different because it wasn't an open roadster whose occupants had to make do with a rudimentary fabric top and side curtains, inflatable seat cushions rather than adjustable seats, and a challenging ride...all of which are part of the Morgan experience. It was instead a two-seat fiberglass coupe with wind-up windows and Grand Touring pretensions. It featured a rather tall roof and wide doors, because, Morgan lore tells us, the six-foot-four-inch Peter Morgan insisted that he be able to drive the car comfortably.

By the time the 1960s rolled around, the folks at Morgan had looked around at the competition, and saw that cars like Jaguar and MG had finally forsaken their pre-war chassis and coachwork design, and were offering attractive and aerodynamic sports cars that were even – gasp! – almost comfortable to

drive. Was it time to give up the wind-in-the-teeth, kidney-bruising ride that was expected of almost all sports cars of the pre-war and immediate post-war era? Morgan had its doubts but was willing to test the market.

In 1964, the first of the new +4+ was introduced at the London International Auto Show – to a chilling silence. Mog fans around the world were aghast. The new design was a slap in the face to tradition, and to the company's dismay, Morgan lovers wanted nothing to do with it. Ironically, the +4+ may have saved Morgan, which had seen sales decline. Enthusiasts fearful that the company had changed course immediately began to order conventional open +4s, giving Morgan a badly-needed infusion of cash. In any case, the factory produced just 26 finished examples of the +4+, and two additional bodies from EB Ware of Birmingham were retained for spare parts. Amazingly, nearly all of the 26 have survived, and they are highly sought-after.



This fine example is the actual London International Motor Show display car, built in 1964 and delivered afterward to Mr. Harry Ingham, a Los Angeles university professor, in 1965. Originally fitted with chrome wire wheels and a luggage carrier, Mr. Ingham had the wires replaced with disc wheels. Mr. Ingham kept the car until his passing in 1999, when it was acquired from his estate by well-known Norwegian Morgan collector Knute Hallen in Oslo,. When the current owner, a long-time Morgan racer, decided he wanted to buy a +4+, he tasked Dennis Glavis of Morgan West to locate one. Glavis knew of the Norwegian car and arranged the sale and subsequent nut-and-bolt restoration of the completely original car.

Upon its return to the US, the +4+ was entrusted to Morgan expert Pierre Brun, who took the car down to its bare frame. The bolt-on fiberglass body, wearing body number 178/026, was removed from the Z-section steel tubing frame, stripped and carefully refinished. At the owner's request, its original black paint and red leather interior were replaced by a striking two-tone British Racing Green and pale yellow, and the interior received a

striking honey-colored ostrich-hide treatment. Brun, who was responsible for preparing Lew Spencer's famed SCCA National Championship-winning Morgan Super Sports roadsters, blueprinted the Triumph TR4 block and crankshaft, installed Carrillo rods and JE pistons, an Elgin cam, and ported and polished the head. He installed a pair of Weber 45DCOE carburetors, an extractor manifold, and a finned aluminum sump, bringing the engine to near-Super Sport specification. Brun estimates that the engine is good for 170-180 hp. He also rebuilt the Moss gearbox and rear axle, while freshening the sliding-pillar front suspension and Armstrong shock absorbers. A Panhard rod was installed on the rear axle, and wire wheels on the hubs. Inside, there's a Derrington steering wheel and a full complement of Smiths gauges, including a 140 mph speedometer, a tach redlined at 5000 rpm, and a combination gauge with ammeter, water temperature, oil pressure, and fuel level. The standard +4+, weighing but 1800 lbs, was a good 10 mph faster than a +4 roadster, thanks to its slippery body, and this +4+, with its stronger engine, is certainly even faster. Morgan +4+ coupes rarely come to market; this presents an opportunity to acquire one of the best.

**\$190,000 - 230,000**





**388**

## **1966 Lola T70 Mark II Spyder**

Lola's T70 Spyders in Mk I and Mk II specification were some of the most successful sports racers offered by the prolific British firm. Designed for both FIA Group 7 and Group 9 categories, T70 Spyders filled the grids of both European and American races through the mid-1960s, and proved dominant for several years. Walt Hansgen put the T70 on the map, winning the 1965 Monterey Grand Prix at Laguna Seca with a John Mecom-entered T70-Ford. Ex-F1 World Champion John Surtees drove the first Lola T70 Mk I to the 1966 Can-Am series title, winning five of six events, and demand for the car took off. Eventually, over a hundred examples would be sold. First constructed on an aluminum monocoque - steel bulkheads were used after the early alloy units proved insufficient to cope with suspension loads - most were powered by Chevrolet V8 engines of both the small-block and big-block variety - although they could be ordered with other motors.



This Spyder, chassis number SL71/22, was built to Group 7 specifications with a Ford 4.7-liter V8 engine and a Hewland LG500 gearbox. It was the seventh of 32 Mk II Spyders to leave the Lola factory, being shipped on the 12th of January, 1966 to Mecom, the Southwest US Lola distributor, arriving in Texas a week later. The car was to have been sold to Southern California racing driver Rick Muther, but Muther declined to take delivery, instead pursuing other interests.

Records indicate that SL71/22 was instead sold to Norman Smith of Ventura, California, a noted racer of smaller-displacement Porsches. Originally painted white, Smith re-sprayed the bodywork yellow and replaced the Ford motor with a Chevrolet small block of 5.3 liters displacement. With backing by Joehnk Chevrolet Components and emblazoned with stickers promoting Ronald Reagan for Governor of California on its nose and flanks, Smith raced this chassis but twice; his first effort being the fourth round of the 1966 Canadian-American Challenge Series. At the 200-mile, two-heat contest at Laguna Seca on October 16, Smith struggled to come to terms with the powerful car, placing 14th on aggregate after ending 18th in Heat 1 and 16th in Heat 2.

## Overview

**Chassis no. SL71/22**

*Chevrolet V8*

*Hewland XXX*

*Documented period Can-Am history*

*Desirable Mk II Spyder bodywork*

*Recent restoration*

Monterey Grand Prix, October 1966







The team entered but skipped the next race, the high-speed Los Angeles Times Grand Prix at Riverside, but a month later, Smith ran his Lola at the Can-Am's Round 6 at Stardust Raceway in Las Vegas. After gridding 29th of 33 starters, Smith was a DNF after running wide exiting a corner, smashing through a fence, and striking a parked car. Smith was unhurt, but the tub was seriously bent.

Smith took the car home and stripped it of its undamaged parts. After acquiring another T70 chassis (SL71/47) he advertised both for sale, along with the parts. Roger Penske bought the newer tub, but not the damaged No. 22 or its parts. Instead, Smith reportedly repaired the damaged chassis as best he could, reinstalled the undamaged suspension pieces, and offered the whole package, along with a trailer.

SL71/22 next reappeared in the mid-1970s, complete but not in running condition. It was used as a display vehicle in the Los Angeles area. In 1986, the car passed to Lilo Beuzieron, who began a restoration before trading it to well-known Lola restoration specialist Mac McClendon of Santa Ana, California, who re-skinned the tub around its original steel bulkhead rings. In early 2012, McClendon sold the car, still under restoration, to the current owner, a vintage race car collector who in turn had the restoration completed, with the body being returned to its original color of white.

With its documented competition history, this attractive and period-correct Lola T70 Mk II should be eligible for vintage races both in North America and Europe.

**\$300,000 - 400,000**





**389**  
**2010 Allard J2X Mk II**  
**Commemorative Edition**



In the early days of post-war sports car racing, the Allard J2X was the car to beat. Often seen racing through the trees and down the public road circuits at venues such as Pebble Beach and Watkins Glen, the J2 and J2X Allards were one of the earliest successful marriages of a lightweight British sports car fitted with a powerful American V8. Allards were delivered as 'rollers' for customers to fit their own powerplants – early owners often ran flathead Fords, while by 1953, Cadillac and Chrysler V8s became the favored motivators.

The J2X MkII concept was simple enough – to evoke the spirit of an original J2X in a more modern package; still hand-crafted, using the same basic design as the original but with more attention paid to safety, comfort, and reliability.

This J2X MkII was completed in 2010 and was fitted with a fuel-injected Chrysler 5.7-liter Hemi crate motor backed by a Tremec TKO 5-speed transmission. A Certificate of Origin on file from Allard Motor Works, signed by Roger Allard, confirms that this J2X was invoiced to a California buyer in August of 2009.



The spec sheet from Allard notes that the MkII employs independent front and rear suspension utilizing unequal-length A-arms, rack and pinion steering, and 12" Wilwood cross-drilled disc brakes on all four wheels – surely providing more stopping power than the drum-braked originals! 72-spoke Dayton wire wheels (including spare), chromed twin roll-over hoops, and side-exit exhaust combine to complete the visual package.

The view from the cockpit is all Allard, and belies some of the more modern conveniences; the driver feeds input through a Moto-Lita steering wheel, while enjoying a full complement of classic-style Allard gauges. A Muirhead leather interior in Poppy Red with Wilton Wool carpets, along with a full windscreen for weather protection, add some creature comforts not found in the originals.

The J2X MkII is recognized by the Allard Registry and carries a Montana Certificate of Title identifying it as a 2010 Allard J2X. A capable – and very fast - touring car, suitable for rallies and for shows – this J2X MkII translates the original spirit of the J2X into a modern, totally unique sports car with unmistakably Allard looks.

**\$110,000 - 140,000**

## Overview

**Chassis no. J2X9024**

**Engine no. M600636 TNXE6253410886**

*5.7-liter fuel-injected Chrysler Hemi V8*

*Five-speed Tremec manual transmission*

*Four-wheel Wilwood disc brakes*

*Produced by Allard Motor Works*

*Recognized by the Allard Registry*

*Titled as a 2010 Allard*

*A unique supercar with classic British looks*





**390**

## **1967 Jaguar XKE Series 1 4.2-liter Roadster**



Jaguar made a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls and rocked popular culture. Not even founder William Lyons could have predicted the impact of the Jaguar XKE.

When first seen at the 1961 Geneva Salon, the new Jaguar was long and low and as sexy as a car could be. Jaguar also claimed an incredible 150mph top speed thanks to a 265 horsepower version of the glorious 3.8-liter twin cam engine. From the outset, the new E-Type was offered in OTS (open two seat) or FHC (fixed head coupe) form. As beautiful as the coupe was, few could resist the charms of the open version. In fact, in the swinging Sixties, noted American motoring writer Henry Manney III dubbed it "The greatest crumpet-catcher known to man."

The E-Type featured four-wheel independent-suspension, disc brakes all around and a four-speed manual gearbox to send power aft. Whether open or closed, it offered Ferrari performance for less than half the price.

For 1965 an enlarged 4.2-liter engine was introduced and mated to a new all-synchromesh transmission. Externally unchanged, the interior was updated with more supportive bucket seats. Although the power rating remained at 265bhp, torque was increased.

To most sports car enthusiasts, few cars are more appealing than a Jaguar E-Type roadster. Those in the know prefer the later cars - like the one on offer - with the bigger engine and the better seats, but not so late that they lost the triple SU carburetors, headlamp covers or the purposeful dashboard toggle switches.



Showing just under 67,000 miles on the clock, this very tidy XKE has been a North and South Carolina car for most of its life and was sold to the most recent owner just over ten years ago, having been in the previous ownership since 1989.

The vendor advises this is matching numbers car (the engine, head, transmission, body tag and front radiator support all match the data plate) that has never been in an accident, has no rust and retains all the original sheet metal. In 2011-2012 the car was professionally repainted in the original Primrose pale yellow while the interior is a mixture of new and original trim; a new Robbins stayfast top with matching boot cover, new leather seat covers, period Becker Europa radio and rubbers. The tires are Michelin XAS 185HR15 radials on new 72-spoke chrome wire wheels and spinners.

Mechanically, we are told the drivetrain required no internal work; the engine reportedly had excellent compression and no smoke but was detailed to show condition with a new porcelain-coated factory exhaust manifold and rebuilt SU carburetors. Suspension, brakes and fuel lines were re-done, a new exhaust system and new solid-state ignition were fitted.

Judged second in class at a JCNA Concours d'Elegance in November 2012, the few minor deductions have subsequently been corrected by the vendor and we are advised the car is a capable and enjoyable driver. The car comes with a complete tool roll, books and a Heritage Certificate had been applied for at the time of cataloging.

Offered on a South Carolina title.

**\$90,000 - 110,000**

**Without reserve**

## Overview

**Chassis no. 1E15444**

**Engine no. 7E13172-9**

*4.2-liter straight six motor*

*Four-speed manual transmission*

*Open Two Seater body*

*Matching numbers example*

*Recent extensive refurbishment*

*Former JCNA Concours car*





**391**

***One of 473 D'Ieteren-built T5 Roadsters***  
**1961 Porsche 356B Roadster**



Among Porsche 356 aficionados, one of the most desirable models is the early 1960s "B" Roadster crafted by the Belgian coachbuilding firm of D'Ieteren Freres.

Not many examples of these beautiful little open-tops were produced, just 473 on the T5 chassis (some begun by Drauz, builder of the Convertible D) and 249 on the succeeding T6 with its revised body. Presented here is a very nicely restored D'Ieteren T5 "single-grille" Roadster from 1961 that has spent its entire life in the California Bay Area, and whose complete chain of ownership is known from new.

'89155' was first delivered to Russell Keil of Tiburon, California, who would become a fixture in San Francisco-area Porsche circles. Keil kept the car until 1989, when it was sold to Robert Bahr of Soquel, near Santa Cruz. In 1991, the car was sold to John Hagemann of Morgan Hill, and two years later, to architect Bruce Ross, Mayor of Tiburon, California and a serious Porsche enthusiast well-known for his vintage racing success in a Super 90 Coupe.



In 1994, Ross commenced a two-year cosmetic restoration, which included a respray in the car's original Ruby Red (6002). A new interior of tan leather with Oatmeal square-weave carpeting was installed by Autos International. Mr. Ross also purchased a new tan folding top, boot, and tonneau cover. In 1995, all of the car's brightwork was reconditioned or replaced. New rubber trim was sourced from International Mercantile. Mr. Ross replaced the clutch and overhauled the braking system, including new wheel cylinders and steel brake lines. The fuel tank was renovated as well. Other improvements included a set of retracting seat belts, a new Blaupunkt Frankfurt radio sourced from Denmark, "Open" bumper guards, a pair of correct Hella 128 fog lamps, a Hirschmann antenna, a Les Leston steering wheel, keyed hood release, an under-dash accessory lamp, and correct, date-stamped painted steel wheels with hubcaps.

In 2009, the Roadster was acquired by the vendor, who had the 1600cc Normal engine rebuilt to 356C specifications on its original three-piece case by Hi-Tech Auto of San Rafael, California. In 2011, the car was invited to the Carmel Concours on The Avenue. This handsome, numbers-matching, D'Ieteren Roadster, still wearing its original black California license plates, is offered with a Certificate of Authenticity, jack, tool kit, and manuals.

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

## Overview

**Chassis no. 89155**

**Engine no. 604819**

*Recently rebuilt 1600cc engine to 356C specs*

*Four-speed manual transmission*

*Matching numbers example*

*California black plate car*

*Well-known chain of ownership*

*Rare Belgian-bodied Roadster by D'Ieteren*





392

## 1971 Ferrari 365 GTB/4 Daytona Spyder Conversion

'The Daytona has been called the last great front-engined supercar. For one who has thought about it, it is not difficult to see why; for one who has driven it, it is very easy to see why... A supercar must prove its superiority on ordinary roads; the Daytona did.' - L J K Setright, *Supercar Classics*, Autumn 1983.

The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honor of the sweeping 1, 2, 3 finish by the Ferrari 330P4 sports prototype at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed carrozzeria's director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. An unusual feature was a full-width transparent panel covering the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favorite among the many Ferrari's he designed.

In response to Lamborghini's 350GT, Ferrari's road-car V12 had gained four overhead camshafts during production of the 275GTB (cars thus equipped acquiring a '4' suffix) and in the Daytona displaced 4,390cc. Power output was 352bhp at 7,500rpm, with maximum torque of 318lb/ft available at 5,500 revs. Dry-sump lubrication permitted a low engine installation, while a five-speed transaxle enabled 50/50, front/rear weight distribution to be achieved. The chassis embodied long-standing Ferrari practice - being comprised of oval-section tubing - the all-independent wishbone and coil-spring suspension was a more-recent development though, having originated in the preceding 275GTB.

Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel, ventilated disc brakes. Air conditioning - vital for the US market - was optional, but elsewhere the Daytona remained uncompromisingly focused on delivering nothing less than superlative high performance.

Although there had been no official open-top versions of its predecessor, the favorable reception of Luigi Chinetti's 275GTB-based NART Spyder no doubt influenced Ferrari's decision to produce a convertible Daytona. Again the work of Pininfarina, the latter was first seen at the Paris Salon in 1969, deliveries commencing in 1971. Although the rear end had been extensively reworked, so successful was Pininfarina's surgery that it was hard to credit that the Daytona had not initially been conceived as a Spyder.



The most powerful two-seater, road-going GT and the world's fastest production car at the time of its launch, the Daytona was capable of over 170mph and is surely destined to remain a top-ranking supercar for eternity. Some 1,400 Berlinetta coupé models and 123 Spyder convertibles had been made when production ceased in 1973.

Ferrari's limited production run of Daytona Spyders left many would-be customers disappointed, a situation which led, inevitably, to a number of coupes being converted, including chassis number '14197', the example offered here.

Finished in deep black with contrasting tan leather and black inserts, this Daytona was built in March 1971 as a US model with air conditioning and originally delivered through Luigi Chinetti Motors of Greenwich, Connecticut. Early 1970s advertisements in Ferrari club bulletins and the Ferrari Market Letter suggest the original color combination was silver blue with blue/black leather trim. Owned by Philip O. Kraft of Vista, California in late 1970s FOC Rosters, the Ferrari was subsequently converted to spyder configuration – it is believed by Richard Straman's shop in Costa Mesa, California where it was reportedly seen in 1979 by Ferrari guru and fellow Daytona spyder conversion specialist Michael Sheehan. Kraft remained the owner into the 1980s. By 1987 the Ferrari was on the market and repainted black with tan upholstery and offered for sale by Prancing Horse collector Bob Bodin in Minneapolis, Minnesota in the early 1990s with 28,000 miles at the time. Cosmetically refreshed in the current Californian ownership, the car is showing 32,397 miles on the clock at the time of cataloging and sits on Borrani wire wheels. **\$320,000 - 360,000**

## Overview

**Chassis no. 14197**

*4.4-liter V12 motor*

*Five-speed manual transmission*

*Borrani wire wheels*

*Spyder conversion by Straman*

*Recently freshened example*





**393**

## **1953 Jaguar C-Type Replica**

Jaguar's new XK120 was the hit of the 1948 London Motor Show. Streamlined and slinky, it was the antithesis of the traditional look espoused by MG, Morgan and Singer. Customers gave it a warm welcome, validating Jaguar chief William Lyons' decision to start production in July.

In 1950, Lyons watched as a team of XK120s competed at Le Mans. While the cars performed well, one finishing in the top 12, he recognized that further work on the chassis would be necessary in order to be truly competitive. Thus began the C-Type project (C for "Competition"), an XK120 engine in a proper race-tuned tubular space frame chassis clad with an aerodynamic aluminum body. In 1951, the new model won the 24-hour race outright, the first of a string of seven enviable victories. In all, 53 original C-Types were built from 1951 to 1953.



The C-Type Jaguar is so popular, and original cars are sufficiently rare and expensive, that the building of replicas has become a significant cottage industry. So significant is the business, moreover, that specific brands, like Proteus, TWR and Heritage, have become well known. This car was reportedly constructed in Argentina around a British kit of unknown origin using alloy and fiberglass hand-crafted bodywork and is one of very few left-hand drive C-Type replicas currently in the United States.

Under the shapely skin are Jaguar mechanicals, including an XK six-cylinder motor with triple Weber 45 DCOE carburetors and a four-speed full synchromesh gearbox. Suspension is fully independent front and rear for better traction while four-wheel disc brakes using three-piston front calipers, drilled rotors and braided stainless steel hoses ensure the car stops as well it goes. A set of new Dunlop tires mounted on Dunlop 15-inch wire-spoked wheels give the car the correct stance, while Smiths gauges, Brooklands aero screens and a Moto-Lita steering wheel give an authentic view from the driver's seat.

Offering all the driving thrills of an original at a fraction of the cost, this recreation of a legendary 1950s endurance racer is appropriately titled and registered as a 1953 Jaguar.

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

## Overview

### Chassis no. 111

*Jaguar inline six-cylinder*

*Four-speed manual transmission*

*Four-wheel disc brakes*

*Left-hand drive*

*Titled as a 1953 Jaguar*

*Many period correct components*

*Dual-purpose car at home on either road or track*





**394**

*In the same ownership for 48 years*

**1961 Chevrolet Corvette Convertible**



At first glance it appeared that the big changes for Corvette in 1961 were purely cosmetic, particularly the rear with a sharp beltline cutoff and near Kamm-style tail with exhaust tips dropped below the body. 1961 also brought with it the four-taillight arrangement which established an identifying feature which is still seen on Corvettes nearly five decades later. Up front the bulky teeth which Corvettes had employed for years disappeared, replaced with a subtle rectangular mesh set deep in the oval opening.

Inside, however, the Corvette engineering team had been hard at work making their car better, faster and more comfortable. The transmission tunnel was narrowed for more interior room, but more importantly continued development of the 283cid Chevy V8 raised output, including a 25hp increase in the solid lifter fuel-injected engine from 290 to 315 horsepower. The four-speed transmission case (favored by 70% of 1961 Corvette buyers) migrated to lightweight aluminum and the radiator was revised to a crossflow configuration which provided better cooling.



Jewel Blue is a unique Corvette color, offered only in 1961. Only 855 buyers opted for it. Just 419 of them paid another \$16.15 to have the coves painted Ermine White.

The records don't show how many Jewel Blue/Ermine Corvette buyers also were among the 1,331 who chose the Blue vinyl interior, or the 1,175 who paid an extra \$150.65 for the healthy 245 horsepower hydraulic lifter 283cid engine with the optional \$188.30 four-speed transmission. It can't have been many.

A two-owner car from new and sporting what is almost certainly the original factory paint, this '61 Vette has been with its present owner for the past 48 years and has always been kept garaged. We are advised by the vendor that the car made a number of appearances at car shows in the early 1960s and more recently, the original 283cid V8 has been removed for posterity, a crate 350cid motor substituted in its place. Showing 74,994 miles on the odometer at the time of cataloging, the Corvette comes with both tops and is an excellent, substantially original example of this sought after model.

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

## Overview

**Chassis no. 108675107237**

**Engine no. 1107237F0403CQ**

*283ci V8 motor (350ci V8 fitted)*

*Four-speed manual transmission*

*Rare Jewel Blue on blue color combination*

*Two owner car from new*

*Both hard and soft tops*

*Original engine offered with car*





395

*From the Beardslee Collection*

## 1948 Lincoln Continental Cabriolet



The first generation Lincoln Continental of 1940-1948 brought European-inspired design elegance to the American automobile. The most famous, and certainly most widely emulated, attribute of the original Lincoln Continental was its rear-mounted, metal-shrouded spare tire.

The 1940-41 Continentals shared their pointed prow and curvaceous fender shapes with the streamlined contemporary Lincoln Zephyr, and they shared that car's chassis. The 1942 Continentals featured new, more squared-off fenders, and the redesigned frontal appearance found on all Lincolns of that war-shortened model year.

When production resumed in 1946 following WWII, the Continental and other Lincolns generally continued the 1942 styling, but sparkled with new, bolder grillwork that gave them more road presence. The Continental offered here is one of 452 Cabriolets produced for 1948, the final year for the first-generation design and the last Continental until the Mark II was introduced in 1955.

During 1951 the Museum of Modern Art included a first-generation Continental in an eight-car exhibit honoring automotive design excellence. Collectors also recognized the 1940-48 Continentals as Classics early on—no early Continental would ever be just another 'used car.' The cars' continuing popularity inspired the after-market accessory "continental kits" of the 1950s.



The 1946-48 Lincolns were the only post-WWII American cars powered by a V-12 engine. Rated at 130 horsepower, the 305-cid L-head twelve was coupled to a standard three-speed manual transmission.

The Continental Cabriolet was an expensive, ultra-exclusive car of very limited production. Many were purchased new by Hollywood celebrities. The list price for the 1948 Continental Cabriolets was \$4,746—more than two and a half times the cost of that year's Ford V-8 Convertible!

This car was purchased by Gene Beardslee from his good friend Victor Nevins who, like Gene, was also an active participant in the old car hobby. Gene had admired Nevins' Lincoln for years, and once Victor finally decided to part with the car, Gene quickly acted. Once in Gene's possession, it was repainted in a fine shade of yellow that complements the car nicely, and cosmetic work was performed. Like the '42 Coupe, the Lincoln was the recipient of the Ford Motor Company award from the Lincoln Owners Club, which recognized quality and authenticity in fine machines. Recently, the car was freshly serviced to a fine mechanical and cosmetic standard.

Still ranked among the world's most admired cars, this first generation Lincoln Continental has long been a Classic Car Club of America Full Classic® and its timeless form will always please admirers of artistic automotive design.

**\$45,000 - 55,000**

Please note this car is titled under its body number, 876H56842.

## Overview

**Chassis no. 8H71796**

**Engine no. CH171796**

**Body no. 876H56842**

*305ci, L-head, 130hp V-12*

*3-speed manual transmission*

*From the Estate of Eugene Beardslee*

*Recent mechanical and cosmetic service*





**396**

**1925 Stutz Series 695H Speedway Six  
Torpedo Tail Speedster**



An outstanding showing at the inaugural 1911 Indianapolis 500 by one of the first cars built by Harry C. Stutz inspired the slogan, "The Car That Made Good in A Day." Although Harry Stutz sold his company in 1919, the Indianapolis-based firm continued to produce cars of superb style and performance until 1935.

For 1925, the largest and most expensive Stutz models were found in the 695H Speedway Six series. These were the first Stutz cars offered with hydraulic brakes—hence, the "H" in the model designation. Lockheed supplied the unusual four-wheel brake system, which utilized external contracting bands to slow and stop the vehicle. Priced comparably to the Cadillac V63 and Marmon 74, the 695H line was powered by a Stutz-built 289ci six-cylinder overhead valve engine rated at 80 horsepower. The free breathing overhead valve motor could propel the big Stutz to over 70mph while egging the driver along with a deep powerful exhaust note. To take full advantage of the hydraulic brakes the 695H came with oversized 33 x 6.20 tires mounted on wire spoke wheels. The Speedway Six name itself makes clear the sporting aspirations of this model. It broke from the typical American mode of luxury over performance and was true to Stutz' performance and racing roots.



The offered example no doubt started life as a more pedestrian road car, but by 1946 it was discovered disused in a field. The Ogden Family, who owned a farm in California's Central Valley, purchased the Stutz in the 1940s. An undated photograph from the '40s or '50s shows the car without a body (but with the front cowl) and with another car's motor sitting on the back and acting as an agricultural irrigation pump for the family's plot. It eventually ended up stored in a barn on the property sometime in the 1950s, remaining there until it was discovered by the current vendor in 2006.

Upon acquiring the body-less car, the decision was made to create a sporting racer in the vein of the torpedo-tailed Stutzes that found so much success on the racetracks around the world in the 1920s. Starting with a genuine torpedo tail of unknown origin, a body was carefully crafted atop the original frame and drivetrain. The finished product speaks for itself. Debuting at the celebration of 100 years at Indianapolis in 2011, the Stutz had the opportunity to do a few laps around the track on which its chassis was no doubt tested 86 years earlier. The event and this car's presence at Indy was featured in Speed TV's *Car Crazy* episode on the event.

In an enjoyable ride in the Speedster, the author found the car to be very tractable. A solid runner, it powered along nicely and the straight exhaust pipe made for a beautiful soundtrack! Road registered and totally street-legal, with the vendor now making arrangement to move overseas, it is time for the Stutz to move on to its next keeper—its third owner in the last 67 years.

**\$45,000 - 55,000**

## Overview

**Engine no. 15358**

*289ci, OHV, 80hp inline six-cylinder*

*Three-speed manual transmission*

*Hydraulic drum brakes*

*Only two owners since 1946*

*Recently lapped Indy*

*CCCA Full Classic®*





**397**  
**1965 FIAT-Abarth 595**



After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin. From producing induction and exhaust systems, Abarth branched out into selling performance kits primarily for FIAT production cars, later building a highly successful series of aerodynamically stylish sports prototypes and limited-series production cars. With its FIAT 500-based 595, Abarth adopted the most cost-effective method of coaxing greater power from a small engine, fitting a big-bore cylinder block that boosted capacity from 499 to 593cc. Higher-compression pistons, re-worked inlet ports, a special camshaft and exhaust system, and a larger carburetor helped raise power from 22 to 30bhp, though the biggest gain was in mid-range torque. Abarth's conversion halved the standard car's acceleration times and endowed the 595 with a top speed of more than 120km/h (75mph). Lowered suspension and wider wheels and tires helped the baby FIAT utilize the increased performance.

This FIAT-Abarth 595 previously belonged to the late Vincenzo Gattafoni, the well-known marque exponent who figured prominently in the Italian touring car championships of the late 1960s/early 1970s and has featured in various books on the model. It retains its all-important Abarth-specific additional chassis number in the front trunk area, specific to those 595s built by the Abarth factory (Abarth hop-up parts were also available "off the shelf"). Believed taken off the road sometime around 1983, the car was rediscovered in Italy by the previous owner several years ago and was fully rebuilt in 2011, refinished in its old racing livery before coming to the US. This beautiful little FIAT-Abarth comes complete with a copy of its Italian *Certificato Cronologico* recording Gattafoni's ownership.  
\$35,000 - 45,000

## Overview

**Chassis no. 110F 0862866/1624**

**Engine no. 110F 000 2747829 ABA205**

*595cc air-cooled twin-cylinder*

*Four-speed manual transmission*

*Documented ownership by known Abarth racer*

*Recent restoration to vintage racing livery*

*Rarely seen outside of Europe*





**398**  
**1931 Minerva Model AL ‘Windswept’**  
**Convertible Sedan**

One of the most striking automobiles of its generation, this Minerva is the result of pairing two of the finest manufacturers and coachbuilders at the very height of the coachbuilt era. Of course, there was another key factor in the creation of such a wildly designed automobile and that was a client willing to fund it. In this case that gentleman was Henry Walker Bagley, the son in law of R. J. Reynolds of the noted Tobacco Company.



The tobacco business was already a hugely wealthy industry, and the Reynolds Tobacco Company was one of the biggest players, owing to its founder. To better get a sense of his wealth by the time of his death in 1918, R. J. Reynolds was by far the richest man in his home of Winston-Salem, North Carolina, annually paying twice the amount of taxes of any other man in the state. In the early days his phenomenal income came from the company's chewing tobacco, of which they had one quarter of the market share. Revenue only grew when Reynolds, a true visionary, focused on selling the pre-packaged cigarette, against skeptics who advised there would be no market for since people liked rolling their own smokes. The Camel cigarette, so named because it was rolled in imported Turkish paper, sold 425 million packets within a year of its introduction. To this day the company remains one of the largest of all companies, with a plethora of the best selling brands worldwide.

## Overview

**Chassis no. 80105**

**Coachwork by Rollston**

*6,625cc sleeve-valve inline eight-cylinder*

*Four-speed manual transmission*

*152" wheelbase*

*One of an estimated 50 ALs made*

*Luxurious American coachwork by Rollston*

*Excellent provenance*

*Superbly restored to concours level*

*Eligible for all major concours events*









Suffice it to say that in 1931 if you were married to a daughter of R.J. Reynolds, you could afford a very fine lifestyle indeed. To give some context to couple's individual means, in 1929 Bagley and his wife built Quarry Farm, a Normandy stone mansion set on 9 acres of Belle Haven waterfront in Greenwich, Connecticut, a house which remains one of the most desirable properties in the world. It would surely have taken quite an automobile to live up to the expectations of Mr. Bagley, and it can only be imagined this tour de force by both the Minerva and Rollston companies would have delighted him. His selection of car maker and coachbuilder were not the obvious choices perhaps, but were certainly well informed.

Symbolizing elegance and refinement, the Belgian Minerva company had a strong following in America, and was a favorite with high society. Film stars and politicians loved its refined good looks, even the archetypal provider of motors for the masses Henry Ford was numbered among the ranks of Minerva owners. All looked to be going well when Minerva unveiled its finest model, the 6.6-liter straight-eight Type AL, which was acclaimed as 'one of the most prestigious automobiles ever produced'. Its

sleeve-valve engine produced 120 hp, had dual ignition and a crankshaft carried in nine main bearings. Road-holding was impeccable, aided by an Adex Stabilisator, one of the earliest anti-roll devices. Its 152-inch wheelbase was one of the longest on the market, enabling the fitting of supremely elegant coachwork. Unfortunately timing was not kind to the Belgian concern; its launch came on the eve of the Wall Street Crash in 1929 and sales quickly fell away. It is thought that around only 50 examples were built.

Rollston, one of few coachbuilders who could match the quality of the mechanical aspect, was also renowned for the very finest work in their field. Coachwork not only had to look great and be well-designed visually, but also structurally. However, to wear well and in a competitive market, coachbuilders frequently compromised substance for style. Not so with Rollston, and accordingly their coachwork was some of the most expensive that could be ordered. Putting this in perspective, the ratio of chassis costs to coachwork on the famed Rollston bodied Duesenberg SJN 'Twenty Grand' was something in the order of 60% to 40%. Their bodies were complex and built to last.







History does not recall the size of the check that Mr. Bagley wrote to create this car, but it must have been substantial and the result is undeniably incredibly striking, it would have looked magnificent parked up outside Quarry Farms. The design is one of a handful of cars ever built to have the visual effect of the wind blowing the top of the car backwards, almost like a Lartigue racing photograph. In doing so it makes the car appear to be in motion even when standing still.

Arguably Minerva's most famous automobile ever built, there is no finer statement of its importance than the list of custodians that have held it in their collections, which includes D. Cameron Peck and Dr. Gerald A. Rolph. Dr. Rolph kept the car for approximately 20 years before selling it at auction in Geneva in 1997. At this point, it crossed the Atlantic and shortly after it received a Concours restoration at the hands of Steve Babinsky's Automotive Restorations in New Jersey. This rebuild brought the car to the standard and guise in which it is today. When completed

the Minerva passed to Charles Morse of Washington State, with whom it was successfully campaigned at a number of Concours events around the country. Accolades included its Best in Class at the the Pebble Beach Concours d'Elegance in 1998 and awards at Meadowbrook Hall, Amelia Island and the Louis Vuitton Classic at Rockefeller Center.

Since leaving Mr. Morse's collection, the car has added a couple more esteemed homes to its roster, presently sharing stable with a number of other important European automobiles. In the present ownership the car has returned to Mr. Babinsky for servicing and, fresh from this work, is running well, while its aesthetic condition remains extremely good throughout.

Sure to make an impression wherever it goes, as it was almost certainly intended to do from new, the Bagley Minerva Rollston Convertible Sedan is a truly unique and covetable automobile.

**\$900,000 - 1,100,000**





**399**

## **1964 Jaguar XKE Series 1 3.8-liter Roadster**



When Jaguar Cars Limited introduced the E-Type in March of 1961, it was the culmination of all the great style and engineering that had gone into their cars since World War II. Starting with the XK120 sports car and then the Mark I and Mark X saloons, Jaguar reached its apex with the E-Type. Called XK-E in the US, it continued where the XK150 left off, taking the S-spec 3.8-litre inline six with triple SU carburetors, moving it back for better weight distribution, then removing a bit of size and heft for good measure. With the addition of an independent rear suspension, Jaguar's sports car was now in the big league in terms of performance and style.

But there were other notable things about the E-Type: its unit-body shell was the first Jaguar not designed by Sir William Lyons, yet his influence was all over it because the E-Type - especially the convertible - was absolutely gorgeous. With its high-torque 265 horsepower motor, it was capable of hitting 150 mph yet also able to creep along at 10 mph in top gear. If there ever was a vehicle that had it all, it was the Jaguar E-Type. A long-wheelbase 2+2 joined the lineup for 1966 but otherwise the E-Type stayed true to its roots with a convertible and fixed-head



coupe. Stickered in the mid-\$5,000 range, it cost as much as a Cadillac convertible but certainly not as much as a contemporary Maserati or Ferrari. It was unlikely that a car with a better combination of poise, performance, and price existed.

The E-Type received accolades upon accolades when it was first introduced and continues to turn heads more than 50 years since its introduction. Three series of E-Types were produced through 1974, with a V-12 becoming the prime motivation for the Series 3, but it is the Series 1 that is the purest vision of Jaguar's *modus operandi*.

This cream with red leather Series 1 "open two-seater" convertible was in the same family ownership from the 1970s until earlier this year and comes with a Jaguar Heritage Certificate for authenticity. It received a complete restoration in 2007 with its numbers-matching motor and receipts and records for your inspection; precious few miles have been added since then, which gives you the opportunity to drive a like-new Jaguar that is the envy of all the collectible cars out there.

**\$90,000 - 110,000**

## Overview

**Chassis no. 881232**

**Engine no. RA5998-9**

*3.8-liter inline six-cylinder*

*Four-speed manual gearbox*

*Completion restoration in 2007*

*Jaguar Heritage Certificate*

*Desirable early 3.8-liter model*





**400**

***Just over 7,000 miles from new***  
**1997 Bentley Turbo R LWB Saloon**



Introduced at Geneva in 1985, the Turbo R continued the modern 'Blower Bentley' theme, but with the added refinement of suspension better suited to the car's increased performance. Bentley's much-improved sports saloon was greeted with approval by *Autocar* magazine: 'There was a time, not so long ago, when Bentley played a faint second fiddle to Rolls-Royce. That is no longer the case. Rolls-Royce's management now recognizes the value of the Bentley name and tradition and has developed the image - along with the sales - to take advantage. In a terribly upmarket way, Bentley is now the enthusiast, high performance partner, and never more so than in the turbo-charged Bentley R.' Outwardly the R differed from the preceding Mulsanne Turbo by virtue of its cast-alloy wheels shod with low-profile Pirelli tires, while inside there was a revised fascia with rev-counter included amongst the comprehensive instrumentation. In a break with Rolls-Royce tradition, power figures were made public, revealing that the engine produced a 320bhp and a staggering 475lb/ft of torque. Few cars were - or are - better suited to fast long-distance touring.





Finished in Rosewood with maroon-piped Soft Tan leather interior, this long-wheelbase Turbo R dates from the final year of production and thus represents the model in its ultimate form, incorporating all the many chassis improvements and styling/equipment upgrades. Newly introduced for the 1996 model year, these final generation Turbo Rs were fitted with a Cosworth-developed Zytac engine management system, and like the contemporary Continental R and Azure had a staggering 385bhp on tap.

The original build sheet confirms the car was delivered by British Motor Car Distributors Ltd. to its first owner in California and optioned with a black leather steering wheel and veneered picnic tables. Offered with books and tools, this example was acquired by the vendor last year and we are advised it was a one-owner vehicle until that time. Showing just over 7,000 miles on the clock at the time of cataloging, the Bentley comes with a Nevada title.

\$40,000 - 60,000

Without reserve

## Overview

**Chassis no. SCBZP14C3VCX59442**

*6.75-liter V8 motor*

*Automatic transmission*

*Final year of production, update model*

*Ultimate long-wheelbase variant*

*Very low mileage example*

*US model with books and tools*









**401**

## **1938 Mercedes-Benz 540K Cabriolet 'A'**

Together with its predecessor the 500K, the magnificent Mercedes-Benz 540K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s.

A development of the 500K, whose independently suspended chassis it shared, the 540K was powered by a 5.4-liter supercharged straight-eight engine. The 540K was one of the first models developed under Mercedes' new chief engineer, ex-racing driver Max Sailer, successor to Hans Nibel, who had died in November 1934 at only 54 years old. It featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been thoroughly proven on the preceding series of Dr Porsche-conceived S-Type cars, and in effect the 540K was the last supercharged production Mercedes until relatively recent times.

## **Overview**

**Chassis no. 169396**

**Coachwork by Sindelfingen**

*5.4-liter supercharged inline eight-cylinder*

*Four-speed manual transmission*

*Servo-assisted hydraulic brakes*

*Delightful patina*

*Two long-term owners*

*One of 83 540K Cabriolet 'A' built*









Launched at the Paris Salon in October 1936, the 540K had an engine that developed 115bhp un-supercharged or 180bhp with the compressor engaged. The gearbox was a four-speed, but with a direct top gear rather than the overdrive ratio used on the earlier 500K. With the supercharger engaged, the 540K's blown straight-eight gave it a top speed approaching 110mph (177km/h) matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.

Tested by Britain's *Motor* magazine, the 540K was deemed to have lighter steering and handling than its 500K predecessor, plus an even more comfortable ride, even though the same all-round independent suspension layout with parallel links and coil springs at the front and swing axles at the rear was retained. The *Motor's* test car returned 102mph over the timed quarter-mile with the supercharger engaged and 85mph with it disengaged. Such performance was achieved at the cost of 11mpg petrol consumption, but the servo-assisted brakes came in for fulsome praise, the blower was found to be relatively quiet, and the steering and handling also compared favorably with the 500K.

In May 1938, the 540K was tested by *Motor's* rival magazine *Autocar* and achieved the highest maximum speed of any road-test car up to that date: carrying three passengers, the car reached 104.65 mph (168.5km/h) on the race circuit at Brooklands, Surrey. "One's foot goes hard down, and an almost demoniacal howl comes in," reported test driver H. S. Linfield. "The rev counter and speedometer needles leap round their dials: there is perhaps no other car noise in the world so distinctive as that produced by the Mercedes supercharger."

Late in 1938, a revised 540K made its appearance, with oval-section chassis tubes instead of channel frame members, while the adoption of sodium-cooled valves followed the company's highly successful racing practice.

Although the 500K/540K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, Mercedes' own Sindelfingen coachwork left little room for improvement. The cabriolet came in a variety of styles. This example has the Cabriolet 'A' option with two-door, 2+1 seater coachwork and is outstandingly handsome, boasting wire wheels, twin side-mounted spares, exposed landau irons, twin horns and a center spotlight. The work of the gifted Hermann Ahrens, design chief at Sindelfingen, the Cabriolet 'A' offered elegant all weather touring allied to breathtaking performance.









Daimler-Benz's order number 262498 was supplied with this car, chassis number 169396. It was one of at least two cars in this series delivered to Mercedes-Benz of Paris at that time, the next consecutive chassis 169397 (sold by Bonhams in 2005) also being delivered new through this agency. According to copies of the factory records, it was completed early in 1938 and transferred to Paris on March 20, 1938. We are not aware of records of its original purchaser at this time, but it is understood that like its sister car, shortly after the war the 540 was brought to the U.S. by an Army officer, Colonel William H. Kendall of Sarasota, Florida. Col. Kendall kept the car until 1970, when it passed to a friend of his, arch car sleuth Paul Karassik, the person credited with extracting two Auto Union Grand Prix cars from the Ukraine in the late 1980s. Karassik would keep the Mercedes for more than 40 years, the custodianship by these two long-term keepers therefore account for the vast majority of its life.

Early in this second period of U.S. custody the Mercedes was refurbished with new paint in the deep burgundy tone that it still wears to this day, at the same time its original leather was re-dyed, rather than replaced, and a new top was fitted. This remains the sum total of the work carried out on the car in the course of his ownership and with limited attention since, it

remains in extremely original and authentic order. Correct period features include a rare round faced Becker Radio, fabric radiator cover to assist running in cold temperatures and a fold away luggage rack, among others.

Looking forward, the car may be considered as a solid driver quality car or alternatively a sound basis for a Concours style refurbishment.

The manufacturing record of the 540K revealed its exclusive nature: 97 being produced in 1936, 145 in 1937, 95 in 1938 and 69 in 1939 before the war ended series production (though three more were built up to July 1942). Of a total of just over 400 produced, Cabriolet A derivatives are thought to account for 83 examples, with a survival rates a little over half of that number.

Not surprisingly, in recent decades, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the rare occasions they have come to the open market. Bonhams has the very fine tradition and honor of offering the world's greatest supercharged Mercedes; this Cabriolet 'A', in its late model specification, represented the very best that money could buy in the late 1930s, and still does.

**Refer to department**





**402**

## **1971 Mercedes-Benz 280SL Roadster**

"For those who value engineering finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine Road & Track after testing a 280SL in 1968, while its manufacturer considered it "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

This 280 SL features automatic transmission, a Becker Europa AM/FM radio, and A/C all equipped for your driving pleasure. These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car-enthusiast market; many celebrities and film stars owned 280SLs.



The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967. The new 2.8-liter six-cylinder engine produced 180bhp, 20 horsepower more than the preceding 250SL's. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This unmolested 1971 Mercedes Benz 280 SL, has limited ownership, and is a very nice example. It is painted in a spectacular color combination, with matching upholstery and includes a soft and hard top. The vehicle has just benefitted from a meticulous major mechanical service and vehicle detail inside and out. It has been well cared for, kept up, and has been professionally maintained. Even the chrome and interior wood present very well.

The rare triple green color combination lends an air of elegance and beauty and certainly attracts plenty of favorable attention. Picture yourself behind the wheel of this stylish Pagoda on a beautiful open road.  
**\$70,000 - 90,000**

## Overview

**Chassis no. 113044-12-018607**

**Engine no. 130-983-2-014302**

*2,778cc inline six-cylinder*

*Automatic transmission*

*Both soft and factory hardtops*

*Very elegant triple green color combination*

*Great collectible "Pagoda"*





**403**

## **c.1985 Tempero Lister-Jaguar Costin Replica**

The British Lister marque had become firmly established through the 1958 season, during which its famous Knobbly-bodied sports-racing cars had been powered by a choice of either the six-cylinder in-line Jaguar XK engine or the American Chevrolet V8. Drivers of Knobbly Listers had included the works team's own star, Archie Scott-Brown - tragically killed at Spa in Belgium - Stirling Moss, Masten Gregory, and Walt Hansgen, who won consecutive American SCCA Championship titles driving the blue-striped white Listers campaigned by Briggs Cunningham's celebrated team. The success of those cars had guaranteed a healthy order book for the 1959-season replacement model from the Abbey Road factory. For this more sophisticated design, Brian Lister engaged former de Havilland and Lotus aerodynamicist Frank Costin to produce a streamlined, low-drag enveloping body for his latest product, the result being the Lister Costin.

As the prices of 1950s-era sports-racing cars have hit stratospheric levels in recent years, so the burgeoning replica market has begun satisfying the demand for more affordable copies of cars like the Jaguar C and D-type, Aston Martin DBR/1 and indeed the Lister-Jaguar. Third generation coachbuilders Tempero Coachworks of Oamaru, New Zealand, have been constructing high quality replicas of these cars since the 1980s, and enjoy an enviable reputation for both the quality of their workmanship and accuracy.



Built in the mid-1980s, the one and only Lister Costin replica made by Tempero Coachworks has raced both in the Antipodes and the US. After competing in numerous vintage races, sprints and hillclimbs in New Zealand in the hands of the original customer, Rod McKenzie of Timaru, for more than a decade, the car was sold back to Tempero in 2002 and on to the US after being refurbished. Offered with an SVRA logbook, this all-alloy recreation has been repainted in the 'works' colors of dark green with a yellow stripe. The car has numerous authentic features including Weber carburetors, headers, coil-over suspension, IRS, disc brakes, knock-off Dunlop wheels and hubs and a roll-bar.

A unique recreation, the Tempero Lister Costin is definitely an inspired alternative to the more numerous Jaguar-based replicas, and with the SVRA logbook would be welcome at certain vintage racing events here in the US and elsewhere. The Tempero offers a driving experience far more raw and intoxicating than a similarly priced XKE could ever hope to and would make a devastatingly quick road car.

**\$100,000 - 125,000**

## Overview

**Chassis no. 7151539**

*Jaguar 4.2-liter six-cylinder power*

*Five-speed manual transmission*

*Unique replica of the Lister Jaguar Costin*

*Exacting recreation built by  
recognized craftsman*

*SVRA logbook*





**404**

## **1964 Jaguar XKE Series 1 3.8-liter Roadster**



Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular space frame extended forwards to support the engine. The latter was the same 3.8-liter, triple-carburetor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available, the E-Type's performance did not disappoint!

This beautiful Series 1 Roadster is confirmed by its JDHT Heritage Certificate to have been dispatched on June 28th, 1963 to its first owner, an E C Reicholderfer of Seattle, Washington. The car was delivered in the rarely seen combination of Opalescent Golden Sand with Tan upholstery and a Sand-colored soft top.



The Jaguar is offered with an original service handbook and maintenance wall chart, along with an original maintenance voucher book indicating routine service visits at the BMCD dealer in Seattle through late 1964. The car stayed in the Pacific Northwest and by late 1969 was in the possession of the Lundquist family of Edmonds, Washington – they would enjoy the car for the next 40 years or so. A number of invoices on file from the early 1990s document restorative work undertaken during that period: the interior was re-trimmed in black, while most of brightwork seems to have been re-plated or replaced. A number of minor mechanical needs were also addressed.

The car was later stored for about a decade until 2004, when it was put back on the road once again. Most recently, the present owner had the E-Type painted and fitted with a new Mohair top, and reports that it has been a great driver during his ownership. A striking example of the best-looking Series 1 XKE, this car represents the “OTS” in its purest form.

Please note this vehicle is titled by its engine number.

**\$90,000 - 110,000**

## Overview

**Chassis no. 879674**

**Engine no. RA2357-9**

*3.8-liter inline six-cylinder*

*Four-speed manual transmission*

*Longtime Pacific Northwest car*

*JDHT Heritage Certificate included*

*Original 3.8-liter engine, matching numbers*

*Rare, desirable Opalescent Golden Sand example*





**405**

## **1969 Volkswagen Beetle Convertible**

**Chassis no. 159663083**

- 1600cc flat four-cylinder
- Four-speed manual transmission
- Sought after Karmann Cabriolet
- One careful lady owner (yes really!) for many years
- Striking color combination

One of the most cherished and long-lived variations of the Volkswagen Beetle is the Cabriolet, which actually outlived the German sedan by three years. In 1949, soft-top versions of the Beetle were produced by two German coachbuilders, Hebmüller and Karmann. The Hebmüller was a two-seater with a long engine deck, produced only through 1952, when the company folded. Karmann, fated to have a long association with VW, also produced bodies and special models for Porsche, DKW, BMW, Ford of Germany and Opel. The name is perhaps best known for the Karmann Ghia coupes and convertibles, designed by the latter Italian concern, built as sporting Volkswagens from 1955 to 1974.

The Karmann cabriolets were four-seat models, which gave them a much wider audience, particularly in the United States where they sold well. The Karmann cabriolet generally mirrored the development of the Beetle during its life, both mechanically and in body features, although the top mechanism maintained its distinctive appearance. When folded the top did not disappear, but sat proudly on the rear deck, covered with a canvas boot.

When VW introduced the Super Beetle, with MacPherson strut front suspension and improved luggage space, in 1971, the Cabriolet adopted its characteristics, retaining them even when Super Beetle sedans were discontinued after 1974. Production continued alongside the standard Beetle, and carried on after 1977 when the German Beetle was discontinued. The last of more than 330,000 Karmann Beetle Cabriolets was produced on January 10, 1980.

Finished in the striking combination of orange with black upholstery, this is an exceptional example of a highly collectible Beetle variant and has clearly led a sheltered life.

With 78,453 miles reading on the clock at the time of cataloging, this Beetle enjoyed one former lady owner for many years and remains very much as it left the Osnabruck factory more than four decades ago. The paint and interior exhibit a lovely patina while the mechanicals have clearly been well maintained on this fine example of Volkswagen's ever-popular Beetle Cabriolet.

**\$16,000 - 20,000**



**406**

## **1967 Porsche 911 Coupe**

Chassis no. 306382

Engine no. 911365

- 2-liter flat six-cylinder
- Manual transmission
- Rally prepared and upgraded early 911
- Porsche Certificate of Authenticity
- Unusual, attractive color combination

The most historically significant of all Porsche models, so far, has been the 911, which was introduced in 1964 and, in much the same form, was to be the mainstay of Porsche production for more than 30 years, albeit constantly modified and uprated. With broadly similar layout to the 356, the 911 had a steel platform chassis with springing by torsion bars, MacPherson front struts and rear trailing arms, and flat-6 air-cooled engine and 5-speed transmission first seen on the 904. More than 40 years later, early 911s continue to be competitive on circuit or special stage.

By 1967 the original 911 had evolved into a sophisticated and capable high performance machine equal to anything on the market. The two-liter motor now had Weber carburetors and the original coupe bodyshell was joined by a Targa variant. Although mass-produced by Italian sports car standards, just 3,421 911s were built in 1967 and like all short wheelbase, chrome bumper 911s, they are now sought after collectors items valued for the purity of line and driving experience alike.

As described by the vendor, this very nicely turned out 1967 911 has been rally prepared with driving lights mounted on the hood, a 100-liter gas tank, steel wheels, vented front disc brakes and a roll bar. The engine has been recently rebuilt and the car nicely detailed throughout. A Porsche Certificate of Authenticity comes with the car and we are told it drives really well, with no faults noted. Finished in the rarely seen color combination of dark blue with gray leather upholstery, this 911 has a unique character and really stands out.

**\$40,000 - 50,000**





407

## 1960 Jaguar Mk II 2.4-liter Saloon



For mass-produced high-speed transportation in the 1950s, it was difficult to find a finer car than a Jaguar. Until recently, all Jaguar saloons since 1955 have owed a big debt of their elegance, speed, and style to the Mk I. But with autocratic co-founder Sir William Lyons designing all his cars (despite being untrained in drafting), his maxim of "Grace, Space, and Pace" found its groove with the updated Mk II.

Introduced in late 1959, the Mk II came with a selection of straight-six motors: 2.4-litres with 120 horsepower, a 3.4-litres with 90 more horses, or 3.8-litres with 220 horsepower, the latter two being shared with the XK series. When equipped with the big six, the Mk II was capable of 125 mph and 0-60 in less than nine seconds – seriously quick in its day, and faster than a many of the V8 behemoths being produced on these shores. Its speed was reigned in by disc brakes on all four wheels, standard equipment across the range. So respectable was the price/performance ratio of the Mk II that it developed a reputation as the getaway car of choice for numerous British criminals . . . and the pursuit vehicle of choice for the UK highway patrol of the time.



With 90,000 sold in ten years in all its variants, the Mk II was the most successful model to date for Jaguar. And, testament to the Mk II's timeless style, Jaguar used the Mk II's style as inspiration to produce the 1999-2008 S-Type.

This Mk II could arguably be considered the finest example available in North America. The restoration process left no bolt unturned and, with receipts totaling \$120,000, the result is a stunning automobile from first glance to in-depth inspection. Purchased from an estate, this gentleman's saloon has matching numbers throughout plus the coveted Jaguar Heritage Certificate to attest to its originality. Other features include four-speed manual transmission with factory overdrive, original radio, and complete new interior including headliner and sun visors. The new trunk mat with original jack and tools are a reminder of Jaguar's workmanship and attention to detail. With only 63 miles recorded since restoration, this truly exceptional Mk II is perfect for making a weekend getaway and earning top awards at a show.

\$55,000 - 65,000

## Overview

**Chassis no. 125443DN**

**Engine no. BG3273-8**

*2.4-liter inline six-cylinder*

*Four-speed manual transmission  
with overdrive*

*Matching numbers example*

*Incredibly thorough, documented restoration*

*\$120,000 in receipts*

*A fine example of Jaguar's Mk II Sports Saloon*





## 1957 Pontiac Star Chief Two-door Hardtop



As the U.S. automotive market matured in the 1950s, the upwardly mobile dreams of consumers began to be addressed more directly by Detroit manufacturers. "Longer, lower, wider" was the word and by the middle of the decade the low- and mid-priced brand offerings rivaled the luxury cars of a few years before. When 'Lucy & Ricky Ricardo' bade farewell to New York City to drive to Hollywood on the 'I Love Lucy' TV show in 1955, they did so in a 1955 Pontiac Star Chief convertible. It was sure proof that the brand had well and truly arrived and that it had been carried there by its new standard bearer, the Star Chief.

Resplendent in Kenya Ivory and Fontaine Blue, with matching blue and ivory leather interior, this 1957 Pontiac Star Chief hardtop makes it hard to believe that Pontiac was a 'mid-price' brand. The two-tone color scheme also helps to accentuate the long lines of the design, the blue color spear in the mid-section making the hardtop look sleeker. The level of workmanship of the restoration, with brilliant chrome, beautifully aligned panels with close, even gaps and stunning paint is plain to see even through a casual inspection. A closer look reveals clear, virtually unmarked lenses, including those in the signature illuminated fender-top ornaments.



Inside, this Star Chief is as dramatic as it is outside, with the asymmetrical sweep of ivory leather over the blue on the seats lending a sophisticated, almost European look to the interior. Those seats are just barely broken in, and the chrome accents on the door panels and dashboard shine like jewels in their blue and ivory settings. During a recent drive near the Southern California home of the current owner, we were able to sample the charms of an afternoon drive in this '50s cruiser, all side windows down, and an arm resting on the top of the drivers' door. In our experience this Pontiac drove beautifully - the V8 pulling confidently and secure-feeling ride and handling. Lots of people are seen in '57 Chevrolets and Fords - be different and set yourself apart from the crowd - with style to spare - in this '57 Pontiac Star Chief 2-dr hardtop.

**\$30,000 - 40,000**

## Overview

**Chassis no. C857H9860**

*347ci V8 engine*

*Automatic transmission*

*Beautifully restored*

*Dramatic hardtop styling*

*Great period color combination*

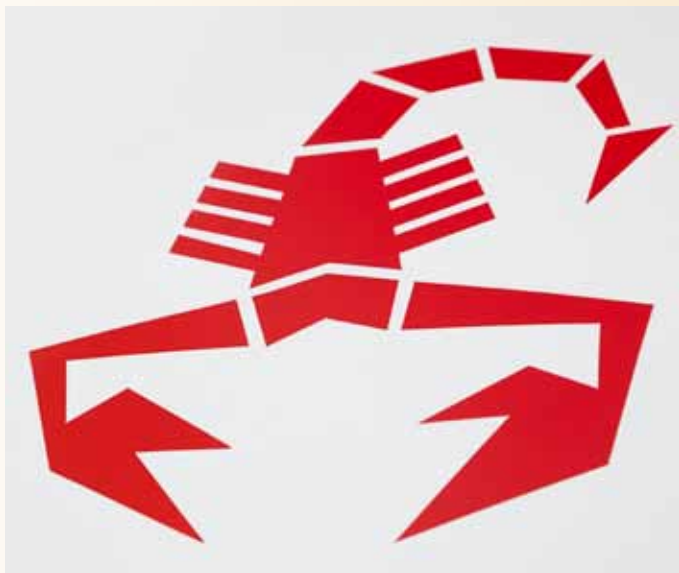
*The most luxurious Pontiac of its time*





## 409

### 1970 FIAT-Abarth 595



Carlo Abarth's company found a key growth opportunity with the launch of the 4-cylinder Fiat 600 in 1955. Fiat's new family mini-sedan was a brilliant base for tuning and Abarth's 750cc version of the 633cc engine, sold in *derivazione* or "derivation" kits to dealers and garages for fitting into stock 600s proved wildly popular. Abarth was also a very clever businessman. His affordable 'performance cars' were ideal for the private entry racer, the quintessential "drive to the track, race and drive home" car. Through a sponsor partnership deal secured with Fiat, he was paid for every win or second place a "Fiat Abarth" scored.

Abarth also turned his magic to the 600s baby brother, the 500, which also arrived in 1955. The 500 name, made famous by the 'Topolino', now graced a sedan with an air-cooled two-cylinder engine of 499cc. The Abarth version became a 595cc, 38hp 'screamer', a far cry from the utilitarian city car on which it was based. As the modifications were available 'off the shelf', only those cars built by the Abarth factory also carried an additional chassis number specific to Abarth cars. This example carries such a number, stamped into the bodywork in the front hood compartment.



According to Italian registration documents supplied by the vendor, this Fiat Abarth 595 was registered by its first owner on June 20, 1970 in Florence, carrying plate number 622984FI. It was sold to its second owner on February 13, 1973 and in October of that year to its third keeper, when it was assigned a new plate number, 239317PG. In January 1974, March 1975 and February 1978 the Abarth changed hands again. The documentation shows that the registration was cancelled in March 1989 and the car was taken off the road.

At some point in the recent past, this Fiat was rebuilt and returned to the road. It features Abarth-style replica 'spider' alloy wheels, a period-style instrument pod with auxiliary gauges, a padded rim small-diameter Abarth steering wheel and short-throw shift lever. A folding sunroof affords virtual open-air motoring, as you put this little pocket rocket through its paces. Anyone who has driven an Abarth-modified 500 will attest that the numbers fail to adequately explain the pure driving pleasure these cars offer.

**\$35,000 - 45,000**

## Overview

**Chassis no. 110F 2467823/2512**

**Engine no. 110F.0002960001 ABA205**

*595cc air-cooled twin-cylinder engine*

*Four-speed manual transmission*

*Folding sunroof*

*Italian documentation of early ownership*

*Attractively restored*





**410**  
**1981 Rolls-Royce Corniche Convertible**



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-litre 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 proved a major success for Rolls-Royce, and although its exterior style remained recognizably Silver Shadow, the Corniche/Continental benefited from the regular up-dates and improvements made to the contemporary Silver Spirit range. Remaining in production well into the 1990s, the last (Convertible) examples were delivered in 1995.



Dating from 1981, the car we present here was ordered new into Canada and then transferred to the renowned Carriage House Motor Cars, then of New York City, for resale. This particular dealing agent was well known for importing new Rolls-Royces in this way; when they arrived they were correctly updated to meet U.S. emissions systems prior to being sold. Twelve years later, the Corniche was purchased by the current owner from a dealership in Long Island, New York, by which time it had covered 60,000 kms.

By the time the car arrived in the warmer climate of Phoenix, Arizona, the car was sent to Scottsdale Auto Body to be repainted after a prior repaint had proved unsuccessful. Other work that would later follow included new leather on the front seats and a new top. The car would see regular use while in this state before moving to Atlanta, Georgia, where dissimilarly its use has been rather limited, thus the decision to sell the car.

Throughout nearly 20 years of the present ownership, it is clear that the car has always been maintained properly and, to the knowledge of its owner, it has never suffered the indignity of an accident. Offering stylish, fully convertible motoring for four, a Corniche represents a terrific way to experience this legendary brand.

**\$20,000 - 25,000**

## Overview

**Chassis no. SCAYD42A7BCX01681**

*6.75 liter V8*

*Automatic transmission*

*Ex-Carriage House Motorcars*

*Former Arizona car*

*Carefully maintained by its current, long term owner*





**411**  
**1987 Bentley Continental Convertible**



A key factor in Rolls-Royce's marketing strategy for the 1980s was the re-launch of Bentley. To rekindle interest in the marque, a glorious name from its past was resurrected - 'Continental' - and applied to the two-door model previously known, similarly to its Rolls-Royce equivalent, as the Corniche. An inspired move, the Bentley's 1984 name change had the desired effect; sales, which in the 13 years since the Corniche's launch had amounted to just 77 Bentley-badged cars; a total of 421 for the succeeding 11 years of Continental production.

The current owner purchased this rare derivative of Bentley from Michael Schudroff's renowned company Carriage House Motor Cars, when it was still located in New York City, back in 1992. At this point, a mere 5,200 miles were on the odometer and the car, the owner was told, was one that the dealership had supplied new and taken back in part exchange, so the mileage could be attested to.



Used locally in Westchester County, New York for approximately the next five years the car was relocated to Phoenix, Arizona. Over the course of the ensuing five years the car was serviced by Max of Switzerland on the Scottsdale Road. Later in the decade, upon a further move to Atlanta, Georgia, it continued to be cared for by local Rolls, Bentley and European car specialists.

The result of this careful maintenance over the course of the last 20 years has been that the car remains in very fine order. It is reported never to have suffered from accident damage, and had no bodywork attention. The car still has original accessories including crystal glasses, flasks and bottle openers intact in the doors. For these reasons and its sheer rarity, as it heralds from the days when Bentley production was limited relative to its Rolls counterpart, this is an all around great example of these timeless usable four passenger convertibles.

**\$35,000 - 45,000**

## Overview

**Chassis no. SCBZD02A5HCX21123**

*6.75 liter V8*

*Automatic transmission*

*One of 421 Bentley Continentals produced*

*Two owners from new*

*Properly maintained by its current, long term owner*





**412**

***Southern California two-owner car from new***  
**1969 FIAT 124 Sport Spider**

First introduced in 1966 and based on a shortened 124 sedan floorpan and running gear, the attractive Pininfarina-styled Spider would prove an outstanding success for FIAT, and a worthy successor to Fiat's 1100, 1200 and 1500 Spiders built from 1957-1967. Launched with a 1,438cc, four-cylinder, twin-cam engine, the Spider gained 1.6-liter, 1.8-liter and, finally, 2-liter power units as the 1970s progressed. Its sophisticated twin-cam engine and five-speed transmission set it apart from the archetypal British MGs and Triumphs that were its nominal competition.

This early chrome bumper Fiat 124 Spider was purchased from its original Southern California owner in 2007. The vendor then commenced an impressively thorough two-year restoration to showroom condition. The restoration process was fully documented and has resulted in what must surely be one of the finest 124 Spiders anywhere in the world.



The original 1438cc engine was rebuilt along with the transmission. Special attention was paid to sourcing correct hardware, utilizing many NOS parts, as the owner was especially concerned with excellent finish and fitment of all components. The car was painted in its original shade of red using a modern stage two paint, the result being a deep finish that accentuates the lovely Pininfarina-styled lines of these pure, early chrome-bumper cars. A black canvas Robbins top was fitted along with five new Vredestein tires.

This car has since been shown multiple times on the West Coast and driven sparingly since completion, though the vendor advises that the driving experience is excellent. Major Concours awards have included "Best Fiat" at The Best Of France and Italy 2008, "Best Fiat" at the 2009 Concorso Italiano, 2nd in class at the 2009 Palos Verdes Concours and 2nd in class at the 2010 Dana Point Concours.

It is exceptionally rare to see a 124 restored to such exacting standards; it is always advisable to "buy the best", and this example is certainly the finest 124 Spider we have ever had the pleasure to offer.

Please note, the 'FXITAGN' license plates pictured on the car are not a part of this Sale.

**\$25,000 - 30,000**

## Overview

**Coachwork by Pininfarina**  
**Chassis no. 124AS0019657**

*1438cc twin-cam four-cylinder*

*Five-speed manual transmission*

*Documented, comprehensive restoration to original specs*

*Known ownership from new*

*Rarely seen in this condition*

*Many recent Concours awards*





## 413

### 1968 Shelby GT500 KR Fastback



It was 1967, and Ford Motor Company had a problem – its cars were uncompetitive on the street scene. Sure, the 390 was a new and welcome addition to the redesigned Mustang, but it was no competition to Chevrolet's Camaro SS 396. Even the 390 Fairlane GT was no match for Ram Air GTOs and 440 Mopars, and 427 Fairlanes were few and far between. For the brand that promoted Total Performance, it was an ironic place to be.

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

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



Ford didn't leave out Shelby, replacing the GT-500 with the GT-500KR (with inspiration from Tasca's KR-8). Since then, the GT-500KR has been one of the most desirable muscle cars in the hobby.

A 1968 Shelby GT500KR, the Marti Report confirms it was originally finished in Candyapple Red with black upholstery, a four-speed transmission and optioned with the tilt steering wheel. Although not recorded in the SAAC Registry or Marti Report, the data plate on the firewall shows it was built with factory air conditioning as fitted today.

Invoiced to Al Grillo Ford of Lynn, Massachusetts on the 23rd July, 1968, the Shelby Registry records the following owners; Larry Stafford of Tuscon, Arizona in 1973-1984, then James Thompson of North Carolina and Bobby G.Disher of Kennerlyville, North Carolina 1984-1992. The most recent owner in the 1997 edition of the Registry was Daniel A.Jackson of Goldsboro, North Carolina and we understand the car enjoyed one further owner in Minnesota from 2004 until earlier this year.

The car, with an odometer reading of 50,779 miles, is presented in the original color scheme and sits on correct Shelby 10-spoke polished aluminium wheels on a matched set of Goodyear tires. Other notable features include the performance tuned dual exhaust with chrome tips, correct driving lights.  
**\$160,000 - 180,000**

Titled with chassis number 8T02R215962

## Overview

**Chassis no. 8T02R215962-04193**

*428ci big block V-8 motor*

*Four-speed manual transmission*

*Ultimate "King of the Road" model*

*Original Candyapple Red color*

*Fully documented in the Shelby Registry*

*Marti report*





## 414

### 1954 Jaguar XK120 Roadster



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

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. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminum structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. 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.

The car's heart was, of course, the fabulous XK engine, a 3.4-liter 'six' embodying the best of modern design, boasting twin overhead camshafts running in an aluminum-alloy cylinder head, seven main bearings and a maximum output of 160bhp. 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 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.



This 1954 XK120 Open Two Seater was donated by the previous long-term owner to the Larz Anderson Museum of Transportation in Brookline, Massachusetts in the early 1990s. Documents on file indicate the Jaguar had previously been acquired at auction on May 21, 1972. Finished in Old English White with black leather interior, the Jaguar showed approximately 90,000 miles at the time it was donated, having benefited from an engine rebuild sometime prior to this.

An earlier appraisal noted the car was a "previous trophy winner and has taken first place awards in Jaguar Concours National meets". The Museum's Executive Director, John H. Sweeney, a noted classic car collector and enthusiast in his own right, purchased the Jaguar in 1995 and used the car sparingly, mainly for rallies in New England. The Jaguar moved from Massachusetts to take up residence with Sweeney's brother in Washington in 2011, and now shows 14,177 miles on the clock. Having benefited from two long-term keepers over the past 40 years, this XK120 has been maintained in both substantially original and sound condition throughout.

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

Without reserve

## End of Sale

## Overview

**Chassis no. 675622**

**Engine no. F3199-8**

*3,442cc inline six-cylinder*

*Four-speed manual transmission*

*Open Two Seater coachwork*

*Two long-term owners*

*Nicely patinated original car*





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| 363 | 1959 | Chevrolet 3100 Apache Fleetside Deluxe<br>NAPCO Pickup Truck           | 348 | 1965 | Jaguar XKE Series 4.2-liter 1<br>Fixed Head Coupe       | 365 | 1970   | Porsche 911E Coupe                                       |
| 394 | 1961 | Chevrolet Corvette Convertible   | 324 | 1967 | Jaguar Mk II 3.4-liter Saloon                           | 373 | 1970   | Porsche 914/6 Vintage Race Car                           |
| 334 | 1962 | Chevrolet Corvette Fuel-Injected<br>Convertible                        | 390 | 1967 | Jaguar XKE Series 1 4.2-liter Roadster                  | 380 | c.1907 | REO Model B Runabout                                     |
| 302 | 1931 | Chrysler CM-6 Sport Roadster   | 335 | 1972 | Lamborghini Miura SV                                    | 312 | 1935   | Rolls-Royce Phantom II Sedan de Ville                    |
| 368 | 1931 | Cord L-29  | 350 | 1996 | Lamborghini Diablo VT Roadster                          | 307 | 1963   | Rolls-Royce Silver Cloud III Saloon                      |
| 386 |      | Cretors Improved Special Model "C"<br>Popcorn and Roasted Peanut Wagon | 379 | 1925 | Lincoln Model L Three Window Four<br>Passenger Sedan    | 410 | 1981   | Rolls-Royce Corniche Convertible                         |
| 382 | 1910 | Detroit Electric Model D Brougham                                      | 378 | 1938 | Lincoln Zephyr Convertible Sedan                        | 317 | 1940   | Rover "Twenty" Drophead Coupe                            |
| 310 | 1969 | Dodge Charger "General Lee"  | 325 | 1941 | Lincoln Continental Coupé                               | 344 | 1965   | Shelby Mustang GT350 Fastback                            |
| 349 | 1962 | Ferrari 250GTE Coupe   | 326 | 1941 | Lincoln Custom Limousine                                | 413 | 1968   | Shelby GT500 KR Fastback                                 |
| 366 | 1967 | Ferrari 330GT Series II 2+2  | 395 | 1948 | Lincoln Continental Cabriolet                           | 318 | 1928   | Stearns-Knight F-6-85 6-Passenger Roadster               |
| 340 | 1967 | Ferrari 365 GTC Speciale   | 388 | 1966 | Lola T70 Mark II Spyder                                 | 396 | 1925   | Stutz Series 695H Speedway Six Torpedo<br>Tail Speedster |
| 332 | 1968 | Ferrari 330GTS Spider  | 401 | 1938 | Mercedes-Benz 540K Cabriolet 'A'                        | 381 | c.1908 | Success Model C Auto Buggy                               |
| 337 | 1971 | Ferrari 246 GT Dino Coupe  | 362 | 1955 | Mercedes-Benz 300SL Gullwing                            | 403 | c.1985 | Tempero Lister-Jaguar Costin Replica                     |
| 392 | 1971 | Ferrari 365 GTB/4 Daytona Spyder<br>Conversion                         | 372 | 1959 | Mercedes-Benz 220S Cabriolet                            | 356 | 1962   | Triumph TR4 "Surrey Top"                                 |
| 347 | 1972 | Ferrari 365 GTB/4 Berlinetta   |     |      |   | 405 | 1969   | Volkswagen Beetle Convertible                            |
| 322 | 1965 | FIAT 500 Jolly Giardiniera   |     |      |   |     |        |  |

Bonhams would like to recognize the following for their contributions to the production of this catalog:

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The Scottsdale Auction, 20582

Thursday January 17, 2013

The Westin Kierland Resort, Scottsdale, Arizona

**General Notice:** This sale will be conducted in accordance with Bonhams' Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Guide 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 First-Time Bidders:** For new clients to register and bid with Bonhams, we request the following information also be provided to us:  
– Copy of recent utility bill or current driver's license  
Note: You may be asked to provide financial account information as a reference.

|   |                 |         |
|---|-----------------|---------|
| Title   | First Name      |         |
| Last Name   |                 |         |
| Driver's License Number   |                 |         |
| Company Name  |                 |         |
| Address 1   |                 |         |
| Address 2   |                 |         |
| City  |                 |         |
| State   | Zip/Postal Code | Country |
| Email   |                 |         |
| By providing your email address, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses. |                 |         |
| Telephone (Daytime)   |                 |         |
| Telephone (Evening)   |                 |         |
| Telephone (Cell)  |                 |         |
| Fax   |                 |         |
| Have you registered with us before? Yes <input type="checkbox"/> No <input type="checkbox"/>  |                 |         |

Purchases paid for with personal checks are subject to a seven-day waiting period before property will be released. All checks must be drawn on a US bank: no similar restrictions apply to purchases paid for with credit cards, cashier's checks, bank transfers, or cash.

Refer to the catalog for more information regarding pickup, storage and fees.

## Registration Form (Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above

|                      |
|----------------------|
| Client Number: _____ |
|----------------------|

(Please note: live online bidding may be available for select auctions only.)

|                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|--------------------------|

Paddle number [For office use only]

**Notice to Absentee Bidders:** Please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Guide in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute these bids on your behalf but will not be liable for any errors or non-executed bids.

**Please mail or fax the completed Registration form and requested information to:**

Bonhams Client Services Department  
220 San Bruno Avenue  
San Francisco, California 94103

Tel +1 (800) 223 2854

Fax +1 (415) 861 8951

Automated Auction Results

Tel +1 (800) 223 2854 ext. 3400

**Telephone calls may be recorded**

### General Bid Increments

\$50-200 ..... by \$10s  
\$200-500 ..... by \$20/50/80s  
\$500-1,000 ..... by \$50s  
\$1,000-2,000 ..... by \$100s  
\$2,000-5,000 ..... by \$200/500/800s  
\$5,000-10,000 ..... by \$500s  
\$10,000-20,000 ..... by \$1,000s  
\$20,000-50,000 ..... by \$2,000/5,000/8,000s  
\$50,000-100,000 ..... by \$5,000s  
\$100,000-200,000 ..... by \$10,000s  
above \$200,000 ..... at auctioneer's discretion

The auctioneer may split any bid at any time at his or her discretion as outlined in our COS.

\* By providing your email address below, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.

| Lot Number<br>(Bid is per<br>Lot Number as<br>listed in catalog) | Lot Description | To Bid Amount<br>(Excluding Buyer's Premium) |
|--|-----------------|--|
|  |                 |  |
|  |                 |  |
|  |                 |  |
|  |                 |  |
|  |                 |  |
|  |                 |  |
|  |                 |  |
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You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.  
In the event of any discrepancy, lot number and not lot description will govern.

|   |
|---|
| <b>DO YOU HAVE A RESALE PERMIT OR A MOTOR VEHICLE DEALER LICENSE?</b> <input type="checkbox"/><br>PLEASE CONTACT +1 (415) 503 3380<br>(Dealer license number and state of issue: _____)<br><b>A copy of your dealer license and resale certificate must be included with your registration.</b> |
|---|

| Shipping      |   |
|---------------|---|
| Automobilia : | I will collect purchases myself by 12pm January 19 <input type="checkbox"/><br>I will arrange transport via a third party shipper <input type="checkbox"/>                          |
| Motorcars:    | I will collect purchases myself by 12pm January 19 <input type="checkbox"/><br>I will arrange transport via a third party shipper <input type="checkbox"/><br>Shipper's name: _____ |

| YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS. |      |
|--|------|
| Signature  | Date |

|  |
|--|
| Before ticking this box, please refer to our cash discount program as explained in the Conditions of Sale.<br>Please bill my card immediately <input type="checkbox"/> |
| Name as it appears on card   |
| Card Number _____  |

|   |                                    |
|---|------------------------------------|
| <input type="checkbox"/> Visa <input type="checkbox"/> Mastercard <input type="checkbox"/> American Express | Expiration Date ____ / ____ / ____ |
| Cardholder Signature  |                                    |



# Sample Bank Letter Of Guarantee

## BANK LETTERHEAD

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams for purchases made at the Bonhams' Scottsdale Sale (no.20582), January 17th, 2013.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

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Revitalize yourself on every level at The Westin Kierland Resort & Spa with rare infusion treatments that soothe and stimulate your senses, perfectly manicured golf courses set along beautiful Sonoran desert backdrops and accomplished chefs providing tantalizing and artistic dining options at ten unique dining venues. You simply can't go wrong.

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# They introduced us to British Luxury.

*Our featured marques celebrate a century of Rolls-Royce and Bentley*



1929 Bentley 8-Litre

1956 Rolls-Royce Silver Wraith Empress Limousine

# They introduced us to Italian Might.

*Celebrating 50th anniversary of Lamborghini*



1972 Lamborghini Miura SV

We invite you to join us over three spectacular days February 22, 23, & 24, as we commemorate the 7th Annual Boca Raton Concours d'Elegance. Last year the event attracted more than 10,000 attendees and raised more than one million dollars for the Boys & Girls Clubs making the Boca Raton Concours d'Elegance the fastest growing Concours in the nation and the world's largest for charity. This year, we are honored to celebrate the 50th anniversary of Lamborghini and our featured marques, Rolls-Royce and Bentley. The world-renowned Boca Raton Resort & Club is again the proud host of this prestigious event. This year's Concours kicks off on Friday night with the duPont Registry Live party. On Saturday night, we will have a Gala Dinner & Show featuring Bob Newhart. Then on Sunday, the main event takes place, as an expert panel judges some of the finest automobiles and motorcycles ever built.

**TO REGISTER YOUR CAR OR MOTORCYCLE OR TO LEARN MORE, VISIT US ONLINE OR CALL TODAY.  
BOCARATONCONCOURS.COM | 954.537.1010**

## **BONHAMS** Automobile, Motorcycle, Memorabilia & Jewelry Auction

At this year's Boca Raton Concours, guests will have the opportunity to take part in a spectacular auction on Friday and Saturday, February 22 and 23, in the Boca Raton Resort and Club presented by Bonhams, one of the world's oldest and largest auctioneers of fine jewelry, and classic and vintage automobiles and motorcycles. Bonhams is established in 25 countries on five continents. For more information about participating, please call (212) 461-6515 or visit bonhams.com.

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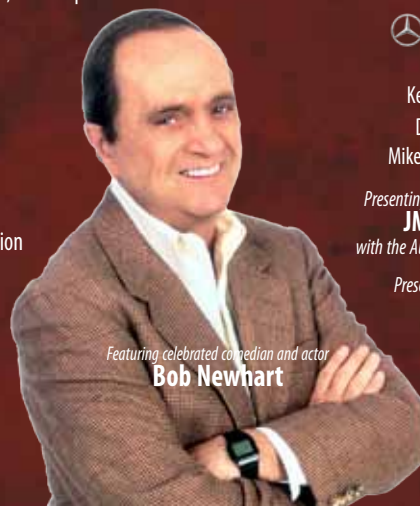


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 **Mercedes-Benz**

Keith Martin, Grand Marshal  
Dr. Paul Sable, Chief Judge  
Mike Jackson, Honorary Chairman

Presenting **Emerson Fittipaldi and  
JM Family Enterprises**  
with the Automotive Lifetime Achievement Award

Presenting **Steve Wolf** with the  
Lee Iacocca Award



Featuring celebrated comedian and actor  
**Bob Newhart**





## The Las Vegas Motorcycle Auction

January 10, 2013  
Bally's Las Vegas Hotel & Casino  
Las Vegas, NV

+1 323 436 5470  
+1 415 391 4000  
[motorcycles.us@bonhams.com](mailto:motorcycles.us@bonhams.com)

1960 Matchless G50  
1956 BMW Rennsport 256  
1954 BMW Rennsport 254 Side Car  
1954 BMW Rennsport 254  
1939 BMW RS 255 Kompressor





## Fine American & European Furniture, Silver & Decorative Arts

January 24, New York  
Consignments now invited

+1 212 710 1305  
[karl.green@bonhams.com](mailto:karl.green@bonhams.com)

A decorative four-panel screen  
painted by Everett Shinn,  
originally from the Ballard  
House, Louisville, Kentucky, 1911  
\$30,000 - 50,000



## LES GRANDES MARQUES DU MONDE

AU

# GRAND PALAIS



### Exceptional Motor Cars, Motorcycles and Automobilia

**Paris, France**  
**Thursday 7 February 2013**

Bonhams at the Grand Palais 2013.  
Decorative arts, classic motor cars,  
motorcycles.

Following the spectacular auction at the Grand Palais in 2011, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia. Heading the present entry list is this outstanding 1931 Bugatti Type 54.

Bonhams are also honoured to be offering 19 cars from the Charles H. Brown Collection at this venue.

*Ex-Achille Varzi/Monza*  
**1931 Bugatti Type 54**  
**Chassis no. 54201**  
**Estimate: €2.5 - 3.5 million**

**Enquiries**  
Europe  
+32 (0) 476 879 471  
[eurocars@bonhams.com](mailto:eurocars@bonhams.com)

UK  
+44 (0) 20 7447 7440  
[ukcars@bonhams.com](mailto:ukcars@bonhams.com)



*Ex-Dr. Gerald Rolph, formerly exhibited at the Briggs Cunningham Auto Museum*  
**1927 Renault Torpedo Six Cylinder Dual Cowl**  
**Chassis no. 116**  
**Estimate: €120,000 - 160,000**



**1931 Bentley 8 Litre Sports Tourer**  
**Coachwork by in the style of Vanden Plas by James Pearce**  
**Chassis no. YX 5109**  
**Estimate: €500,000 - 650,000**



*Formerly from the Jerry J. Moore Collection*  
**1928 Rolls Royce 'Playboy Roadster'**  
**chassis S205 RM**  
**Estimate: €290,000 - 370,000**

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International Auctioneers and Valuers - [bonhams.com/cars](http://bonhams.com/cars)



## Boca Raton Concours d'Elegance Auction

Saturday February 23  
Boca Raton Resort and Club  
Boca Raton, Florida



### Consignments now invited

For further information about consigning to the auction,  
please contact:

East Coast: +1 212 461 6515  
West Coast: +1 415 391 4000  
[motors.us@bonhams.com](mailto:motors.us@bonhams.com)

Above:  
**1971 Ferrari 365 GTB/4 Daytona Spyder Conversion**

Left:  
*One family ownership from new*  
**1967 Porsche 911 Targa**

*From the estate of Eugene Beardslee*  
**1957 Lincoln Premiere Convertible**  
Without reserve



# Important Maritime Paintings & Decorative Arts

Friday January 25  
New York

Preview  
January 19-24

+1 212 644 9001  
[maritime.us@bonhams.com](mailto:maritime.us@bonhams.com)

Montague Dawson  
Queen of Clippers  
watercolor on paper, 10 x 14in  
\$8,000 - 12,000





## Indian, Himalayan & Southeast Asian Art

Monday March 18, 1pm  
New York

### Preview

March 15-18

+1 626 796 7240

[julian.ambler@bonhams.com](mailto:julian.ambler@bonhams.com)

A sterling silver three piece partridge tea service, by Oomersi Mawji, Bhuj, Kutch, India, circa 1870  
\$15,000 - 20,000





## 20th Century Decorative Arts

Wednesday April 3  
Los Angeles  
**Consignments now invited**

+1 323 436 5445  
[20thC.us@bonhams.com](mailto:20thC.us@bonhams.com)

Michael Cooper (b.1943)  
Soap Box Racer, 1975  
Laminated red oak, aluminum, nylon,  
bicycle wheels  
\$12,000 - 15,000  
Photo: Mike Chase

First shown to acclaim in the seminal  
"California Design '76" show (Pacific Design  
Center, Los Angeles) and most recently exhibited  
in "Michael Cooper: A Sculptural Odyssey  
1968-2011" (San Francisco Museum of  
Craft + Design, 2013)



## Classic California

**Collectors' Motorcars, Motorcycles  
& Related Memorabilia**

**Saturday April 13**

**Petersen Automotive Museum**

**Los Angeles**

**Consignments now invited**

For further information about  
consigning  
to the auction, please contact:

+1 323 436 5470  
nick.smith@bonhams.com

+1 415 391 4000  
motors.us@bonhams.com

**1962 Chevrolet 327/340hp  
Corvette Roadster**

*Featured in "The Art of Von Dutch"*  
**c.1951 Triumph Thunderbird**



