

Boca Raton Concours d'Elegance Auction Collectors' Motorcars & Automobilia

Saturday February 23, 2013 at 10am & 12pm
The Boca Raton Resort and Club, Florida







**Boca Raton Concours d'Elegance:
Collectors' Motorcars & Automobilia
An Auction at the Boca Raton Resort & Club**

Saturday February 23, 2013

10am Automobilia

12pm Motorcars

Boca Raton Resort & Club

Boca Raton, Florida

Preview & Auction

Location:

Boca Raton Resort & Club
Camino Hall
501 East Camino Real
Boca Raton, Florida 33432

Preview

Friday February 22, 10am to 4pm
Saturday February 23, Motorcars
only from 9am to 12pm

Bids

+1 (212) 644 9001
+1 (212) 644 9007 fax

For inquiries and bids from
February 21 to February 23
+1 (561) 900 7158
+1 (561) 807 7732 fax

Sale Number: 21075

Lots 1 - 359

Inquiries

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

Eric Minoff
+1 (917) 206 1630
eric.minoff@bonhams.com

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

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

Jakob Greisen
+1 (415) 480 9028
jakob.greisen@bonhams.com

General Information

Samantha Hamill
+1 (212) 461 6514
+1 (212) 644 9007 fax
samantha.hamill@bonhams.com

Automobilia Inquiries:

Kurt Forry
+1 (415) 710 1002
kurt.forry@bonhams.com

Automated Results Service
+1 (800) 223 2854

Online bidding will be available
for this auction. For further
information please visit:
www.bonhams.com/boca

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

Illustrations

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Bonhams

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Principal Auctioneer: Malcolm J. Barber
License No. AU3223
Auctioneer: Rupert Banner License No. AU3987

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 Boca Raton Resort & Club, Boca Raton, Florida, on Saturday, February 23, 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 TEN PERCENT (10%) on the Hammer Price, together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for 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 3:00 p.m. local Eastern Time on Monday, February 25, 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).

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 New York City, New York or 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 designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, the State of Connecticut, or the State of Florida, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place 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, REGISTABILITY, 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 for more information.

GENERAL INFORMATION

Conditions of Sale & Disclaimer of Warranties

We recommend you read carefully the Conditions of Sale and Disclaimer of Warranties printed in this catalog.

Admission to Preview and Auction

Admission to preview on Friday February 22 will be open to the public. Admission to the auction on Saturday February 23, will be by purchase of a catalog only. One catalog permits two people entry. Bonhams reserves the right at its sole discretion without assigning any reason therefore to refuse or revoke admission to its premises or attendance at any of its sales events by any person.

Auctioneer

Principal Auctioneer Malcolm J. Barber, License No. AU3223 and Auctioneer Rupert Banner, License No. AU3987, of Bonhams, working in conjunction with Rick Case, Auto Dealer No. VF/1001386/1.

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 10%.

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

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

Important SALES TAX Information:

Lots being collected in Florida: Motor vehicle lots sold to a resident of Florida are subject to applicable sales tax, based on their place of residence, and the buyer must provide a copy of their driver's license.

Motor vehicle lots sold to a Florida Motorcar Dealer with a valid dealer's license are exempt from Florida sales tax.

Motor vehicle lots sold to an out-of-state resident or a resident of a foreign country that are collected at the sales venue in Florida are subject to a 6% Florida sales tax. The out

of state buyer must complete form DR123 for lots either collected at the sale or shipped out of Florida. The foreign buyer must complete form DR123 for lots collected at the sale.

Automobilia lots collected in Florida are subject to 6% sales tax, unless purchased for resale with a valid resale license. Out of state and foreign resale dealers who wish to take possession of automobilia lots in the state of Florida must complete the "TPT For Resale By a Nonresident Dealer" form.

Lots being shipped outside Florida: 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 Florida.

Without limiting the foregoing, 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 a motor vehicle 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.

Foreign buyers that ship motor vehicle lots to their country must complete an export power of attorney. In addition, a Bill of Lading will be required to exempt the foreign buyer from applicable sales tax.

Inspection of Motor Vehicle Lots

It is the responsibility of the buyer to carry out inspection of motor vehicle lots as the buyer deems necessary prior to bidding. Motor vehicle lots are sold as collector's items and not for any particular purpose, including as suitable means of transport. Motor vehicle lots are typically of some age and may include refurbishments, repairs and replacement parts, the condition of which may be difficult to establish. Bonhams necessarily relies on information, including information regarding the lot's condition, authenticity and provenance, provided by the seller

and cannot undertake a level of inspection of the vehicle to establish whether or not the vehicle corresponds to any description provided in the catalog or otherwise.

****SPECIAL NOTICE TO BUYERS****

This auction is conducted under the authority of the Florida Department of Motor Vehicles.

Bidder Registration

In order to bid at a Bonhams sale you will need to register to bid. This can be done by completing a bidder registration form such as the one at the back of this catalog. If you are not known to Bonhams you may be asked to supply a bank reference or other suitable reference when you register. You may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London.

Reserves

The seller may place a reserve on its property which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential. The letters "NR" next to an estimate indicate a lot being offered without reserve.

Estimates

These are an indication of where we feel the levels of bidding will reach exclusive of the buyer's premium and tax; however, lots may achieve prices higher or lower than the published estimates. 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 or over the phone. Absentee bids can be submitted in person, online, via fax or via email. By bidding at auction, whether in person or by agent, by absentee bid, telephone or other means, the buyer or bidder agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

Absentee Bids

Bonhams can execute absentee bids when instructed. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please send your absentee bid to Bonhams in good time prior to the sale. If a bid is faxed, it should be sent to Bonhams at +1 (212) 644 9007 or to Bonhams in Boca Raton, Florida from Thursday, February 21 to Monday February 25 at +1 (561) 900 7158.

GENERAL INFORMATION

Telephone Bids

If you are unable to attend the sale and require additional flexibility over an absentee bid, Bonhams is pleased to offer a telephone bidding facility. Should you wish to bid by telephone please contact Bonhams Client Services for a form. Please note that we do not accept telephone bids for lots with a low estimate below \$500. Please contact Client Services to place an absentee bid.

Online Bids and Bidding

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com. In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/21075 or contact the Client Services Department to obtain information and learn how you can register and bid online.

References

Intending buyers should supply bank references. The references should be supplied to Bonhams in time to allow them to be taken up before the sale. Unless arrangements are made with Bonhams for payment in advance of the sale, lots may be removed to storage at the buyer's expense and risk. In any event, the purchase price should be paid to Bonhams no later than 3pm Monday, February 25.

Damage

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

Customs Duty

Customs Duty, calculated at 2.5% of the purchase price, and associated import fees are payable on all lots marked with an omega (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

Payment

Payment for purchased lots must be made no later than 3pm Monday February 25. Bonhams recommends anyone wishing to clear items immediately to pay by cash, certified check (bank draft) or credit 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 # 122016066
150 California Street
San Francisco, CA 94111
Account #432742997
Swift Code: CINAUS6L

COLLECTION, REMOVAL, TRANSPORT & SHIPPING OF LOTS

Lots must be paid for and collected from the sale venue by *3pm Monday February 25*. 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.

Bonhams will be accepting payment *directly after the auction on Saturday February 23rd and on Sunday February 24th between 8.30am and 5pm, also on Monday February 25th between 8.30am and 3pm*. Please note that we will close promptly at 3pm; therefore any payment and collection appointments begin no later than *2.30pm on Monday February 25th*.

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.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by *3pm on Monday February 25th*.

If Bonhams does not receive motor vehicle collection details from the buyer by *3pm on Monday February 25*, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. Bonhams urges buyers to inquire in advance.

Please notify us of your collection plans upon payment.

It is the responsibility of the buyer to separately inform their shipper 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 and storage charges have been paid.

Buyers should satisfy themselves that they have collected all relevant log books, title documents and keys relating to their lot(s) at time of collection.

Domestic Motorcar Transport:

Passport Auto Transport, contact Mike Goforth. Telephone: +1 (800) 325 4267
Email: mike@passporttransport.com

International Motoring Transport:

CARS (Classic Automotive Relocation Services), contact Atlanta Office
Telephone: +1 (678) 974 8801
Email: info@carsusa.com

Schumacher Cargo Logistics, contact Warren Barnes
Telephone: +1 (310) 626 7117
Email: warren@sclusa.com

For the Automobilia Uncollected Lots, Moving and Storage:

Uncollected automobilia lots will be removed to Boca Box Co. for shipment or for collection by the buyer or third party agent.

Instructions for collection from Boca Box Co. will be given to buyers at the time of payment. A representative from Boca Box Co. will be available to assist clients with shipping quotes via phone and email. Boca Box Co. contact information: Bill Hart, +1 (561) 395 2312 or BocaBoxCo@Bellsouth.net.

Please note that uncollected automobilia lots that are removed to Boca Box Co. for storage or shipping are subject to uplift charges applied according to the size and fragility of a lot or lots. Lots are also subject to storage fees. Buyers are responsible for all such charges and fees.

DIRECTIONS

Boca Raton Resort & Club

The Boca Raton Resort & Club is conveniently located off Interstate 95, close to the Fort Lauderdale-Hollywood International Airport, the Palm Beach International Airport and Miami International Airport.

Bonhams previews and registration will take place in the Camino Hall area of the resort.

The Resort address is:
Boca Raton Resort & Club
501 East Camino Real
Boca Raton, Florida, 33432

From the North:

- From I-95 South toward Miami, take **exit 44 for Palmetto Park Rd.**
- Continue 2 miles on Palmetto Park Rd, then turn **right** onto **S Dixie Hwy.**
- Continue $\frac{3}{4}$ of a mile of S Dixie Hwy, then turn **left** onto **El Camino Real.**
- Continue $\frac{3}{4}$ of a mile on El Camino Real. At the traffic circle, take the **3rd exit**, the unloading area is 1/10th of a mile ahead.

From the South:

- From I-95 North toward W Palm Beach, take **exit 42A for FL-810 E/W Hillsboro Blvd.**
- Continue 2 miles on FL-810 E/W Hillsboro Blvd, then turn **left** onto **U.S. 1.**
- Continue 1 $\frac{3}{4}$ of a mile of U.S. 1, then turn right onto El Camino Real.
- Continue $\frac{1}{2}$ of a mile on El Camino Real. At the traffic circle, take the **3rd exit**, the unloading area is 1/10th of a mile ahead.

Bonhams - Boca Raton Details

Boca Raton Resort & Club
501 East Camino Real
Boca Raton, Florida 33432

From Thursday February 21 to 3pm Monday February 25, we can be reached at either:

+1 (212) 461 6514
+1 (212) 644 9007 fax or
+1 (561) 900 7158
+1 (561) 807 7732 fax

Automobilia

February 23, 2013 at 10am

Lots 1 - 187





16



17



18

Automotive Books & Literature

1[□]

A large grouping of Pebble Beach Concours d'Elegance programs, together with other important Concours programs. (Qty)
\$100 - 150 NR

2[□]

A large grouping of Autocar magazine, condition varies together with motor exhibition catalogs dating back to 1929 and others. (Qty)
\$100 - 150 NR

3[□]

A collection of 1950s-60s car magazines, comprised of True, Hop Up, Hot Rod and others. (Qty)
\$50 - 100 NR

4[□]

A selection of 1960s Chrysler Salesman Data Books, together with one 1950 Willys and one 1954 Packard Data Book, also other dealer material. (Qty)
\$100 - 200 NR

5[□]

A grouping of various automotive books, comprised of hard and soft covered books, including titles such as *The Complete Encyclopedia of Motorcars 1885-1968*, *Great Collector Cars*, *The American Car, Since 1775* and others. (Qty)
\$200 - 300 NR

6[□]

A box of hard and soft cover automotive books, various, comprised of *Classic Cars*, *Steam On The Road*, *The Motorcar In Art* and others. (Qty)
\$200 - 300 NR

7[□]

A collection of automotive titles, a box comprised of hard and soft cover books with titles such as *The Story Of Stanley Steamer*, *The Modern Steam Car*, *Kings Of The Road* and others. (Qty)
\$175 - 250 NR

8[□]

A lot of Floyd Clymer titles, together with a box of hard and mostly-soft covered books. (Qty)
\$200 - 300 NR

9[□]

A lot of 1950s-1960s Chrysler and Imperial sales literature, large assortment.
\$600 - 800 NR

10[□]

An ensemble of 1950s-1960s DeSoto, Dodge and Plymouth sales literature, features various marques, vintage and modern, a large assortment. (Qty)
\$500 - 600 NR

11[□]

A large assortment of original pre-war Sales Literature and Clippings, comprised of various marques such as Apperson, Jordan, REO, Marmon, Cadillac among others. (Qty)
\$600 - 800 NR

12[□]

A grouping of hardcover automotive books, comprised of *Great Auto Races*, *The Continental Story*, *Sixty Years Of Chevrolet*, *The V8 Affair* and others. (Qty)
\$200 - 300 NR

13[□]

A lot of Motor and Motor Age Magazines, mostly pre-WW2, 3 large boxes.
\$500 - 600 NR

14[□]

A lot of Chrysler Corporation Sales Literature, 1970s-80s-90s, 3 large boxes, various models, large quantity. (Qty)
\$500 - 600 NR

15[□]

A collection of motor racing titles, featuring *The Cruel Sport* together with Floyd Clymer books.
\$50 - 100 NR

16[□]

A lot of two pre-war American Autos service manuals, consisting of a *"Chilton Flat Rate and Tune-Up Manual, twelfth edition, 1938"*. A Nicely embossed *"Ford Motoring Company Service Bulletins-Mechanical"* covering 1938-1941, in garage used condition. (2)
\$100 - 200 NR

17[□]

A "Jack Barclay Limited" Rolls-Royce dealership book, C. 1930's.
\$250 - 350 NR

18[□]

A grouping of Rolls-Royce and sales brochures and factory literature, comprised of "New Phantom," Phantom II and other factual literature for maintenance and upkeep of your pre-war Rolls-Royce. (Qty)
\$500 - 600 NR

19[□]

Two Rolls-Royce "Phantom II" 40/50 hp sales brochures. embossed card covers, string bound, some ware from use and age. (2)
\$350 - 450 NR

20[□]

A three piece grouping of Rolls-Royce sales brochures, for the Rolls-Royce Silver Cloud, Silver Cloud II, along with a "Rolls-Royce Best Car In The World" brochure. (3)
\$400 - 500 NR



19



20



21



24

21[□]

A Rolls-Royce Springfield "Phantom I" sales brochure, c.1931, string bound, embossed card covers, colorful illustrations of this years body styles.
\$350 - 450 NR

22[□]

A grouping of Rolls-Royce 40/50 hp 'Phantom' handbooks for models I,II,III, comprised of "Phantom" #4, II #VII, PII (condensed edition) and PIII #XII, card covers, printed by Rolls-Royce limited, in used condition. (4)
\$100 - 150 NR

23[□]

A Rolls-Royce Phantom III 40/50 hp handbook XI & XII, card covers, printed by Rolls-Royce Limited, in used condition, together with *Instructions for running Rolls-Royce cars 40-50-H.P. six cylinders January 1923* booklet and an additional PIII #XI version handbook. (3)
\$100 - 150 NR

24[□]

A Rolls-Royce Phantom III 40/50 hp handbook, a pre war, near mint condition, card covers, printed by Rolls-Royce limited.
\$200 - 300 NR

25[□]

A Rolls-Royce 25/30 hp Wraith handbook number XIX, card covers, printed by Rolls-Royce limited, in used condition.
\$100 - 150 NR

26[□]

A set of Rolls-Royce Silver Cloud handbooks, I,II,III, Silver Cloud handbook, good overall condition, II third edition handbook good overall condition, some pages appear to have stuck together, III, second edition, in used condition with mild wear. (3)
\$200 - 300 NR

27[□]

A Rolls-Royce Phantom V handbook, second edition, together with the supplement for the Phantom five handbook, in good order. (2)
\$100 - 150 NR

28[□]

A Rolls-Royce Phantom III 40/50 hp handbook number XI & XII (combined issue) together with a PIII number XII handbook, both in used condition.
\$100 - 150 NR

29[□]

A Rolls-Royce Silver Dawn handbook for a Left Hand Drive, printed by Rolls-Royce Limited, minor wear to cover, snap intact, crisp pages with some dirt.
\$100 - 150 NR

30[□]

A Bentley Continental Sports Saloon handbook, in good original as used condition.
\$75 - 100 NR

31[□]

A Bentley Continental Sports Saloon handbook, in good original as used condition.
\$75 - 100 NR

32[□]

A grouping of RROC, RREC and Rolls-Royce technical society reprinted handbooks and service instructions books cover 20 hp, 40/50 hp Phantom I I I, Silver Wraith 25/30 hp together with Bentley 4 1/4 liter reprinted. (Qty)
\$100 - 200 NR

33[□]

A large grouping of Rolls-Royce technical data, primarily focused on Bantam three publications by RROC, RREC. (Qty)
\$100 - 150 NR

34[□]

A large ensamble of modern Rolls-Royce brochures and literature, mostly comprised of modern Rolls-Royce sales brochures, together with Bentley sales literature. (Qty)
\$100 - 200 NR

35[□]

A large assortment of RROC, RREC literature and handbooks, covering many years and models, mostly in ring bound binders. (Qty)
\$200 - 300 NR

36[□]

Rolls Royce Owners Club Desk Diaries 1999-2012, together with a selection of B.D.C. newsletters. (Qty)
\$100 - 200 NR

37[□]

An assorted lot of car brochures and other motor related literature comprised of modern Aston Martin, Mercedes brochures, together with other motoring literature. (Qty)
\$100 - 200 NR

38[□]

A lot of Lagonda V12 blueprints and assorted club literature. comprised V12 Vander Plas body style (multiple copies) also detailed chassis drawings, together with guides of registrants and there cars, (Qty)
\$100 - 150 NR

39[□]

A 1940 Buick Limited Sales Catalog, embossed card covers, ring bound, colorful period illustrations, in good general condition, in original envelop.
\$75 - 100 NR



40



46



50



51



52



55



56



57



58

40[□]

A grouping of Ferrari GTB/4 manuals and literature, comprised of an original Ferrari maintenance manual for the following cars: 212 Inter, 250 Mille Miglia, 340 Mexico, 342 America, in Italian and garage used; a chassis manual, bodywork, spare parts guide, a Ferrari Maranello Concessionaires LTD production guide booklet, together with two reproduction FAF (Chassis and spare parts guides) and a Ferrari 308 handbook with missing cover and a cloisonne Ferrari badge.
\$400 - 600 NR

41[□]

A lot of two BB 512 Ferrari brochures, both in good order, staple bound, full-color interesting photographs and technical data. (2)
\$100 - 200 NR

42[□]

An interesting lot of original English make accessory catalogs, featuring AutoVac, Smith's radio mobile, Watford magnetos, Lucas Electrical, together with other xeroxed copy's of interesting technical data. (Qty)
\$75 - 100 NR

43[□]

A grouping of Porsche related literature, comprised of a 911L handbook, volumes II and V of *Upfixin der Porsche* by the Porsche owners club, a 'Models' poster for 1974, brochures and others.
\$150 - 200 NR

44[□]

A 1939 Lagonda by W.O. Bentley sales brochure, ringbound, embossed card cover, detailing different Lagondas, in good order.
\$200 - 300 NR

45[□]

A lot of vintage Mercedes-Benz calendars, featuring the 1989 Andy Warhols Cars, also other factory calendars from Mercedes, 1969, 1979 and 1983. (4)
\$100 - 150 NR

46[□]

Griffith Borgeson: E.L. Cord, signed by author, limited edition #84, leather bound and cased.
\$500 - 600 NR

Toys & Models

47[□]

A grouping of promotional coin banks, brass and plastic examples. (4)
\$50 - 100 NR

48[□]

An accumulation of mid-century toy cars, comprised of a Wyandotte Cord model body (missing parts), Ralstoy, Tootsietoy and other diecast and plastic car models. (Qty)
\$100 - 200 NR

49[□]

A grouping of 2 clockwork metal toy cars, featuring a Kingsbury 'Golden Arrow' with paint loss, fatigue and missing parts, together with a plastic Indy racer with key. (2)
\$200 - 300 NR

50[□]

A pair of Hubley Duesenberg J Dual Cowl Phaeton Models, finely detailed with some wear and loss evident. (2)
\$100 - 200 NR

51[□]

An ensemble of 'AUB-RUBR' Rubber Toy Cars, c.1920s-30s, produced by Auburn Industries of Auburn, IN, mostly intact and with minor condition errors from age. (9)
\$500 - 600 NR

52[□]

A variety of unbuilt car and wagon model Kits, all vintage, presumably intact and in original boxes.
\$50 - 100 NR

53[□]

A collection of scale models, comprised of mostly Daimler-Benz centennial models together with other 1:43 scale models and desk pieces. (Qty)
\$100 - 200 NR

54[□]

A new old stock Ferrari 250 GT California mini champs model, complete in Styrofoam case with all individualized parts compartmentalized and kit ready to build 'scratch built model.'
\$50 - 100 NR

55

An Alfa-Romeo touring style music box by Ventura toy Co., Italy, c.1950's, chrome finished music box, some minor condition errors, *approximately 16 inches long.*
\$300 - 400

56[□]

A 5 piece grouping of 1:18 scale Auto Art display models of various auto marques, comprised of a Lamborghini Miura and Diablo, Porsche Carrera and Le Mans race car together with a Corvette, all in original boxes. (5)
\$250 - 350 NR

57[□]

An assembled grouping of 1:18 scale Auto Art display models, comprised of various colored Lamborghinis and Ferraris, all in original boxes. (5)
\$250 - 350 NR

58[□]

A collection of Auto Art 1:18 scale models, featuring such marques as Land Rover, Lamborghini(2), Aston Martin and Ferrari, all in original boxes. (5)
\$250 - 350 NR



59



60



61



62



63



64



65



66



67



68



69



70



72



76



77



73



74



75

Signs & Advertising

- 59[□]
A vintage Vermont Highway 12 road sign,
in used condition with some hot and cold checkering cracks in paint,
24 x 24 in.
\$100 - 150 NR
- 60[□]
A vintage Wyoming Highway 70 road sign,
brown letters and text on a gold reflective surface, in used condition nice
cowboy an bronco riding graphic, heavy gauge alloy sign 24 x 24 in.
\$100 - 150 NR
- 61[□]
A vintage Wyoming Highway 330 road sign,
black text and numbers with a bronco riding cowboy on a yellow base, in
good order, 24 x 24 in.
\$100 - 150 NR
- 62[□]
A vintage Idaho Highway 46 road sign,
white reflective silhouette of state and numbers on black base weathered
condition 24 x 24 in.
\$100 - 150 NR
- 63[□]
A vintage North Dakota Highway 5 road sign,
white reflective Native American head profile, black number five on
black base in weathered condition with cracking in paint from extreme
temperature changes, 24 x 24 in.
\$100 - 150 NR
- 64[□]
A vintage Montana Highway 279 road sign,
white reflective arrowhead with black 279 on black base, weathered
condition, 24 x 24 in.
\$100 - 150 NR
- 65[□]
A vintage US Virginia Highway 54 sign,
tin painted, white reflective shield with black numbers, weathered
condition, 24 x 24 in.
\$100 - 150 NR
- 66[□]
A vintage US West Virginia Highway 60 road sign,
tin painted, white reflective shield with black numerals, weathered
condition, 24 x 24 in.
\$100 - 150 NR
- 67[□]
A US Idaho Highway 12 road sign,
tin painted white reflective shield with black numerals, in good order,
24 x 24 in.
\$100 - 150 NR
- 68[□]
A US Las Vegas Highway 93 road sign,
tin painted white reflective shield with black letters, in good order, 24
x 24 in.
\$100 - 150 NR
- 69[□]
A California 101 El Camino Real road sign,
believed to be by the vendor "the West Coast most famous highway"
which runs the length of California, 24 x 28 in.
\$300 - 500 NR
- 70
A large 'Willard Storage Batteries' garage sign, c. 1950s,
porcelain enamel, single sided, white text on red base, good general
condition, 66 x 24 in.
\$800 - 1,000
- 71[□]
A double-sided Virginia Inspection Station shield sign, (1935-2003),
from Pettit Chrysler, in sun faded and weathered condition.
\$100 - 200 NR
- 72[□]
A NOS double-sided 'Supreme Quality' Pennzoil tin painted sign,
c. 1970s,
black and red graphic with black text on yellow base, on a custom
wrought iron display hanger, 31 X 18 in.
\$300 - 400 NR
- 73[□]
A double-sided Pennzoil service station sign, c. 1960s,
classic Pennzoil branding on an interesting red, rectangular base, custom
wrought iron hanger, good overall condition, 15 X 9 in.
\$200 - 300 NR
- 74[□]
A good, double-sided Pennzoil service station sign, 1977,
tin painted double sided, with a custom wrought iron hanger, 16.5 X 10 in.
\$200 - 300 NR
- 75[□]
A Firestone logo garage sign,
self framed, blow formed heavy gauge plastic, red F and frame on white
base, 24 x 30 in.
\$200 - 300 NR
- 76[□]
A NOS Kendall motor oil 'Long live the engine' tin embossed, self
framed garage sign,
In new, unused condition. 71 ½
x 11 1/2 in.
\$100 - 200 NR
- 77[□]
A NOS Kenndall motor oil 'Born to Perform" tin embossed', self
framed garage sign,
in new, unused condition, 71 ½ x 11 1/2 in.
\$100 - 200 NR



78



79



80



81



82



83



84



85



86



87



88



89



90



91



92



93



94



95



96



97



98



99



100



101

- 78[□]**
A Motorcycle Parking Only Sign,
white text and graphic on green base, age crackle in paint finish, *18 x 12in.*
\$100 - 200 NR
- 79[□]**
A Kenndall motor oil 'Customer Waiting Area' garage sign,
embossed letters and self-framed; in good unused, condition. *24 X 18 in.*
\$100 - 200 NR
- 80[□]**
A Champion spark plugs 'fasten your seat belts' double-sided
sign, c.1960s,
custom wrought iron hanging frame, *15 x 18 1/2*
\$150 - 300 NR
- 81[□]**
A double-sided 'Stop Motor, No Smoking-City Ordinance' flange sign,
double-sided, porcelain enamel, red text on white base, *15 x 11in.*
\$150 - 300 NR
- 82[□]**
A rare 'Railway Express Agency Station' sign,
porcelain enamel, blue outlined white text on red base with white border
on edge of sign, porcelain enamel, *12 x 12in.*
\$150 - 200 NR
- 83[□]**
A Tydol-Vedol 'Win at Indianapolis' advertising poster,
a reproduction poster celebrating the sponsorship win at Indy, framed and
glazed, *29 x 30in overall.*
\$100 - 200 NR
- 84[□]**
A NOS Marathon Oil lubester sign,
together with original oil paper, exceptional condition, *12in diameter.*
\$100 - 200 NR
- 85[□]**
A Walker Certified 'We Install Mufflers' tin painted sign, c. 1950s,
an embossed, self framed, garage sign, *27X 39 1/2in.*
\$300 - 400 NR
- 86[□]**
A Veedol motor oil advertising window card, 1958,
multicolored graphics, sign reads "change now, keep your motor clean,
cool...smooth running," framed and glazed, *19 x 15 in.*
\$100 - 150 NR
- 87[□]**
A Veedol motor oil advertising window card, 1958,
multicolored graphic, sign reads "easier starting smoother running"
framed and glazed, *19 x 15 in.*
\$100 - 150 NR
- 88[□]**
A three dimensional Shell gasoline pump plate,
molded plastic yellow Shell logo on a painted gold metallic base, *11 X 12 in.*
\$100 - 200 NR
- 89[□]**
A vintage Camel cigarettes sign, c. 1950s,
embossed, self framed, tin painted, horizontal station sign with Camel
cigarette pack graphics, *12 x 32in.*
\$100 - 150 NR
- 90[□]**
A vintage heart of Havana Harvester cigar sign,
tin painted, embossed, self framed, multicolored graphics depict a
beautiful Cuban woman, *13 x 9 in.*
\$100 - 150 NR
- 91[□]**
A NOS Pennzoil service station sign,
classic Pennzoil graphics tin painted, appears to be unused, *9.75 x 19.25*
\$100 - 150 NR
- 92[□]**
A good large size union 76 gasoline pump plate, c. 1950s,
Orange and blue text and graphic on white base very good overall
condition with minor blemishes, *14 x 18 in.*
\$150 - 300 NR
- 93[□]**
An American Oil Company, Amoco service station calendar,
with Golden Eagle graphics in near mint condition, framed and glazed,
22 x 30 in.
\$100 - 150 NR
- 94[□]**
A vintage Trico wiper blades and sold in garage thermometer,
red, black and white text and graphic, rounded glass, with aluminum bezel,
appears to be in working order, in good overall condition, *12 inch diameter.*
\$200 - 300 NR
- 95[□]**
A NOS Kenndall motor oil 24 key hanger service station sign,
tin painted, embossed, Kenndall logo and printed pin-striping, in original
box, *24 x 12 in.*
\$75 - 150 NR
- 96[□]**
A brass 'Fire-Gun' fire extinguisher, c. 1930s,
produced by American LaFrance Foamite Corporation, highly polished and
beautifully restored, *13 inches long overall.*
\$150 - 300 NR
- 97[□]**
A vintage brass fire extinguisher,
professionally restored and finely polished, complete with Gilmore
Lionshead Branding, *24in. high.*
\$300 - 400 NR
- 98[□]**
A New Jersey weights and measures, 5 gallon service station can,
restored with Sunoco branding, *25 inches high 12 inch diameter.*
\$150 - 300 NR
- 99[□]**
Two Whitmore 5 pound grease cans,
nice period graphics, good overall condition. (2)
\$100 - 200 NR
- 100[□]**
An Alemite high-pressure lubricants systems countertop display
cabinet, c. 1930s,
complete with the drawer and some upper compartment, with the minor
paint issues, *16 x 12 x 7 in.*
\$150 - 300 NR
- 101[□]**
An aluminum Dorman Automotive fasteners cabinet, c. 1960s,
nice bench top display cabinet for miniatures, *18 x 24 x 3 in.*
\$75 - 100 NR



102



103



104



105



106

Motoring Luggage

102

A 3 piece Ferrari Testarossa luggage set by Schedoni Leather, Modena, Embossed 'Testarossa' and 'Prancing Horse' on all, includes two travel-cases and a larger suitcase, set in honey-brown leather, brass locks and latches, mildly used and in good order. (3)
\$800 - 1,200

103

A 2 piece Ferrari Testarossa luggage set by Schedoni Leather, Modena, each in tan leather with brass locks and catches, both embossed with the 'Prancing Horse' logo and Testarossa, minor wear, Large case 22 x 22 3/4 in., Small case 5 1/2 x 13 3/4 in.
\$600 - 800 NR

Mascots & Badges

104

A grouping of late 1920's/early 1930's era American marque mascots, comprised of a 1928 Buick "Goddess", two Willys-Night and a DeSoto, zinc die cast chrome or nickle plated, the 1927 example of the Willys-Night with lance has a broken, all others in good order. (4)
\$350 - 450 NR

105

A grouping of Ford mascots and emblems, comprised of an early junior MotoMeter, a 'Quail', a modern Mustang and Mustang gas cap. (4)
\$150 - 200 NR

106

An ensemble of early Pontiac mascots, zinc die cast, chrome and copper plated, the 1929 example is missing its feathers, the 1927 version is in good order. (3)
\$100 - 150 NR

107

Two Dodge Ram mascots, both are zinc die cast and chrome-plated, mounted to an ebonized display base,
\$200 - 250 NR

108

Two 30's era Packard "Goddess of Speed" mascots, both zinc die cast and chrome-plated, the later 30's Deluxe emblem in good overall condition, mounted to a custom base, the earlier example has some condition issues and repairs. (2)
\$150 - 250 NR



107



108



109



110



111



112



113



114



115

109[□]

A 50's era mascot ensemble, comprised of Chrysler, Oldsmobile, Chevrolet and an unidentified "tear drop" designed hood ornament. (4)
\$400 - 500 NR

110[□]

A lot of two Jaguar mascots, both zinc die cast and chrome-plated, a smaller example from the sixties and the more modern larger Jaguar, both on custom bases,
\$150 - 200 NR

111[□]

Two 1950's era accessory mascots, an alloy casted, chrome-plated woman with orange acrylic wings, mounted on a marble base, accompanied by a Hot Rod on a piston, alloy casted on a custom base,
\$300 - 400 NR

112[□]

A lot of two American accessory mascots, c.1920s, comprised of an Indian Chief, zinc die cast, nickel-plated, set on a 'dog bone' mounted on a display base, together with a winged woman mascot, zinc die cast, nickel-plated, on a winged radiator cap and mounted on an acyclic base,
\$400 - 600 NR

113[□]

A lot of two "Spirit of Ecstasy" mascots, one signed to base and the other a post war version, both mounted to custom bases,
\$400 - 600 NR

114[□]

A good kneeling Rolls-Royce "Spirit of Ecstasy" mascot, a post-war example, chrome-plated brass on a variegated marble base,
\$600 - 800 NR

115[□]

A silvered replica "Spirit of Ecstasy" mascot, silver plated bronze, mounted on a custom wooden plinth,
\$400 - 600 NR

116[□]

A grouping of three mascots, hollow cast with gilded finish, replica representations of a Franklin Lion, a Minerva and a Cobra. (3)
\$100 - 150 NR

117[□]

A replica lot of a Stutz and a Pierce Arrow mascots, hollow cast alloy with gilded finish. (2)
\$100 - 150 NR



122



123



124



125



126

118[□]

A lot of two Rolls-Royce 'Spirit of Ecstasy' mascots, alloy replicas, chrome finish with mounting studs. (2)
\$200 - 250 NR

119[□]

An ensemble of English grille badges, comprised of a London Coat Of Arms, an English rose, an RAC, Bentley drivers club, RROC and a Classic Cars Club of America, all enamelled.
\$100 - 200 NR

120[□]

A lot of two Rolls-Royce 'Spirit of Ecstasy' mascots, a nice post-war Rolls-Royce kneeling example, cast brass with chrome finish on radiator cap, factory marks, together with a post-war 'Flying lady' on radiator cap. (2)
\$300 - 350 NR

121[□]

A Rolls-Royce "Spirit of Ecstasy" mascot, brass with nickel-silver plating, appropriate factory marks, suitable for a PII, mounted on a period radiator cap, some age to finish, approximately 7in. high overall.
\$400 - 600 NR

122[□]

A Rolls-Royce "Spirit of Ecstasy" mascot, brass, nickle-silver plated, believed to be suitable for a PI, mounted on a custom base, with condition errors.
\$300 - 400 NR

123[□]

A fine Eagle mascot, c. 1920s, silver-plated bronze, silver stamp on base, mounted on acrylic base, 4½ in. high overall.
\$1,200 - 1,400 NR



127

124[□]

A Rugby player mascot, c.1920s, stamped France to base, silver-plated brass, depicts a rugby player in mid-punt, mounted to a custom plinth, 8 in. high overall.
\$1,200 - 1,400 NR

125[□]

A stylised Heron mascot, c.1930's, chrome-plated bronze, mounted on a custom marble base, together with a Stutz reproduction "Ra" mascot, hollow casted alloy, chrome plated,
\$500 - 700 NR



128

126[□]

A stylised 'Greyhound' mascot after C. Brau, chrome-plated bronze, on a period radiator cap, some pitting to finish, 9in. long.
\$300 - 400 NR

127[□]

An 'Eagle on the Globe' mascot by C. Brau, signed, zinc, chrome-plated, mounted to an ebonized wood base, some areas cut away from globe, approximately 9in. high.
\$600 - 800 NR



129

128[□]

A 'Greyhound' mascot by Desmo, British, 1930's, marked Desmo, brass, chrome-plated, front leg unnaturally bent, mounted to a custom base, 6in. long.
\$350 - 450 NR

129[□]

A Sparrow mascot by Marcel Andr Bouraine, c. 1925, cast brass, articulated wings, some condition issues typical of use, approximately 5in. high.
\$500 - 700 NR



130

130
A 'Mystery' mascot by Charles Sykes, c. 1922, signed on the back of the draperies Charles Sykes, Cire Perdue bronze mascot, this was a Rolls-Royce 20 hp experimental mascot, depicting an elegant female holding on to the wind swept drape behind her, mounted on a variegated green marble plinth, 10³/₄in. high overall.
\$6,000 - 8,000

131
A large and a small Breves 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



131

132
A 'Chrysis' glass mascot by René Lalique, French, 1931, acid etched 'R.Lalique' to the underside of base, in frosted glass, depicts a backwards leaning kneeling female nude with her hair flowing behind her, exceptional condition, 7in. long
\$5,000 - 7,000

133
A 'Coq Nain' mascot topaz glass, by René Lalique, French, 1928, moulded 'R Lalique' and 'France' to either side of base, depicting a standing cockerel, with claws intact, this example has been drilled into base for radiator mounting, 8 in. high.
\$2,500 - 3,500



133

132



134

134

A 'Grande Libellule' glass mascot by René Lalique, French, 1928, molded signature R.Lalique to side section above base, also etched R.Lalique, France to side of outstretched lower body, clear and frosted glass, first introduced on May 23rd, 1928, catalog number 1145, *8 1/4 in. high.*
\$9,000 - 14,000

135

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, *6 in. high overall.*
\$5,000 - 7,000

136

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 4 in. high.*
\$4,500 - 5,500

137

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 4 in. high.*
\$2,500 - 3,500

138

A large and a small Breves 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

Motorsports Memorabilia

139[□]

A collection Indianapolis 500 press/pit badges, comprised of the years 1963-1968, together with two from 1973, 1975, 1980, 1986, 1988 and one from the Schaeffer 500, some duplicates. (15)
\$100 - 150 NR

140[□]

A 1937 Indianapolis 500 panoramic photograph, monochrome image depicts drivers, mechanic, general staff and others prior to the race, framed and glazed, *44 x 11 in.*
\$300 - 400 NR

141[□]

A 1940s era Indianapolis Speedway souvenir checkered stick flag, period race car graphics, *flag measures 17 X 17 in.*
\$100 - 200 NR



135



136



137



138



140



141



142



143



144

142[□]
A 1960s era Indianapolis Speedway souvenir stick flag, indy car graphic, flag measures 17½ X 17½in.
\$100 - 200 NR

143[□]
A 1970s era Indianapolis Speedway souvenir stick flag, with Indy Car graphics, flag measures 16 X 17.
\$100 - 200 NR

144[□]
A officially licenced Indianapolis Motor Speedway souvenir stick flag, a silk-like material, classic Indy race flags and winged wheel design on a checkered flag, flag measures 13 X 16in.
\$100 - 200 NR



145



146



148



149



150

145[□]

A 1950s Indianapolis Speedway seat cushion, padded vinyl, with double sided checkered flag and winged wheel racing flag design, official licensed product, good overall condition.

approximately 12 x 14in.

\$100 - 200 NR

146[□]

A 1964 Indianapolis Speedway seat cushion, padded vinyl, checkered flag Indy car design, good overall condition. *approximately 12 x 14in.*

\$100 - 200 NR

147[□]

A lot of United States Auto Club ashtrays, comprised of two ceramic U.S.A.C. branded ashtrays together with a Nardi Steering wheel ashtray. (3)

\$50 - 100 NR

148[□]

A collection of mixed automobilabilia, comprised mostly of the press badge history of Leo Levine, together with a mid-century Automobile Club Monaco silk pennant, assorted vintage decals and stickers, postcards and other racing ephemera. (Qty)

\$100 - 200 NR

Tool Kits, Parts & Spares

149

A fine Ferrari leather tool kit, produced by Cuoio Schedoni Modena, embossed Ferrari 'Prancing Horse' on case flap, incomplete with a few missing tools, in good order, *approximately 9¾ x 15in.*

\$800 - 1,000

150[□]

A Ferrari 575 Tool Kit, appears complete with original tools, fuses and replacement bulbs, exterior in a honey brown leather with embossed 'Prancing Horse,' in used condition with mild wear, *9¾ x 12in.*

\$500 - 700 NR

151[□]

A Rolls-Royce Phantom cylinder head, no valves, water outlet attached, some evidence of crack repair.

\$300 - 400 NR

152[□]

A Rolls-Royce Phantom cylinder head, with valves, evidence of crack repair.

\$300 - 400 NR



156



157



160



161



161

153[□]

A Dodge Viper Special Dealer Mechanics' Tools in original box Kit #6660, in 'as new,' unused condition, together in original box.
\$600 - 800 NR

154[□]

A set of Cadillac Fleetwood hubcaps, presumable for a 1965, 15in. slightly dirty but in good order.
\$100 - 200 NR

155[□]

A Maserati air horn with compressor and multiple tone horns, garage kept, appears complete.
\$100 - 200 NR

156[□]

A lot of three spark plugs, circa 1920s comprised of a 1915 Herz New York, 1920s Champion-Maytag, and a new old stock 1920s Edison. (3)
\$75 - 125 NR

157

An associated dealer group Rolls-Royce and Bentley interior displays, comprised of a Rolls-Royce steering wheel display, Bentley display door together with a Bentley center panel. (3)
\$1,000 - 2,000

158[□]

A lot of two right side Rolls-Royce Silver Cloud II cylinder heads, appears in "unused" condition.
\$1,000 - 2,000 NR

159[□]

A collection of various license plates some foreign, some California black plates, Foreign and others. (Qty)
\$100 - 200 NR

160[□]

A Jaguar front end grille wall display.
\$600 - 800 NR

Automotive Art

161[□]

A group of four wood and glass town and directional signs early to mid-20th century
Comprising: District No. 1 N. Harmony Established 1834 / Burned and Rebuilt; Cross Road Ahead; Maine Central R.R., Charles St. heights 5 1/2 to 19in (14 to 48.5cm); widths 20 to 44in (51 to 112cm)
\$600 - 800 NR



165



171

162[□]

A lot of signed Amelia Concours d'Elegance advertising posters, signed posters of Richard Petty, David Hobbs and Bobby Rahal. (3)
\$100 - 150 NR

163[□]

A grouping of reproduction advertising posters, comprised of a Mercedes-Benz, Zeppelin, Andy Warhol Guggenheim Museum poster and others. (Qty)
\$100 - 150 NR

164[□]

An Automobile timeline poster and others, timeline believed to have been created by Bill Neale.
\$100 - 150 NR

165[□]

A limited edition Walter Gottsche print *Grand Prix Of Manaco*, #272/500, signed, in original portfolio size envelope with embossed three-pointed star, (envelope has small tear) also in original cardboard packaging.
\$100 - 150 NR

166[□]

A collection of automobile prints, comprised of an impartial set of Clarence P Warding *Portraits of antique automobiles*, comprised of four prints of early motoring cars together with the Aerial Press collection of old car prints (18 prints) with descriptive text in opened package, a set of 1980s era Ken Dallison prints by the GM Corporation in an envelop of four and a Ken Dallison puzzel.
\$100 - 150 NR

167[□]

A comprised lot of vintage automobile prints, together with two framed photographs, framed and glazed. (7)
\$100 - 200 NR

168[□]

An ensamble of vintage Chrysler dealer prints, together with a set of Museum photos, all matted, framed and glazed. (7)
\$100 - 200 NR

169[□]

A large assortment of automobile Prints, consisting of various, colorful matted prints, mostly believed to be Ken Dallison. (Qty)
\$200 - 300 NR

170[□]

A lot of five 1910s-1920s original Automobile advertisements, complete with mattes and protective cellophane covering. (5)
\$100 - 200 NR

171[□]

A collector car photo montage by Ken Price, signed twice, dated 10/85, features mascots shots of Pierce-Arrow (twice), Bentley and Buick, matted, framed and glazed.
\$100 - 200 NR



175



183

Miscellaneous & Fine Automobilia

172[□]

A collection of Mercedes-Benz pins, tie bars, and a money clip, together with various Mercedes-Benz Pins, tie bars and cuff links. (Qty)
\$50 - 100 NR

173[□]

A collection of mixed auto related pins and badges, an ensemble of cuff link, NASCAR, Aston Martin and various Concourse pins, very interesting and original Ford Cobra and Ford Martini Racing pins and others. (Qty)
\$50 - 100 NR

174[□]

A variety of vintage auto badges, pins and ashtrays, including Cord, Nash, REO and others. (Qty)
\$200 - 300 NR

175[□]

A good assortment of automotive jewelry, A comprised assortment of pins, tie tacks and cuff links; featuring high end marques such as Duesenberg, Rolls-Royce and RROC related ephemera, Bentley, Stutz among others. (Qty)
\$600 - 800 NR

176[□]

A large Assortment of Vintage Accessory Leather Key Chains and Fobs. mixed marques. (Qty)
\$200 - 300 NR

177[□]

A porcelain table lamp with '1903 Ford,' together with green shade.
\$100 - 200 NR

178[□]

An assortment of Chrysler and Good Year Tire plaques and awards.
\$200 - 300 NR

179[□]

A set of four Rolls-Royce 'Spirit of Ecstasy' plates, acid etched Rolls-Royce design on a clear glass plate.
\$100 - 200 NR

180[□]

A 1974 Rolls-Royce Owners Club Meet drink set, comprised of four small glasses, pitcher and stirrer.
\$100 - 200 NR

181[□]

A post war Rolls-Royce/Bentley color and finish cards in original envelope, used by the dealership to show samples of different color options, together with a Rolls-Royce service facility guide 1953.
\$50 - 100 NR

182[□]

A Rolls-Royce Flying Lady engraved glass jar, grouped with two Duesenberg glasses, four silver-plated trophy cups.
\$100 - 200 NR

183

A 1948 Tucker Torpedo promotional ash tray, automobile is a pot metal casting - gold plated, mounted to the hinged "road surface" cigarette holder.
\$600 - 800

184[□]

A large Collection of automotive postcards, many from the Pettit Museum. (Qty)
\$200 - 300 NR

185[□]

Large Assortment of Trophies, Plaques, Ribbons and other awards from the Pettit Collection & Museum,
\$300 - 400 NR



186



186 (details)

186

A fine, full size, static replica of an 1885 Daimler Reitwagen,

This is an outstanding full size replica of the first gasoline powered motorcycle in the world, each motorcycle is numbered and comes complete with base and brass plaque.

\$20,000 - 25,000

In November 1885, Daimler created the first internal combustion motorcycle by installing a smaller version of his single, one-cylinder 'Otto-cycle' horizontal engine into a wooden frame with two outrigger wheels. His partner, Wilhelm Maybach, rode it for roughly two miles reaching speeds of 7 miles per hour. Gottlieb Daimler is also credited for the first automobile in 1886.



235



235 (details)

187

A fine, full size, static replica of an 1867-1869 Roper steam powered velocipede, constructed of an oak and steel frame, handcrafted ash wheels, brass tank, fixtures and pressure gauges. \$20,000 - 25,000

Historians are still unclear with the actual date of its creation. This steam-powered velocipede was built by Sylvester H. Roper of Massachusetts. He would often demonstrate at circuses and fairs. Its power source was a vertical firetube boiler heated by charcoal. Interestingly enough, Roper died of a heart-attack on 1 June 1896, while driving a twin-cylinder creation of this Velocipede at 40 mph on a bicycle track in Boston.

Currently this machine is preserved in the Smithsonian Motorcycle Collection and unavailable to the public.

188 - 300 No lots

End of Session

Motorcars

February 23, 2013 at 12pm

Lots 301 - 359



301

Original US delivery, 3 owners from new
1962 Austin MkI Mini

Chassis no. AA2S7L231455A

Engine no. 8AMUH310702

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout enabled Issigonis to create a trend-setting masterpiece of automotive packaging. BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. The early Mk1 had the 848cc A-Series engine, rubber cone suspension, and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964.

The Mini offered here is one of roughly 10,000 Minis that was delivered new to the United States between 1960 and 1967. The original owner, an enthusiast from Indiana, was clearly smitten by the little car's excellent handling in the wet, dry, and snow as he kept the car for 35 years—even restoring it in 1990 to keep the Mini as good as when he had first gotten it. In 1998 the car was bought by its second owner, a doctor from Illinois. Acquired by the vendor a few years ago, the three-owner-from-new Mini was brought down to the west coast of Florida to live out the good life in the warmth and sun.

Carefully maintained, still retaining the driver's handbook, and showing only about 35,000 believed-to-be-original miles on the clock (the original odometer had seized but it was immediately replaced with another unit clocked in where the old one had left off), this MkI Mini is just getting started. The Mini's popularity as a collectible blossomed long after the last cars had been imported, so survival rates of original US delivery cars are rare and most Minis found on American soil are European version often produced after 1968. As such, this Mini represents a rare opportunity to acquire a left hand drive, external door hinge Mini that was actually delivered new to the US.

\$8,000 - 12,000

Without reserve



302

2 owners, just over 40,000 miles from new
1977 Mercedes-Benz 450 SLC

Chassis no. 10702412018926

First introduced as the 350SLC at the Brussels Motor Show in 1971, the newly designed type 107 luxury coupe reprised the earlier type 280SE 3.5 series coupes and convertibles as the most expensive and comprehensively equipped production Mercedes-Benz. Built on a longer wheelbase the SLC accommodated two rear-seat passengers and provided greater trunk space than its open-topped SL sibling.

From the onset US models received an all-alloy, fuel injected 4.5 liter engine offering 195 bhp in an effort to compensate for American EPA regulations and to maintain the Sport Light tradition of power and performance in keeping with the European sister models. Mercedes had clearly identified the SLC for the US luxury market and for ease and comfort of the driving experience, limited the transmission of engine power to a 3 speed automatic gearbox.

In 1973 Mercedes introduced the 450SL and SLC to the European market and for the USA uprated the engine to 225 bhp to run on regular rather than premium gas and other than offering interior refinements and a new trunk lid badge the model remained identical to earlier 350 series.

The running gear followed Mercedes-Benz's established pattern, comprising all-independent front and rear suspension, the unique

diagonal-pivot rear swing axle configuration and powerful four-wheel disc brakes. Its makers' increasing preoccupation with safety was evident in the design of the 450SL's interior, which boasted a padded dash top, recessed or flexibly mounted switchgear and padded steering wheel on a 'collapsible' column. Bosch K-Jetronic fuel injection was standardized for 1975, electronic ignition and self-adjusting hydraulic tappets being introduced at the same time. Maximum speed of this superbly equipped top-of-the-range coupe was in excess of 125mph. Mercedes sold just 4,510 examples of this model worldwide in 1977.

A local car for many years, this SLC originally resided with a Mrs. Marcella O'Malley in Southern California from new, until she moved to Boca Raton in 2000. The current owner acquired the car from the O'Malley family in 2010 and following some light reconditioning, has covered 4,500 trouble free miles since.

Today listing offers a top of the range, fully optioned 450SLC and displays rust-free coachwork with an overall fine and original order entirely consistent with its odometer reading of just over 40,000 miles from new. The rare Colorado Sand paintwork is very presentable, belying its age, the interior in dark brown leather has a pleasant patina and wear, reflecting age rather than use and the engine bay is clean and detailed.

Offered with the full glove-box packet including the warranty cards and instruction manuals, tools and jack, nearly new tires and having just completed a full service and detail by a noted Texas restorer Jeff Snyder of Jeff's Resurrections, this is an eminently usable and very clean classic Mercedes Coupe.

\$10,000 - 15,000

Without reserve



303
1957 BMW Isetta 300

Chassis no. 494 575



Americans who are familiar with the tiny Isetta often know that it was built by BMW. But what they frequently aren't aware of is that it was originally designed and built by Italian appliance manufacturer Renzo Rivolta and marketed as an Iso. The Italian firm produced its version of the bubble car from 1953 to 1956 before the license to build the cars was sold to BMW, which was focusing production on both motorcycles and an expensive line of large cars powered by straight-sixes or V-8s. With the Isetta, volume production soared and BMW was able to earn the cash it needed to develop new conventional models.

The biggest change to the Isetta was the deposit of an air-cooled four-stroke BMW motorcycle engine in place of the Italian version's two-stroke power unit. In 1956 European models used a 250cc engine, but of course, the American market demanded greater power which rose from 12 to 13hp when a 300cc engine was fitted. The rear-engined, rear-drive Isetta featured a four-speed manual transmission. Up front, the suspension was independent, while the narrow rear axle used quarter-elliptic leaf springs.

All Isettass used a front-opening door with a steering wheel that swung outward when the door was opened. With a light load and a flat road, an Isetta 300 can reach around 50-53 mph while returning as much as 45 miles per gallon in the city. So, as gas prices rise, perhaps the stock answer to the question 'what is it?' should now be 'economical'!

Early production Isettass such as this have the more distinct 'bulbous' style glass than their successors and, for that reason, are more true to their 'bubble car' nickname. The BMW here is reported to have been restored between 2009 and 2010. Taking a good rust free example as its start point, work was carried out by a marque specialist who used new old stock parts where required. The result is that the car is both well presented today, but also accurately detailed. During this process it was mechanically rebuilt also, and a correct interior trim kit, supplied by 'Isettass R Us', was fitted. Completing the external presentation are a chromed luggage rack and picnic basket. To top it off, it sports prominent chrome bumpers to keep you out of harm's way, as well as the obligatory 'escape hatch'/sunroof, for when you park too close to the garage wall.

As this writer can testify, an Isetta provides enjoyment both for its driver and those that you pass on the road. This is a great example with which to experience this 'bubble' car legend.

\$30,000 - 40,000

Without reserve



304

1998 Excalibur “Limited Edition” Phaeton

Chassis no. 1XAEC4425WM980044

Copy is often cited as the greatest form of flattery, and of the cars built in the pre-war era it is therefore not at all surprising that replicas of the famed Auburn and Duesenberg automobiles were constructed from the 1960s onwards. The European equivalent of these dashing, rakish cars was of course the Mercedes ‘S’, ‘SS’ or ‘SSK’, one of the finest all rounders of time a car that provided the oldest of all car manufacturers with its third legendary automobile, after the Velo and Simplex cars that had preceded it, aside from the multitude of successful race cars that they had built. The Excalibur was the ‘tribute’ by a well known designer to that icon.

The Excalibur story began back in 1964 when renowned industrial designer Brooks Stevens, at that time working as a consultant to Studebaker, was asked to design a show car for that year’s New York Auto Show. An avid automobile enthusiast and collector, Stevens was a fan of the pre-war Mercedes-Benz SSK and sold the idea of a ‘contemporary classic’ take on the German sports car to Studebaker, at that time Mercedes importers. For the ‘Mercebaker’, Stevens used a modified Studebaker Daytona chassis, which was clothed in retro-styled glassfibre coachwork that he had first sketched on a place-mat one lunchtime. Built in just eight weeks, the prototype Excalibur SS was ready three days before the New York Auto Show where it caused something of a sensation, albeit too late to save the ailing Studebaker Corporation. A long list of potential buyers resulted, one of whom - a Chevrolet dealer - asked if the car could be built with a Chevrolet engine. Stevens was only too happy to oblige. An advertisement in the Wall Street Journal generated sufficient deposits to enable production to start, and in 1966 the company moved into premises in Milwaukee, Wisconsin.



The Excalibur would find a whole new market for this style of replica, in an era when car collecting was a hobby pursued and understood truly by very few, the iconic styling of a pointed radiator grille, external exhaust pipes, wire wheels and a sporty two seater look propelled by a modern V8 and with automatic transmission, pretty much provided the tonic to a number of hobbyists craving for nostalgia, and that was just what Stevens had hoped to create.

There were even a few surprises in the growing roster of buyers, Steve McQueen, better known for his ownership of a coveted XK SS, also had one of these cars and he was not alone.... Excaliburs have been owned by many famous celebrities including Bill Cosby, Frank Sinatra, Steve McQueen, Dick Van Dyke, Tony Curtis, Sonny & Cher, Dean Martin and Jackie Gleason. One of the most enthusiastic owners is Phyllis Diller, she has purchased four of them, with King Juan Carlos of Spain one of the more recent customers.

Acquisitions by such high profile individuals almost certainly ensured that the Excalibur would have a long life span, five successive series would follow right through to the late 1980s, before appetite for these cars waned. It wasn't long before the brand was alive again though, when in 1994 group of German enthusiasts revived the brand.

Incorporating modern technology into the car's inherent good looks and badged as a 'Limited Edition' Phaeton, just 27 cars were built in 1994. They provided the same nostalgic experience that the car's first customers had enjoyed over the last 30 years, enhanced aesthetically by a slightly lower overall profile, with 17 inch wheels and power from a potent Corvette motor.

This particular Limited Edition was not sold new until 1998, making it the very last Excalibur to sell as a new car. Selling for a whopping \$100,000 its first owner was in nearby Miami, Florida. It remained with him for eight years, before passing in state to its previous owner in Sarasota. On acquisition this enthusiast decided to truly 'soup up' the car. At a further cost of more that \$30,000 the tuned port injection Corvette engine was totally reworked adding a killer Vortec Supercharger, new headers and exhausts were fitted, the transmission rebuilt and new Wilwood Disc brakes added among other performance enhancing features.

Reported by its current owner to perform better than any Excalibur on the road, these improvements have certainly been a success. Arguably the ultimate and possibly the definitive Excalibur, this car is ready to be enthusiastically enjoyed this summer.

\$50,000 - 60,000



305

Less than 20,000 miles from new
1965 Jaguar XKE Series 1 4.2 Liter Roadster

Registration no. 1E 10658

Chassis no. 7E 2871-9

In 2012 Bonhams pioneered an auction devoted to cars that were preserved rather than restored, at the Simeone Automotive Museum in Philadelphia. This was the latest step in the evolving market for collectible cars, and reflected the fact that today some collectors prefer to own cars that have never been restored. Catering to this market are a growing number of classes at Concours level for both pre and post-war 'Preservation' automobiles. As the juries debate what makes a car to be of preserved order, one thing is for certain a car that has never been restored gives the collectors of today or indeed the future the chance to see the materials, colors, and finishes which were used on cars in a given period. This can frequently be a surprise, as an interpretation of these aspects is frequently exaggerated in terms of its quality, particularly on production cars. To find cars that have never been restored is also reassuring to collectors as it makes it so much easier to establish how good and correct it is and how simple a life the car may have had.

This is one such car, a later Series 1 XKE benefiting from the larger 4.2 Liter power unit, and all synchromesh 'box, that the company introduced mid-way through production, but pre-dating the '1½' cars. Almost forty-

eight years ago to the day, the car rolled out of Jaguar's Coventry works on February 17, 1965, being dispatched for the U.S. ten days later, to be distributed through Jaguar Cars, New York as confirmed by the car's Heritage Certificate. That same document confirms its original supply in the Silver Blue with blue upholstery and top scheme that it still sports to this day. Curiously it also notes that a slightly later but correct series gearbox is fitted, which may have been a period change.

Beyond this, its original owner and early years are not recorded however it is safe to say that they cannot have been too arduous. Its previous ownership for many years was in Hollywood, California, where it was clearly well looked after and maintained, and in later years stored over the long term. Following its change of ownership a thorough service was undertaken at which point it became clear just how original and unspoiled the car was. To put the car into usable order the hoses, which appeared to be the originals, needed to be replaced, but these among other details testified to its integrity. Other particularly nice features are the fact that it retains its period Davis Radio Corp. "Le Chaperon" AM push-button radio, as well as an original tool kit, jack, knock off hammer, and rare ladies foot rest on the passenger side.

Now back on the road and driving well, as one would expect for a low mileage example the car shows light aging to its interior and top, but this is all part of its charm. In its stunning color combination this is certainly a highly desirable example and aside from being a great driver quality car it has the added benefit of the potential for future preservation class exhibition.

\$125,000 - 145,000





306

Single family ownership since new, subject of a recent \$70,000 restoration

1951 Mercury Eight Convertible

Chassis no. 51ME23581



The Mercury brand was still young, a wee 10 years old, when it came out with the new Eight in 1949. The brand's first post-WWII design, it was a break from the styling that proceeded it with even more bulbous curves, a rounded off rear end that gave nary a hint at vestigial fenders and a toothy chrome grill that stretched thinly across the entire front end of the car. Under the large hood sat the familiar, 255cid Ford flathead V-8 but power was bumped up 10% on its Blue Oval brethren to 112bhp and 200lb-ft of twist. The last iteration of the flathead, its final year of production in 1951 would see it deliver its power through Mercury's first automatic transmission, the 3-speed Warner Gear-produce "Merc-O-Matic".

The simply, but elegant lines and easy to modify drivetrain made the car a popular target for hotrodders and customizers. Craftsmen like Sam and George Barris fabricated legendary 'rods like the chopped Hirohata Merc, giving way to the model's nickname: Lead Sled. The car's popularity with customizers meant that many of the Eights got chopped and channeled, so much so that today, few survive in unmodified condition.

The offered example is one of those rare survivors. The Monterey Red over black and white leather drop top was purchased new by the vendor's father in Atlanta in 1950 as a 1951 model year car, the Mercury was a cherished car from the very start. Used for both work and pleasure, the vendor remembers going to kindergarten in the Merc—quite a stylish way to make an entrance for any five-year old. The car was never driven outside of the Atlanta city limits, but in the '60s it was trucked down to the family cattle ranch in Florida where it was used around the property to transport guests and friends as well as wheels with which to get into town. In the late-1980s the car was covered and stored until the decision was made to restore the old girl to her former glory in 2007. Sent to a restorer in Winter Haven, Florida, the car emerged three years and some \$70,000 later looking better than when it had left the factory. Since completion the car has been sparingly used and carefully kept.

With only two years and a handful of miles on the restoration, the Mercury will be leaving the family that collected it from the dealership. A rare opportunity to own a car with a 62 year history of single family ownership, it is made doubly so by the fact the car is such a beautifully presented example of one of Mercury's most iconic models. **\$60,000 - 80,000**



307 1965 Alfa Romeo Giulia Sprint Speciale

Chassis no. AR 380813
Engine no. AR00121*00914



Alfa Romeo's styling exercises are often closer to production than those of other manufacturers. Alfa's sense of Italian style and its ability to work hand-in-hand with carrozzieri like Zagato, Pinin Farina and Bertone often saw show car elements, and even whole show cars, quickly transition from the stand at Geneva or Paris to the showroom. This process still functioned as Alfa Romeo transitioned its manufacturing methods from body on frame to unit body. It became more difficult, but Alfa and its favored carrozzieri made the extra effort in the interest of style and exploring the integration of form, function and aerodynamics.

In 1952 Touring created a series of futuristic styling exercises, quickly adapted to Alfa's sportscar racing efforts. Called the Disco Volante, the 'Flying Saucers' voluptuous curves quickly caught worldwide attention. The Disco Volantes were followed by three legendary Bertone creations, the BATs or Berlina Aerodynamic Technica, designed by Franco Scaglione. These three extravagant coupés explored a variety of aerodynamic devices to minimize aerodynamic resistance and control air flow for maximum stability.





Concurrently, 1954 saw the announcement of Alfa's new small car, which proved to be a stupendous success. The all-aluminum dual overhead camshaft 4-cylinder engine was a jewel of concept and execution, with performance that belied its small size and continued Alfa's tradition of excellence in achieving high specific output from its engines, enhanced by lightweight construction and responsive chassis. So successful, in fact, was the Giulietta that Alfa quickly began to refine it, announcing a new series of Giuliettas in 1957 which went into production in 1959.

The close collaboration between Alfa Romeo and Bertone, constructor of the Giulietta Sprint's coupé body, made it appropriate that the vehicle chosen to herald the 1957 announcement of the impending 101 Series Giulietta was a special berlinetta by Bertone. The Sprint Speciale was an artful blend of the aerodynamic principles learned in the BATs, with styling cues recalling the Disco Volantes. This was both a handsome exercise in styling and an even more impressive application of vehicle aerodynamics.

Late in 1962, Alfa Romeo debuted the Giulietta's ostensible replacement, the Giulia, although production of the earlier car continued into 1964. The Giulia, initially a Berlina, featured a 1,570 cc four rated at 92 bhp and a five-speed gearbox. Sprint coupe and Spider convertible models followed, with engines available in several stages of tune. The suspension had been revised and disc brakes were featured all around. Bertone's Sprint Speciale continued as a Giulia model, joined by a new Zagato design, the TZ.

This elegant sporting Alfa is thought to have been originally supplied in California, and in later years spent some time in Canada. The car comes to the market following a six year rebuild at the hands of its former owner, a former aircraft mechanic and accomplished engineer who specialized in the marque. As evidenced from the car's fine presentation today, it was an exacting rebuild aesthetically, but also importantly it was rebuilt mechanically, including its engine, transmission, rear end, brakes and instruments. Resplendent in Alfa Blue Posillipo, this is contrasted with its beautiful tan interior, a combination which works very well when accented by its chrome trim and is rarely seen on these cars.

With a file documenting its rebuild and having recently been freshly detailed, this Alfa Romeo has never been shown or toured, so those opportunities await its new owner.

\$140,000 - 160,000





308

Original Beverly Hills delivery, with factory air-conditioning
1961 Bentley S2 Sedan

Chassis no. B350 LBS

In the face of increasing competition from faster rivals and the 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 aluminum-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 had been standardized. Immensely successful both at home and abroad, the Silver Cloud II and Bentley S2 remained in

production until the autumn of 1962. While production of the S2 reflected its popularity, the ratio of home market right hand drive cars, to export left hand drive models weighed heavily in favor of the British variants. For this reason, it is far rarer to see left hand drive cars on the market these days.

This is a very fine original left hand drive example of the model which has benefited from limited ownership throughout its fifty years. It is documented on factory records as having originally been ordered new by Shirley C. Burden of fashionable Beverly Hills, California. She requested the car arrive in Tudor Grey paintwork with a Scarlet Red interior and it is noted as receiving a whole host of extras including Sundym glass throughout, part refrigeration, electric windows, a bench type front seat, a companion in the rear center arm rest, Dunlop 'Buffalo' white wall tires and it was left ready for wiring with a Cadillac aerial. Shipped in August 1960, the car was guaranteed on January 3, 1961. Some time later the car passed into New England ownership, where it has resided for much of its life, always being well-maintained by marque specialists.

The result is that the car remains extremely straight and solid to this day. Aesthetically, it has received a repaint in Shell Grey over black, and is coachlined to match its bold interior. The latter appears to be original to the car and must have been Connollised at some point, but presents extremely well with only modest wear for its age.

A well spec'd car, with such modernity as power steering, windows and a/c, all in all it makes for a relatively modern and easy driving experience, combined with the understated elegance and hand built quality of another era.

\$45,000 - 55,000





309

1973 Stutz Blackhawk Coupe

Chassis no. 2K57Y3A191345

2011 marked the centennial of America's most sporting prewar car, Stutz. The original brand for which it is generally heralded failed in the mid-1930s, however, in a little over two decades, the company left an incredible legacy of racing success which began in their earliest days. Despite always being a small, low production company, Stutz was always well known for speed and performance and for its Indianapolis earned motto "The Car That Made Good in a Day." Such was the success of its products, that to this day two of its model names 'Bearcat' and 'Blackhawk' resonate greater than some car companies.

For the next 30 or more years the Stutz name would lay dormant, until the late 1960s when it would be revived in an altogether different incarnation, as the Stutz Motor Car of America. As marque revivals go the resuscitation of the Stutz brand in 1969 was perhaps more a case of finding a name to fit a product, but it was surely testament to the original company's success that the felt that the company and a product name such as Blackhawk would still have significance after nearly two generations of absence in the car market.

With funding from New York banker James O'Connell, and House of Representatives member for Oklahoma Howard Williams behind the project, none other than famed designer Virgil Exner penned a design

that as ever was sure to draw attention. Built on a contemporary Pontiac chassis and powered by their 'big block' engine, some 425bhp was on tap to propel an all new luxurious Stutz.

To give some sense of the market that the car was aimed at, Elvis Presley purchased the first one, and would later buy three others, while a number of celebrities also picked up on this fashion accessory, including Rat Pack members Frank Sinatra and Dean Martin as well as Lucille Ball and Liberace. Various iterations followed, with different General Motors running gear, while the cost of purchasing one ballooned to more than \$30,000, perhaps surprisingly this second Stutz company would survive until 1992 in some form, nearly as long as the first.

This 1972 Blackhawk Coupe is powered by a modified Pontiac 455 cubic inch V8, coupled to a three speed transmission. This car was sold by Jules Meyers to lumber magnate Max Hill of Pasadena, California. The car's second owner, a friend of Max, purchased the car in 1976 and kept it 31 years. During his ownership the car was repainted and rechromed in the mid-1990s. In 2007 the car was sold to James Helmuth, who had maintained the car for its previous owner. Keeping the car in good stead, it was acquired by the vendor, the Stutz's fourth owner, in 2011 and shows less than 66,000 miles on the clock.

Looking good today, it is sure to turn a few heads when you take it out. Between its performance, design and details it is sure to provide good entertainment for the driver too!

\$20,000 - 30,000
Without reserve



310 1967 Chevrolet Impala SS 396 Coupe

Chassis no. 168877L123629



As the roaring '50s segued into the swinging '60s, Chevrolet moved with it by introducing a new top-of-the-line sporting full-size car in 1958—the Impala. Initially featuring the classic finned styling of the 1950s, by the Impala's fourth generation in 1965, the Coke-bottle lines that had come into vogue made their appearance. While the first generation cars, offered in 1958 only, came exclusively as two-door vehicles, the following generations expanded to feature a full range from coupe to station wagons and powered by everything from anemic straight sixes to fire-breathing big block V8s.

The offered Impala features styling emphasizing the Coke-bottle lines that debuted in 1965 and was update for '67. Trimmed in Butternut Yellow over black vinyl, there are a number of desirable options installed. While the SS package was just a trim package from the early 60s onward, this Impala is fitted with the second most potent motor, the 325hp/396cid big block V8, and running through the optional console shifted Turbo Hydra-Matic 3-speed automatic transmission, so there is no question that it will accumulate pace with haste. Inside, the optional bucket seats and center console greet the lucky occupants.

Acquired by the vendor in 2007, it has been used exceptionally sparingly and currently shows a hair over 80,000 miles on the odometer. Now ready to move on to the next keeper, there are few better vehicles with which to smoke a pair of Goodyear Eagles than a big-block Chevy Impala.

\$8,000 - 12,000

Without reserve



311

1956 Jaguar XK140 MC Roadster

Chassis no. S 812251 DN

Engine no. G 7276 8S



The Jaguar XK-140, produced from late 1954 into 1957, generally continued the beautiful styling and impressive performance of the gutsy race-bred XK-120 that preceded it—albeit with a bit more civility added into the mix.

XK-140 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 XK-140 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.

A striking example of the eminently usable XK140, chassis S 812251 DN is confirmed by its factory record document to have been built in March 1956 and delivered new through Jaguar New York to this market the following month. Its VIN and engine number combination clearly decodes the car to have been a ‘Special Equipment’ model, with its ‘S’ chassis prefix and its ‘S’ engine suffix confirms it to have had the ‘C’ Type head when new. Improving usability it also benefits from overdrive as verified by the ‘DN’.

Listed as having been supplied in Green with a biscuit interior, it transpired during restoration that the hue was ‘Arbour Green’, a rare color choice on these cars, in that it was only offered during 1956 and only on U.S. market examples. Its owner reports that apparently only 8 cars were supplied in this scheme, which when judged against how infrequently it is seen seems entirely plausible.

The car was restored in previous ownership in the mid west, and has gained little age in a handful of years. It has covered under 200 miles since its reported rebuild and remains extremely clean, with only light age, most notably to the unforgiving biscuit hide.

Complete with chrome wires, shod with white wall tires, this XK is sure to turn heads wherever it goes and would surely perform well at concours level.
\$110,000 - 130,000



312
1967 Alfa Romeo Duetto Spider

Chassis no. AR 662917

Engine no. AR 00536*10888



Late in 1962, Alfa Romeo debuted the Giulietta's ostensible replacement, the Giulia, although production of the earlier car continued into 1964. The Giulia, initially a Berlina, featured a 1,570 cc four rated at 92 bhp and a five-speed gearbox. Sprint coupe and Spider convertible models followed, with engines available in several stages of tune. The suspension had been revised and disc brakes were featured all around.

A new Spider was launched in 1966. Designed by Pininfarina, it featured a rounded tail, sometimes called Osso di Seppia, Italian for cuttlefish bone. At launch it had no specific name, but a company contest soon selected the name "Duetto." Pininfarina also manufactured the monocoque body, which was powered by the 1570 Giulia engine. The model gained its greatest fame as a result of being cast in the 1967 Dustin Hoffman film "The Graduate." So faithful was its following that Alfa appended this name to the Series II North American version.

This Graduate Era Duetto has been in its present Alfa enthusiast's ownership for nearly a decade having been acquired at Don Williams' The Auction in Hershey in October 2003. Prior to this it is understood to have resided locally in Florida having been imported by Manfredo Lippmann of Guatemala where it had originally been delivered new. This original destination accounts for the kilometer calibrated odometer and Weber carburetor set up.

At its point of acquisition, it still wore its Guatemalan license sticker and that odometer read roughly 23,000 kms, which its owner feels was entirely credible based on the condition of the car as purchased. Both its previous and current owner feels that the Alfa has never been restored, making it all the more appealing. Since then it has been regularly used and enjoyed, though not excessively covering a mere 5,000kms more and remains in tidy shape all round.

One of the most iconic screen automobiles, these pretty, sporting Alfas are incredibly tractable and drivable open sports cars which in our opinion still represent terrific value when compared to some of their contemporaries. So hop in, have some fun, relive your childhood, or create memories that will be the souvenirs of your youth, but don't forget to fill it up with gas....

\$28,000 - 32,000



313
1963 Rolls-Royce Silver Cloud III
Drophead Coupé

Chassis no. LSCX725



"The size and grandeur of the car... deceive one about the performance which would do justice to many a car of more sporting pretensions. The finish, both in detail and the broader sense of equipment and trim, is superb." - *Motor* magazine on the Rolls-Royce Silver Cloud III.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-liter aluminum-alloy 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 were 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 remained in production until superseded by the unitary-construction Silver Shadow in late 1965.

As well as the factory-bodied cars, bespoke creations from James Young and the merged firm of H.J. Mulliner, Park Ward Ltd (now Rolls-Royce-owned) continued to be available on the Cloud III chassis for those discerning enthusiasts wealthy enough to afford them. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring.

Dating from the penultimate year of production, LSCX725 was ordered new by Mrs Frances Louise Wiesenberger of Pound Ridge, New York through J.S. Inskip's Rolls-Royce dealer. Originally a saloon finished in two-tone Midnight Blue over Metal Grey with a Dark Blue leather interior, the sedan was built to American specifications but collected in the United Kingdom by Mrs Wiesenberger and enjoyed for a week before heading state-side.

Later in life the Rolls was professionally converted to an H.J. Mulliner-spec Drophead Coupé. Finished in Midnight Blue and now trimmed with grey hides, it beautifully replicates the handsome design of the original cars. As all of the original cars were simply coachbuilt conversions from four-door sedans into two-door convertibles, cars such as these are in many ways exactly like their brethren save for the date of modification.

Reported to be a lovely car to drive, these big Rollers are excellent for tours or trips to the local eatery. A stately droptop that was purchased by the rich and famous and the likes of which Rolls-Royce is best remembered—here is a chance to own a Silver Cloud III Drophead Coupé that is just as nice as the ones built in period for a greatly reduced price.
\$225,000 - 275,000



314
9,200 miles from new
2003 Ferrari 360 Spider

Chassis no. 3FFYT53A830134238

Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade. Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 litres for the 360, producing 400bhp. Mounted longitudinally behind the similarly disposed engine, the 360's six-speed gearbox could be ordered with the F1-inspired paddle-operated gearchange pioneered on the F355. In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings. A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce, generating four times as much as its predecessor yet achieving the impressively low Cd of 0.33.



There was further innovation beneath the skin: a lighter, stiffer aluminum spaceframe/monocoque replacing the old tubular steel arrangement, resulting in a dry weight around 220lbs less than that of the F355. Although it was also more powerful (by 20bhp) than its predecessor, the only straight-line performance increase claimed was a marginal reduction in the 0-60mph time to 4.5 seconds, top speed being unchanged at 183mph. Nevertheless, the 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

Despite its prodigious performance the 360 is no mere 'racer on the road' but a thoroughly modern automobile employing state-of-the-art technology: computer-controlled variable damping; electronic drive-by-wire throttle; traction control and anti-lock brakes. Proportional power-assisted steering and a driver's airbag are other features calculated to make the car reassuringly user-friendly.

With its spaceframe structure, the 360 was intentionally designed to be offered in open form, and it wasn't long before Ferrari's 20th road going convertible could be purchased. In building the 360 Spyder much was learned from its predecessor and the rather cumbersome and not always effective top mechanism was replaced with a far more efficient and workable system.

Perfect for the Sunshine State, this open topped Ferrari literally glistens in its summery paint scheme of Azzuro California Metallic. Coding well with this is its dark blue top and specially ordered interior which features Carbon Fiber Racing Bucket seats, trimmed in businesslike tan leather. It's also loaded up with some of the best options on these cars including: front and rear challenge grills, Scuderia shields, two piece Alloy wheels shod with Potenza S-02 tires, red brake calipers and an awesome sounding Capristo exhaust system, so no one will miss you coming down the road!

With only 9,200 miles on the clock it is ready to be enjoyed having just been completely serviced by Ferrari of Fort Lauderdale, its factory air-conditioning is blowing cold and its has an unlimited mileage warranty for the next 18 months.

An absolutely immaculate and great looking open Ferrari.
\$95,000 - 115,000



315

Concours condition, former prize winning
1951 MG TD

Chassis no. TD 9487

'The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest.' The Autocar, 15th May 1953.

The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, on which sat an all-new body roomier than before but retaining the classic looks of the traditional MG sportscar and the well-tried 1,250cc XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants when compared to that of the TC.

This exceptionally fine 'TD' was the subject of a 'frame off/nut and bolt' restoration in 2001, with a North Carolina based specialists Hinckley Restorations. Acquired by the current owner shortly after completion of the work, the rebuild has garnered praise at the number of car shows which he has exhibited the car. This included a 'best in show' at the Miami Beach Concours a few years back and display at the British Invasion in Stowe, VT, as well as regular use within the South Florida branch of the Antique Automobile Club of America.

After a nearly a decade of enjoyment, the current owner has decided to pass the car on, creating an opportunity for another like minded enthusiast to acquire, drive and show this very handsome MG.
\$30,000 - 40,000



316

1968 Bentley T Series Sedan

Chassis no. SBX 6330

Introduced in 1965, the Bentley T-Series (and Rolls-Royce Silver Shadow) represented a complete break with tradition, at least as far as their method of construction was concerned, being the first of the Crewe factory's models to employ a unitary chassis/body. All-round independent suspension was another new feature and production cars boasted a roofline 4" lower than that of their predecessors. This new styling appealed to the younger generation of Bentley and Rolls-Royce owners more prevalent from the mid-1960s onwards and enabled the company to keep abreast of fashion. Elsewhere, the newcomers represented evolution rather than revolution, employing the well-tryed 6.2-litre V8 engine of the preceding Silver Cloud while maintaining the highest standards of traditional hand-built craftsmanship. Predating Bentley's 1980s resurgence, the T-Series was produced in far fewer numbers than the equivalent Rolls-Royce Silver Shadow, the ratio being 11:1 in the Shadow's favor, and is considerably rarer today.

Even within those modest numbers the amount of cars delivered to the U.S. was few, which makes this all the more rare. A copy of its build sheet on file attests to the fact that SBX 6330 was an American market example

and that as new it was delivered in two tone Sand over Sable with a beige hide interior. Once owned by noted collector Woody Richey of St. Petersburg, Florida, in more recent times it resided with a North Carolinian collector. Importantly the car retains servicing history for the last two decades, documenting its progressive sympathetic refurbishment to put it in the fine order it is today. It received its current respray in 1990 and this still has a high standard of finish, while this has been supplemented with recent Connollising of the original leather. Always used, but clearly well maintained, the car has been updated with a slightly later second series leather covered steering wheel.

In going through the car the current owners have found it to be a great running and driving example, and also report that virtually every electrical option is in good working order too, from windows to lights, to the original horn, the antenna, and importantly were the car to stay in a warm climate, the air conditioning blows ice cold. At some point the cruise control has been replaced, but this also remains in good working order, only its radio/stereo has been updated.

Supporting this well presented car is a well documented file including build sheets, service record binder, owner's manual, and the car comes with tool kit, jack, car cover and two keys. All in all this makes for a great package and surely the most affordable way to enter the collectible Bentley market.

\$17,500 - 22,500



317 1993 Bentley Continental R Two Door Coupe

Chassis no. SCBZB03D4PCX42042

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.

A successor truly worthy of the name Continental, the modern 'R' was built in similarly limited numbers, by today's standards, and to similarly high standards. The car we offer dates from early in the series, 1993, and is a spectacular example.

Beautifully presented in Bordeaux paint with a plush magnolia hide interior, and showing a little under 40,000 miles, this U.S. delivered car remains in extremely fine shape. Its interior is immaculate and shows little wear at all, and its exterior paint being unblemished and retaining factory sheen. Benefiting from a fresh service by locally based Executive Motor Works in Florida, the car is reported by both local experts and its owner to drive 'as new' and perform faultlessly.

\$35,000 - 45,000





318 1960 Cadillac Series 62 Convertible

Chassis no. 60F112805

With their jet fighter styling, glitzy chrome trim, color-matched interiors and jukebox instrumentation, Cadillacs of the late '50s/early '60s epitomize an era when nothing succeeded like excess. Their over-the-top tail fins remain controversial even today. By the late 1950s Cadillacs incorporated new X-braced tubular chassis frames that increased structural rigidity while making possible lower body lines without loss of interior space; although hardly any larger than before, these restyled and low-slung Caddies looked bigger, which was all that mattered. They also sported fashionable tail fins. General Motors' chief stylist Harley Earl had introduced fins on the 1948 Cadillacs and the device would reach its zenith in 1959.

For 1960 the fins were toned down just a little and the overall look was slightly more restrained. Base model Series 6200 cars came with power steering, power brakes and automatic transmission as standard, while the DeVille Series 6300 offered power windows and seats in addition.

The offered lot is presented in its original Olympic White paint over red leather trim and white power top with matching white top boot. Restored about 15 years ago, the big convertible is powered by Cadillac's reliable 390cid V8. Featuring an optional 6-way front seat and heater, this was the car to buy when you had grabbed the brass ring and finally worked your way up to the nice office. The panels are laser straight, no small feat considering the acreage they cover, the chrome sparkles in the sun and the red leather inside is soft and inviting. Mechanically sorted, it is stated to be a strong runner and lovely open road cruiser. With the ability to comfortably seat 6 people, it was the perfect compromise between something topless with two doors and something that the whole family could enjoy. Cruising down the boulevard in a '60 Cadillac convertible is about as classy as it gets. The classic color scheme is just gravy. Don Draper would be proud.

\$55,000 - 65,000





319 1967 Mercedes-Benz 250SE Convertible

Chassis no. 1102310087684

First shown at Frankfurt in 1965, the new S-Class Mercedes-Benz range was outwardly distinguishable from preceding models by a sleeker bodyshell with lower roof and waistlines, and increased glass area. All models featured similar all-independent suspension, as well as four-wheel disc brakes and power-assisted steering. However, although the saloon used this 'New Generation' bodyshell, the Coupé and Cabriolet kept the timeless elegant coachwork that had debuted back in 1960 on the 220SEb. This new 220 family had moved Mercedes-Benz's styling into the modern era; longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, enlarged rear window and vertically positioned twin headlamps, all of which were carried over to the 250SE Coupé and Cabriolet. As befitted top-of-the-range luxury models, the duo came equipped with automatic transmission, air conditioning, electric windows and stereo radio as standard.

The 250SE employed a fuel-injected version of Mercedes-Benz's new, overhead-camshaft, seven-bearing 'six' displacing 2,496cc and developing 150bhp at 5,600rpm. There was a choice of four-speed manual or automatic transmissions, while the rear suspension featured Mercedes-Benz's hydro-pneumatic compensating spring. Thus equipped, the 250SE was good for 120mph, with 60mph reachable in 12 seconds, a substantial improvement

on the superseded 220SE's figures. When the 280SE 3.5 ceased production in 1971, its passing marked the end of this long-established body style. Today all examples of these classic Coupés and Cabriolets are highly sought after.

Presented here is a beautiful 1967 Mercedes 250 SE Cabriolet with nice dark burgundy paint, marine blue leather and top and in very rare manual transmission specification. Originally delivered in Germany, where it is believed to have been owned by a doctor, it later crossed the Atlantic to reside in the ownership of another doctor, this time resident in Maine, from whom it was acquired by the current owner.

Having been restored some years ago, the Mercedes has recently been thoroughly and meticulously refreshed and revised cosmetically. The paintwork was color sanded and buffed and is showing very strongly, while beneath the car its chassis and underside has been professionally detailed and is in very fine order, both structurally and visually. The body has good straight panels and door, trunk and hood shut lines, an important and good quality in these cars. Complementing this both in terms of color and condition is the interior with respect to both the leather and carpets. In addition it has finely finished chrome and wood trim pieces, and has recently benefited from receiving a new convertible top.

Aside from their fabulous and luxurious looks, to the uninitiated it is always worth experiencing this era of Mercedes as they are far ahead of many of their contemporaries. This example in its rare specification and colors would make a great and sociable way to cruise in style.

\$60,000 - 70,000





320 1956 Ford Thunderbird

Chassis no. P6FH356145

As tradition has it, Ford vice president Lewis Crusoe and chief stylist George Walker were walking down a street in Paris in 1951 when Crusoe pointed to a sports car at the curb. "Why can't we have something like that?" Crusoe asked Walker. Walker got on the phone to Dearborn and set designer Frank Hershey to work on a two-seat car built around Ford mechanicals. A clay model was completed by May 1953, and Crusoe gave the go-ahead for production in September.

Ostensibly a response to Chevrolet's 1953 Corvette, the new car, christened "Thunderbird," had gestated in parallel with Chevy's plastic sports car. Executed in steel rather than fiberglass, the Thunderbird was intended from the beginning as a "personal car" (later upscaled to "personal luxury car"), not a real sports car. Production began in September 1954, with public introduction a month later.

Riding a 102-inch wheelbase, the Thunderbird was given the largest of Ford's 1955 engines, the 292 cubic inch version of the Y-Block ohv V8, developing 193bhp courtesy of a Holley four-barrel carburetor and dual exhausts. More than 16,000 were sold in the first year, besting Corvette's production some twenty-fold.

For 1956, the Thunderbird was given a few subtle changes. The spare tire, which had significantly reduced luggage space, was relocated from the trunk to a "continental" mounting on the rear bumper. Wind wings were added to the trailing edge of the windshield, cowl vents were added to the front fenders, and the hardtop gained porthole windows in the rear quarters. The rear bumper was redesigned to simplify the exhaust outlets, moving them to the outer corners. A 215bhp Thunderbird Special V8 was available.

This Thunderbird rolled off the Dearborn factory line on August 14th, 1956 destined for Detroit. Fitted with the optional P-code 312cid, 215bhp Thunderbird Special V8 mated to a two-speed automatic with overdrive and fitted with the optional convertible soft top, this mid-year T-bird was the recipient of a recent major mechanical reconditioning during which a new radiator was installed, the carburetor was rebuilt, and any key service that was required was summarily undertaken. Outside, the 'bird was cosmetically sorted to give the paint and chrome a bit of extra pop.

Rolling on the optional Kelsey-Hayes wire wheels and reported to be a well sorted and very nice running and driving example, this Thunderbird is the one to have. Exactly like the one driven by the gorgeous, young blond that Richard Dreyfus spent the movie *American Graffiti* chasing, this car is what visions and dreams are made of.

\$30,000 - 40,000





321

Ex- Mrs. E.L.Cord, Ex-Pacific Auto Rentals
1930 Duesenberg Model J
Torpedo Phaeton

Coachwork by Fran Roxas
in the style of Walker LaGrande
Chassis no. 2276
Engine no. J-255



Few names in motoring are as redolent of wealth and power as 'Duesenberg.' The company's advertising for its Model J said it all—soft charcoal drawings of a man in evening dress, seated in front of the fire in a great hall with a minstrels' gallery dominated by a huge pipe organ, or the silver-haired skipper of an America's Cup-type yacht, above a single line of script: "He drives a Duesenberg."

The company's catalog was more eloquent:

"The superlatively fine has no need to be boastful. Always there is devotion to an ideal with only one thought in mind; to produce the best, forgetful of cost or expediency or any other consideration. When this is finally accomplished, the work is acclaimed as a masterpiece by those who are in a position to know; it is recognized as a standard by which all other things of its kind are judged...this is true whether the creation be a Taj Mahal, a Grecian vase, Cellini's metal craft, a Rembrandt painting—or a Duesenberg car..."

America took the new model to its heart and a new superlative was added to the language: to this day the phrase "It's a Duesy" is a universal term of ultimate approval, just as the Model J has become the ultimate collectors' automobile.





Duesenberg unveiled its Model J—the embodiment of company owner E.L. Cord and chief engineer Fred Duesenberg's vision of "The World's Finest Motor Car" at the New York Auto Salon in December 1928. Among its remarkable features was a twin-cam straight-eight engine whose massive crankshaft was balanced both dynamically and statically, with sealed cartridges containing mercury to damp out vibrations.

A 'timing box' on the side of the engine contained trains of precision gearing that automatically triggered lights on the comprehensively-equipped instrument panel to warn the driver when it was time to change the oil and service the battery.

Moreover, every 75 miles the timing box opened a spring loaded valve to force oil to all the chassis lubrication points. More indicator lights showed the driver that the system was in operation and that the lubricator still contained oil.

The press ran out of superlatives describing this wonderful new luxury automobile which combined advanced technology with glorious styling. The society magazine *Country Life* was typically ecstatic: "The Duesenberg 265hp sports model...has a body that looks like a little boy's dream. The engine is old Fred Duesenberg at his best. It has double-acting cam, and everything that the old Duesenberg race car that De Palma won the championship in, had to make it go. It does go—one hundred and twenty miles an hour—all the models look as though they'd do two hundred and forty."

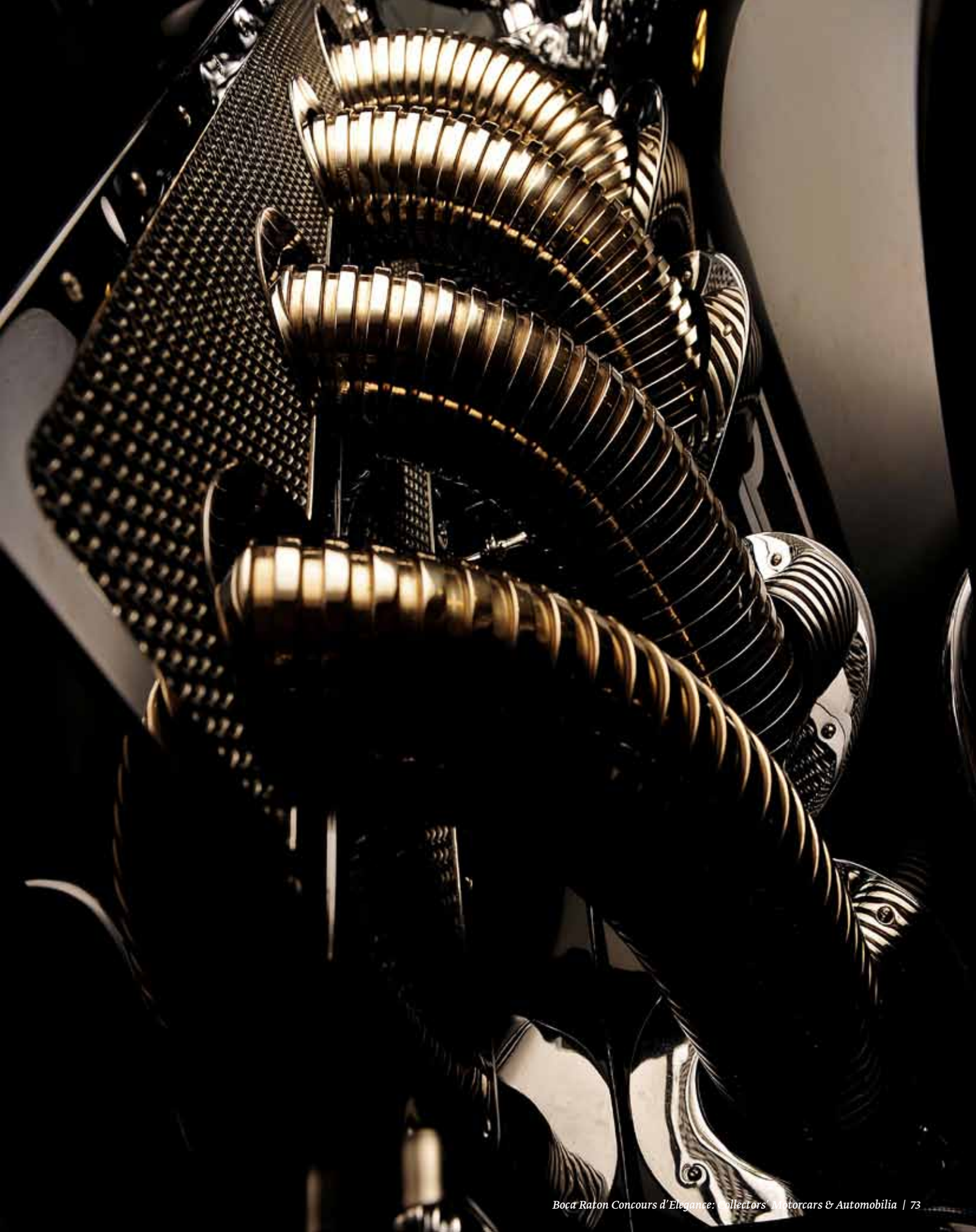
The Duesenberg's race-bred engine was certainly out of the ordinary—a purpose-built 32-valve Lycoming 6876cc straight-eight said to develop 265bhp. There might have been a touch of exaggeration in the claim, but the actual output was certainly more than double the output of the previous claimant to the title of 'America's most powerful car,' the 112bhp Chrysler Imperial 80.

Moreover, this remarkable power unit endowed the Duesy with breathtaking performance; it was possible to achieve 90mph in second gear, with a maximum speed in the region of 110mph in high gear. Ride and handling were exceptional for the period, matched by 15 inch hydraulic brakes all around.

Fred Duesenberg had tempered his engine-designing skills in the crucible of competition, designing racecars that had garnered some of the greatest laurels in motor sport. The young marque had achieved international fame in 1921 when a Duesenberg racer driven by Jimmy Murphy had won the French Grand Prix against stiff opposition, giving the company a proud slogan "Built to outclass, outrun and outlast any car on the road."

Duesenberg has also won America's premier race, the Indianapolis 500, three times before the arrival of the Model J announced its claim to supremacy in the luxury car field.





To underline the Model J's competition-based credentials, every chassis built was tested for 500 miles on the Indianapolis Motor Speedway before being handed over to a leading coachbuilder for the construction of custom bodywork.

Duesenberg was more than usually mindful of the quality of the coachwork erected on its chassis, for in June 1929 the company opened an in-house body-design department whose mission was to create new body styles for individual clients and to liaise between the factory and the various coachworks. Between 1929 and 1933 this department was headed by Gordon Buehrig, who subsequently achieved fame as the designer of the 'coffin-nose' Cord 810/812.

Though they were built during the Great Depression and cost more than a Rolls-Royce or a Hispano-Suiza, the Model J Duesenbergs had no problems attracting customers. Among the rich and famous who drove Duesenbergs were film stars Greta Garbo, Mae West, Gary Cooper, Clark Gable, and Dolores del Rio, whose husband Cedric Gibbons, famed film art director and creator of the 'Oscar' statuette, was also a keen Duesy owner.

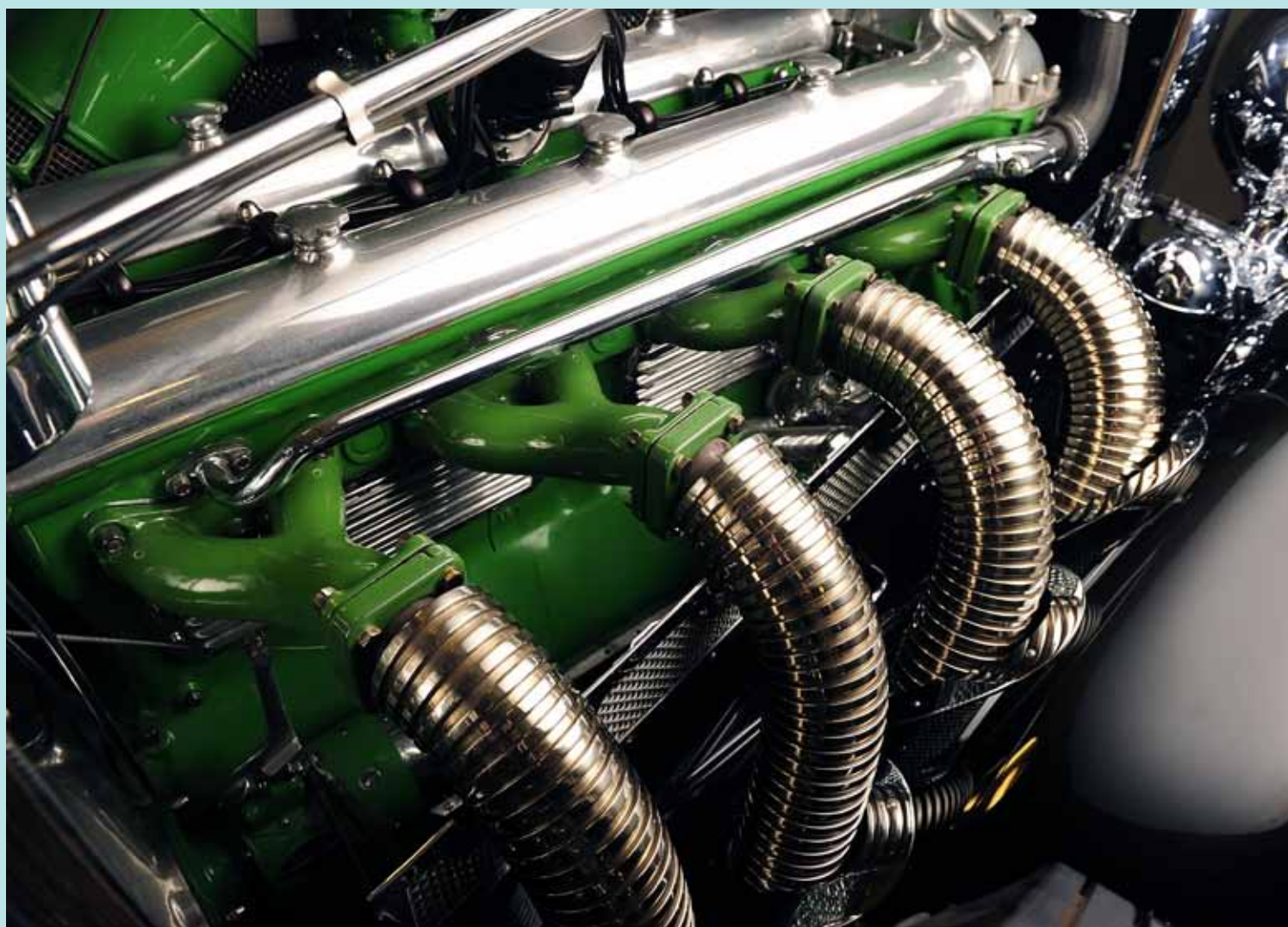
Millionaires like William Randolph Hearst and Howard Hughes, and royalty like King Alfonso XIII of Spain, Queen Marie of Yugoslavia, the King Vittorio Emmanuel III of Italy and Prince Nicholas of Romania (who bought three and raced one at Le Mans) were all members of the exclusive Duesenberg set: fewer than 500 Model J's were built.

J-255

J-255/2276 is a matched numbers car which was delivered new to William Sandow. A long chassis Model J it wore Judkins Limousine coachwork. Duesenberg historian Randy Ema confirms that by 1935 the commodious limousine was used by the Duesenberg Company owner E.L. Cord's wife, unquestionably a luxurious way for someone of her importance to have traveled.

During 1937 it joined John W. de Noira's Pacific Auto Rental in Hollywood. De Noira had arrived in California, some eleven years earlier from Portland, Oregon with the intent of setting up a car rental company. He quickly discovered that in California there was more of a market rental of rare and classic automobiles than there was for the more sedate and mundane, and it wasn't long before the movie studios began to tap him for the sort of automobiles that they needed for their films. Like any sensible business man de Noira set about making sure he had plenty to choose from. To put the size of the operation in perspective, when George Finnerman of Popular Mechanics magazine visited for an article he wrote in February 1951, there were 167 automobiles at Pacific Auto Rental. Some of the cars fluctuated in their popularity with studios, some it was said were featured too frequently in movies and were sold on to make way for others, all the same visiting the business must have been quite a trip! J-255, the Judkins Duesenberg seems to have been perennially popular, and over the course of its 48 year tenure it had numerous movie features, known credits are:





1940 *The Great McGinty* – starring Brian Dunlevy
 1951 *A Pocketful of Miracles* – starring Bette Davis and Glenn Ford
 1955 *Al Capone*
 1958 *Party Girl*
 1977 *Howard Hughes* – starring Tommy Lee Jones and Ed Flanders
 1981 *The Gangster Chronicles* – starring Michael Noury and Joe Penny
 1984 *City Heat* – starring Clint Eastwood and Burt Reynolds

All of which probably makes it the most filmed Duesenberg ever! In addition to these the car was also featured in an *Esquire* photo shoot with Glenn Ford in 1961.

Pacific Auto Rental remained in business until 1985 when a huge liquidation sale of the collectors cars was held at which point J-255 passed to Fred and Dave Weber of St. Louis. Although not necessarily in keeping with traits of the hobby even by the mid-1980s, the Weber's elected to remove the coachwork and to replace it with a more racy design. The design they chose was the legendary Walker LaGrande Torpedo Phaeton, a versatile body noted for the way in which it is able to fully enclose the rear passenger compartment when the top and side windows are put up.

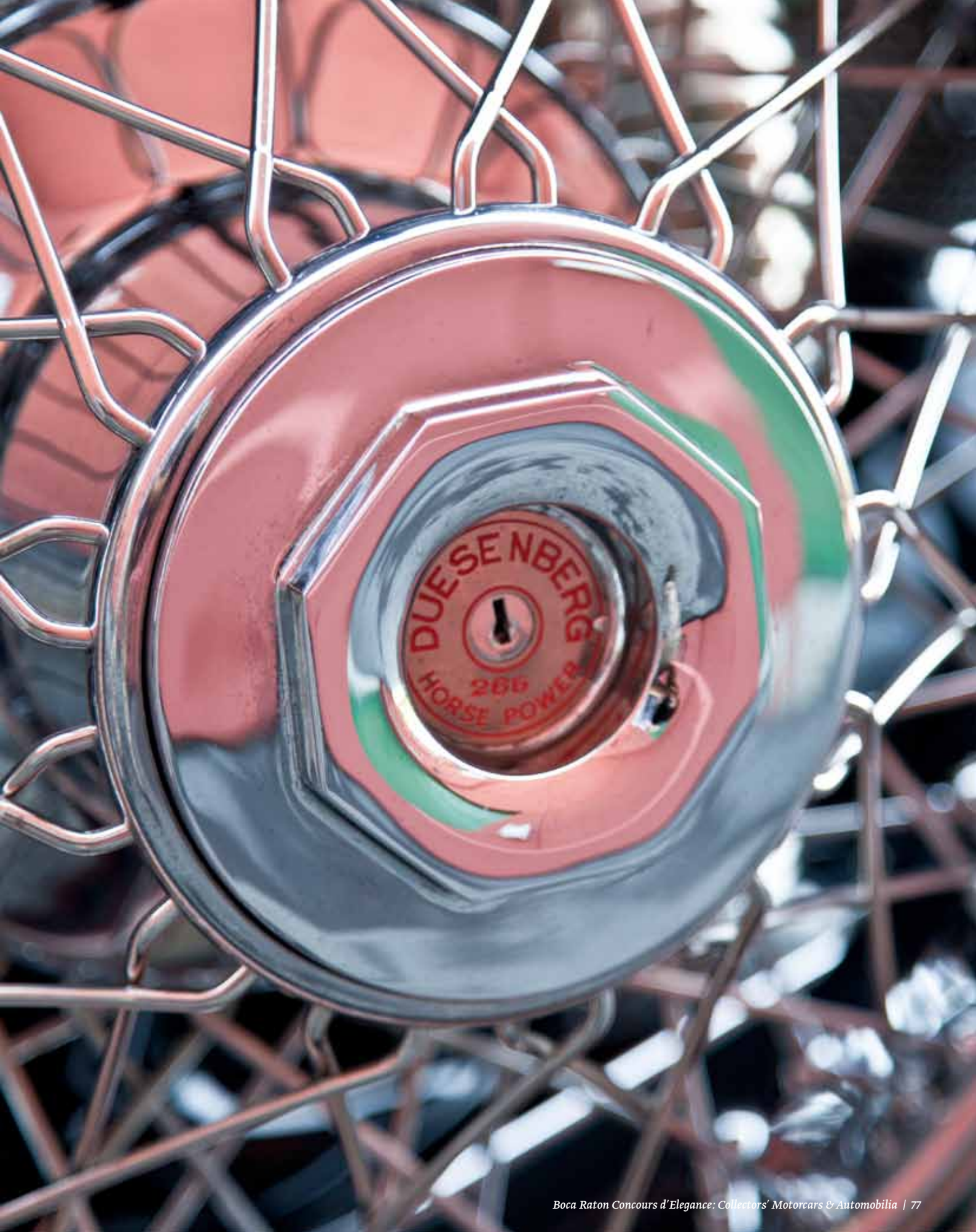
Arguably there is no finer restorer for such a project as Fran Roxas of Chicago, who has gained a fine reputation for his high quality copies of some of the most beautiful coachwork ever to equip Packards, Duesenbergs and the like. Importantly, as a result of exacting rebuilt the car retained its complete rolling chassis, running gear and numbered firewall – a feature so often lost. As can be seen from the car today, the quality of the workmanship by Roxas was exceptional, the level of detail is exquisite from the disappearing wind down side windows, to the instrument set in the passenger compartment – all exactly as the handful of original cars were.

The Webers would sell this car and then the Judkins body separately, the latter today resting on car 2128. J-255 has resided in a series of noted collections since that time. In 2007, the car passed from Don Williams' esteemed Blackhawk Collection into one of the North East's premier auto collections where it received detail work including having the top replaced completely in black cloth and the fit of the rear windows improved. Over the course of the last decade, the Duesie has continued to be shown at a number of events, garnering praise wherever it goes. It was voted 'Most Outstanding Open Car, 1921-1930' at the 2008 Greenwich Concours d'Elegance and was subsequently sold at this same venue by Bonhams to the current owner in 2010.

A fine tour or show car, with a fascinating movie history under its belt, J-255 will always be a show-stopper, or great tour car!

Refer to department





322
1947 Chrysler
Town and Country Convertible

Chassis no. 7402722



Wood-bodied station wagons began as utility vehicles, often cataloged in the manufacturers' commercial lines. During the 1930s, however, the style developed a certain vogue, particularly as prestige manufacturers like Packard and Chrysler began offering them. In 1941, Chrysler created a sensation with the Town & Country, a stylish barrel-backed four-door wood-bodied station wagon. Based on the six-cylinder Windsor line, it came in either six- or eight-passenger form and had swing-open clamshell doors at the rear. About 2,000 were built in 1941 and '42 before automobile production was suspended for World War II.

After the war, Chrysler had designs on a vastly expanded Town & Country line, and made plans for five body styles. The sedan-wagon was eliminated, but a brochure was published for two- and four-door sedans, a three-passenger roadster, and both hardtop and soft-top convertibles. In the end, only the four-door and the soft-top made it to production. Reportedly seven prototype hardtops were built, and a single two-door; the roadsters seen on the auction circuit are latter-day replicas. Production sedans were Windsor sixes, convertibles were in the eight-cylinder New Yorker line. In 1949, only the convertible was offered, with painted panels

outlined in wood; the following year brought a final hardtop as the only model. For 1951, the Town & Country name began a long run on Chrysler steel-bodied station wagons.

This Town and Country is presented in the same color in which it would have been delivered, Newport Blue a fitting and desirable livery which contrasts well with the wood and chrome trim. This is matched by its blue leather and taupe Bedford Cord interior and fawn canvas top. The car comes from a well-known Chrysler collector in the New England region who has taken great efforts to maintain it to its high standard, meticulously servicing its mechanical needs including engine bay rewiring, rebuilds of the clock and radio, as well as the gas sending unit, all of which enhance its usability.

This beautiful Woodie Town and Country drives much as it did when new and is ready for exhibition or country rides. With its classic Americana character, this car would make a fine addition to the most pedigreed collection.

\$120,000 - 140,000



323

1926 Ford Model T Roadster Pickup

Chassis no. 14984503

Engine no. 13787126

Early in the history of the Ford Model T its robust construction, adaptable design and strong engine commended it to commercial users who recognized its potential as a goods hauler. Whole companies (Graham, for instance) became successful building conversion packages that turned Model T cars into light- and medium-duty trucks. Ford was not blind to the opportunity. Delivery vans and commercial roadsters appeared in the Ford catalog as early as 1911. World War I saw Ford turning out ambulances in five-figure quantities and the first commercial quantities of Model TT Truck chassis appeared in 1918, becoming an important component in Ford's production thereafter.

The TT, though was a medium-duty truck (an F250, if not an F350 in modern parlance). Light trucks, however, were overlooked while Ford touring cars and roadsters provided the basis for many owner adaptations to meet specific needs for light hauling. As with so many aspects of Model T production, however, eventually volumes became so high that even Ford could justify tooling to begin production of light-duty trucks.

Pickups were added to the Ford catalog in May 1925. There were two variations, a fixed cab pickup derived from the 2-door coupe and an open-top roadster pickup which was particularly adapted to the needs of

orchardists in areas where cold weather was not a concern. A roadster pickup with its top and windshield lowered could maneuver under rows of orchard crops, hauling fruit and supplying pickers and it was better at it than any other vehicle then or since. At the nearly unbelievable price of just \$281 they also were cost-effective in just about any application. Even in 1925 \$281 was not a lot of money. The small pickup bed added just \$21 to the price of a Model T Runabout.

The very suitability of roadster pickups to the specific needs of orchard crops has contributed to their rarity as they were treated like the utility vehicles Ford intended them to be and were used up and driven into the ground over years and years of use.

The handsome green pickup we present here is a correct original example of the model, which dates from very late on in production, within the last 25,000 built, based on the generally accepted cut off point of a little over 15million. The car was restored in its former long term ownership which dated back to the 1970s and was subsequently showed numerous times by that custodian between then and the early 2000s. It was acquired by this owner at the annual Hershey swapmeet in 2010, since when it has undergone a complete engine and transmission rebuild. In that process high compression pistons were fitted as well as a 280 camshaft and an NH carburetor, although it should be noted that a correct Holley 'hot plate' carb comes with the car. A set of tools also accompanies it.

Running on wire wheels, and fitted with a Ruckstell two speed rear axle, the car reportedly goes extremely well, enhancing its inherent versatility. **\$25,000 - 30,000**



324

1972 Jaguar Series 3 5.3 Liter 2+2 Coupe

Chassis no. 1572491

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorized ignition and Advant power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheel arches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

Residing in Southern California for many years, this 'stick shift' XKE has recently undergone a thorough restoration to bring it into exceptionally fine driver quality or potential regional show order. During this, the car was completely disassembled, its bodywork refurbished where necessary and completely repainted in its original color scheme of Primrose Yellow. A new Triplex windshield was fitted and new interior was acquired and professionally fitted including new headliner, seat upholstery, door panels and carpets. The chrome was refinished, or replaced as needed and new rubber seals were fitted all round. Mechanically the car was systematically gone through, replacing parts where/when required and a new stainless steel exhaust system was installed. Running on chrome wires, it is unquestionably a good looking and correct version of its series.

Reported by its owner to be an excellent driving and touring example, this is no doubt a reflection on its manual gearbox and power steering, moreover, while you're enjoying the roads, you and your family needn't overheat in the Florida sun as the car features original factory air conditioning (note this has not been restored) and while you're enjoying the drive, your companions can listen to your favorite tunes on its modern Sony AM/FM CD player.

A freshly presented and usable example of the last of the XKE line, it is accompanied by a Jaguar Daimler Heritage Certificate.

\$55,000 - 65,000



325

"Black Widow"

1967 Chevrolet Camaro Convertible

Chassis no. 124677N162345



Ostensibly an answer to Ford's sensationally-popular Mustang, Chevrolet's Camaro has roots that date back to 1962, when then-Chevy design chief Irv Rybicki suggested a small 'personal car' based on the Chevy II. General manager Semon 'Bunkie' Knudsen, however, was unconvinced, feeling that Corvair, Chevy II and the upcoming Chevelle had bases well covered. Rybicki, however, continued to work on proposals, and his 'Super Nova' made it to the 1964 New York Auto Show, a few weeks before Mustang's introduction. Once 100,000 Mustangs had been sold, however, GM management gave the Super Nova a more favorable glance. The rush was on to develop a pony car in less than two years.

Mechanically derived from the second-generation Chevy II, the Camaro was similarly a unibody design, with a stub frame ahead of the cowl. Exterior trim could be augmented with a Style Trim Group consisting of stripes and chrome, or one could choose the Rally Sport option to add disappearing headlamps and special taillights. Introduced on September 12, 1966, the Camaro was available either as a coupe or a convertible. Of nearly 221,000 sold about a quarter were soft tops; three quarters were V8s.

The Camaro offered here is no standard muscle car, however. Known as the Black Widow, it has been prepared to go—quickly. Under the hood is a big block Chevy 454cid V8 bored 0.030" over and equipped with a mild street cam. Dead dinosaur sauce is sucked through a new Holley 750 pump and Edelbrock intake, an MSD Street Fire Ignition firing through high suppression wires gets the fire started, and the whole shebang is

kept frosty by a Champion radiator with a pair of electric thermal control fans. Ceramic coated headers mounted to Flowmaster street mufflers deal with the spent go-juice.

The resulting power is funneled through a Turbo-Hydramatic 400 automatic transmission with a custom fitted drive shaft to a 10-bolt Positraction rear end. Unidirectional Hanook low profile performance tires shrouding new Boyd Coddington Crown Jewel rims lay down the power while four-wheel disc brakes bring the whole affair to a halt. To ensure she turns as well as she goes and stops, tubular A-arms with new ANC coil springs are found up front and new multi-leaf springs are located astern while Monroe shocks anchor all four corners.

Outside, 12 coats of hand rubbed black paint are finished with a flame red pinstripe by noted pinstripe artist Chuck Llewellyn. The new top has been fitted with similarly fresh hydraulic cylinders and pumps while in the cabin custom upholstery has trimmed the original buck seat frames and a Fit and Finish center console round out the package.

Recently completed and ready to go, it is arguably a better machine now that anything one could have gotten off the dealership floor in '67. Before heading out though, it might be good to befriend a local tire shop—it is pretty easy to guess that this machine will happily burn rubber all day long.

\$40,000 - 50,000

Without reserve



326
11,000 miles from new
2001 Porsche 911 Turbo Sunroof Coupe

Chassis no. WPOAB 2995 1 S 686540

"The bad news about the new Porsche 911 Turbo is that its owners are probably going to get a lot of speeding tickets. The good news is that if they can afford its \$110,000 price, they can probably afford the tickets.", *Car and Driver*, April 2000

It was Porsche that first saw the real performance benefits of the turbo – and crucially made it work properly by fitting a waste gate to allow excess pressure to escape. The production 911 Turbo was launched at the 1974 Paris Motor Show – in the teeth of the oil crisis that had helped impose a 60mph blanket speed limit across Germany, which included Porsche's own test track! Known as the 930 Turbo, the car was the brainchild of Porsche boss Ernst Fuhrmann, who stuck to his belief that the car should be a fully-loaded flagship, rather than a stripped-out racer. Producing 260bhp from a 3.0-litre engine and distinguished by a 'whale tail' spoiler, it was nevertheless a fearsome car to drive, famous for its considerable turbo lag and tricky handling balance – especially if the turbo started to blow on the exit of a corner, sending a spike of power to the rear wheels.



The arrival of four-wheel drive and twin turbos (with the 993 generation in 1993), plus further technological developments since enabled the 911 Turbo to become perhaps the world's most complete supercar. Easy to manage, hugely secure and stable, yet capable of delivering phenomenal cross-country speed and agility. For the 2001 season, The Turbo was refreshed in 2001, this Fifth Generation was inline with the 996 generation of 911s this being an example of that iteration.

The car was special ordered by Champion Porsche in Pompano Beach, Florida for its new owner, Mark O'Mara of Orlando. O'Mara chose one of the most timeless, subtle and elegant schemes for these cars being Seal Grey Metallic coachwork, with a Graphite Grey full leather interior. With a factory list price of \$133,175, its specification included the following options: delete front bumperettes, Tiptronic transmission, navigation, lumbar support both left & right seats w/multiple memory position driver seat, BOSE surround sound system, six disc CD autochanger, supple leather front & back, full carbon fiber interior package for the side doors,

full front center console, steering wheel & dashboard accents all over, sunroof, metal door sill model insignias & the beautiful Porsche crests on the seats. To this a set of Champion 19" alloy wheels & Pirelli P-Zero tires were added to the ticket, for another \$6,000 rounding it up to roughly \$140,000 as new.

Averaging out at less than 1,000 miles a year from new, the car has a mere 11,000 on its odometer and its condition reflects that, being extremely clean and reported to run 'fantastically well'.

Today's Porsche Turbo is an incredibly tractable and usable car that is as docile and well behaved as its driver wishes it to be, making it at home on a school run or shopping trip yet ready to play the game when the red mist comes down. This low mileage car comes complete with all its original paperwork including window sticker and has been in regular reliable use in its current ownership.

\$60,000 - 65,000



327

*Fresh from an exacting concours restoration,
early flat floor, welded louver example*

**1962 Jaguar XKE Series 1 3.8 Liter
Fixed Head Coupe**

Chassis no. 885391

Engine no. R3422-9



At the International Automobile Show in New York City on Good Friday, 1961 Jaguar made headlines when Playboy centerfold Marilyn Hanold clad in a glistening evening gown and white gloves unveiled their new 'XK-E' or 'E-Type' - a sensationally styled coupe itself shimmering in Opalescent Bronze. One look at this car, in that same color may give some clues as to the impact that car had.

It could be argued that the 'Open Two Seater' or Roadster owned much in terms of looks to the 'C' Type and 'D' Type that preceded it, certainly it was conceptually close to the latter, but in the Fixed Head Coupe Jaguar accomplished a feat rarely achieved in design, a truly innovative, brand new style of coupe bodywork. In the U.S. marketing materials stated 'It is an entirely new concept in high speed motoring', they continued 'The interior design of this Gran Turismo car sets a new standard of spaciousness in such automobiles without impairing its functionalism. Large door at the rear, with release catch located in car, incorporates

window and gives unobstructed access to luggage compartment, spare wheel and tools; hinged luggage retainers behind seats drop down to increase floor space if desired'. It wasn't a town and country style car they were talking about, but one of the most beautiful coupe designs of all time and a sports car capable of 150 mph!

If you're looking to create a similar impression to that which the model did back in '61, this may be your ticket - an absolutely stunningly restored first generation XKE Coupe which has just emerged from a comprehensive concours rebuild. Assisting its visual effect is the choice of color, Opalescent Bronze, a period metallic hue which changes, which the car was delivered new in Reno, Nevada almost fifty years ago to the day on February 26, 1962.

By definition it was already a highly desirable automobile - an early flat floor car with welded louver hood, it still wore period California 'black plates', and retained matched numbers throughout.





That specification gave it huge potential and made it the perfect basis for future concours prize winning, so a meticulous restoration was begun. With work carried out by a known specialist in the marque, Classic Showcase of Oceanside, California, literally every single aspect was attended to and visually documented as it progressed. The bodywork was stripped down to bare metal, then properly refurbished, leaded, primed, sealed, painted, clear coated, color sanded and finally buffed to a mirror finish. The standard of preparation necessitated that every aspect match its exterior and so in restoring the car, it was decided to replace the windshield with a new/old stock Triplex windshield and new door glass. All mechanical systems and components were gone through, and restored or replaced as needed, this included rebuilding the engine with new pistons, oil pump, timing chain, bearings, valves, guides, seals, and the head was completely rebuilt as were the carburetors. A new fuel pump was fitted and the car rewired. In addition transmission, clutch and rear end were totally rebuilt, and the drive shaft balanced. The suspension was rebuilt with new shocks, bushings and bearings. All other systems, such as the electrical, hydraulic, cooling, and fuel system have been restored or replaced; and the car received all new rubber. It has also received a new battery, the gas tank has been epoxy sealed, and the alloy radiator has been restored.

One point of minor poetic license was the decision to retrim in the car in scarlet red, in place of the original biscuit color, as evidenced from the finished article has been a great success and naturally in every other respect the interior is to correct period patterns, the instruments, gauges, knobs, switches were rebuilt, re-screened or replaced, and the seat frames were restored. The new proper interior included padding, carpet, panels, dash, and leather seats custom fitted and installed. With new rubbers throughout, fully refurbished and re-chomed brightwork completing its presentation.

Throughout the restoration, the aims were not only to produce beauty and quality, but also for the car to pass a judge's careful scrutiny, with this in mind the correct period finishes were chosen. Testament to this is the 99.9 point score it received at its first concours outing.

Today, from its colors to its condition, and from the outside to the engine bay, the car is a complete 'knockout'! Almost certainly the best example we have offered for sale, it no doubt awaits further concours successes, or perhaps alternatively if you just want the most stunning piece of jewelry like machinery in your collection – this could well be it.

\$160,000 - 180,000



328

From the Estate of Eugene Beardslee **1957 Lincoln Premiere Convertible**

Chassis no. 57WA20832L

The 1957 Lincoln was an updated version of the all-new 1956 model, which itself had been inspired by Ford's dramatic 1955 Futura show car.

In addition to their new and dramatic blade-like rear fins, the 1957 Lincolns featured a novel Quadra-Lite headlamp system. Regular single-unit low-/high-beam headlamps were stacked above smaller "road" lights, which operated via a separate switch. The lighting arrangement was Lincoln's response to the states whose legislatures had threatened to block the planned industry-wide adoption of quad headlamp systems for '57.

A 368 cubic-inch, 300-hp overhead valve V8 with four-barrel carburetor, dual exhausts and a "Turbo-Drive" three-speed automatic transmission were standard equipment on the 1957 Premiere. Standard safety features included the padded dash, "deep-dish" steering wheel and rein-forced door latches. Unique to the Premiere line, the Convertible's stand-up hood ornament was inspired by that of the ultra-prestigious Continental Mark II also offered by Lincoln in 1957.

This Premiere is an example of Ford Motor Company's finest convertible for 1957. Finished in Huntsman Red, with a striking two-tone red and

black interior, it is one of 3,675 such cars built by Lincoln for '57. Power steering, brakes and windows were included in its \$5,381 list price.

The offered car is additionally equipped with power-operated vent windows, a Town/Country push-button radio with power antenna, and bright rocker panel moldings. The Lincoln convertible's self-locking "Robotic" power top is a feature unique to American soft-top models that year.

The 1957 Lincolns are the only examples of the marque ever to carry the "canted rear blade" tail fin design, as Lincoln styling veered off in an entirely different direction for 1958. The starburst motif that appears on the trim and wheel covers on the 1957 Premiere Convertible is a variation of a design now considered to be an iconic symbol of the 1950s "atomic age".

Subject to a comprehensive restoration by Hibernia Restorations in 1996, this car was thoroughly and accurately attended to with no detail overlooked. Eugene Beardslee was known for his Lincolns and he was not about to compromise in any way on the restoration of this Premiere. The interior is particularly sumptuous, the leather and cloth trimmed seats are intoxicating to sit in, and the futuristic dashboard and flowing hood are elements to be enjoyed. Close examination reveals only minor signs of age and use. The car continues to run and drive very well and has been subject to recent service work. Overall, this 1957 Lincoln is an example of a restoration being performed by and for truly passionate automotive enthusiasts.

\$50,000 - 60,000

Without reserve





329
Single family ownership from new
1967 Porsche 911 Soft Window Targa

Chassis no. 500695
Engine no. 911989



Early days, at the beach

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.



A little over 45 years ago, the owner's father made what was a relatively uncharacteristic purchase in buying this vintage Porsche Targa. A Doctor who lived on a farm, and who successfully raised English thoroughbreds for more than 4 decades, he was not mechanically minded, nor particularly interested in automobiles, and this car followed a succession of American made cars, mostly station wagons. But, he like the hundreds of thousands of others that have followed in his footsteps over the course of the 50 years of the 911's production was simply not immune to the model's inimitable charms. That he did, proved to be to the greater benefit of his son, a keen automobile enthusiast who inherited the car in the late 1970s and has enjoyed the car ever since.

Shortly before taking delivery of it, the son elected to have the car repainted to a dark green hue and it was in that guise that he would use it on and off through to the mid-2000s. When he moved to Florida, the car came with him, and it has resided in this state since. By the mid-2000s the Porsche was in need of attention, and he elected to restore the car thoroughly. He was fortunate to be closely situated to the late Mike Amalfitano's esteemed Amalfi Racing shop in Jupiter and this company, with Porsche trained Klaus Fischer in charge was responsible for a thorough mechanical rebuild. In 2008 allying to the market traits of preferring originality he chose to return it to its original scheme which his father received it, being Polo Red. A bare metal repaint ensued with the work carried out by Mark's Body and Paint, also in Jupiter.

This considerable investment approaches six figures and the combined result of the work is best described as a sympathetic and thorough job, which has put the car in fine driving order, and good aesthetic condition, while retaining a warm and original feeling by maintaining its original interior trim, only its front seats have been refurbished to the correct patterns.

So often with sports cars and particularly the Porsche brand, the challenge is to find an honest car with a good uncomplicated history. This car is comprehensively endorsed with an extensive file compiled by its methodical and fastidious owner, including its original service and a period handbook in a red Porsche logo embossed cover, photos of the car when in use back in the day, together with copies of the invoices for all of the work completed in the last decade, thereby satisfying even the harshest scrutiny. It is also worth noting that the car retains its original Blaupunkt radio, tool kit, Targa top, tonneau cover and Certificate of Authenticity.

A well documented and great example of this rare model, this car awaits its first formal change of ownership.

\$80,000 - 100,000



330

Documented from new

1984 Ferrari 512BBi Berlinetta Boxer

Chassis no. ZFFJA09B000050469

Engine no. F110A-00885



Having re-asserted itself at the top of the supercar hierarchy with the first 'Boxer' - the 365GTB/4 BB - Ferrari went one better with its successor, the 512BB. The increase in engine size to 5.0 liters (from the original Boxer's 4.4 liters) was made not so much with increased power in mind but to enable the 512BB to meet increasingly stringent emissions targets without loss of performance.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tires meant that the width of the 512's derriere grew by just over 1". The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.



In 1981 the model was up-dated with Bosch fuel injection, becoming the 512BBi. Once again, maximum power remained unaffected, but there was more available at lower revs and torque increased still further. "The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability," enthused *Road & Track* magazine.

Among the final run of 512BBi's built, this car was shipped from Maranello directly to authorized Ferrari dealership Steven Kessler Motor Cars of New York City on April 3rd, 1984. The Ferrari was homologated to US-spec and approved by the EPA and DOT before being sold to its first owner, Michael Sherman of New York City, who had ordered this very rare and aggressive color combination of black on black. The second owner of the car was one Robert Hufferman who kept the Ferrari until 2002 when it found its way to the garage of Ferrari collector Eugene I. Hammer on December 16th, 2002. During Hammer's ownership, records show a 15,000 mile major service that included replacing the clutch, repairing air conditioning system, and replacing the brakes was completed

on the car with 14,556 miles showing on the odometer. Heading back down to Florida, Samuel Ryder of Miami became the next keeper of the black beauty Prancing Horse. While in his care, engine-out service was completed by Tim Stanford including belt servicing. The vendor acquired the car late last year, during which another engine-out service was completed, the engine bay and chassis were thoroughly inspected, and a complete cosmetic, engine out restoration was completed by master technician Paul Rowan.

Complete with service history from new, this five owners from new Ferrari still has its original selling dealer's service books stamped with the appropriate mechanical work that has been carried out, original books, leather Ferrari pouch, tools, jack, keys, and wheel knock-off spinner hammer. Showing just a touch over 27,000 miles on the clock, it is a near concours example of Ferrari's great flat-12 sports cars. With a rising tide of interest in these cars, they certainly aren't becoming easier to obtain—especially examples as nice as this one.

\$120,000 - 140,000





331

***Confirmed by the Registro Storico Fiat and
Carrozzeria Ghia Club Italia***
1969 FIAT 500 Jolly Beach Car

**Coachwork by Carrozzeria Ghia
Chassis no. 2347428**

Produced for 18 years, FIAT's Nuova 500 would prove to be an outstanding success for the company with some 2.9 million built. Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension, while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. This compact, rear-engined saloon spawned numerous variants, from sporting and competition 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, including Bertone, Boano, SIATA, Vignale and Ghia. The best known of these is Ghia's stylish Jolly beach car, a novel concept that transformed the 500 from basic transport to conspicuous indicator of

wealth. A 'beach buggy' before that genre was popularized by scores of Volkswagen-based specials, the Jolly found favor as courtesy transport for patrons of luxury hotels or for use ashore after one had docked one's yacht. Lacking doors and equipped with wickerwork seats, the Jolly was only practical as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun'.

This Jolly is a late production European delivery model. Fully refurbished in 2005 in the place of its birth, Turin, Italy, the Fiat was mechanically sorted with a rebuilt motor and new brakes, suspension, and steering unit. Cosmetically the chrome was replated, the wheels were refurbished and fitted with new tires, the wiring was replaced, new instruments were installed inside, and the car was entirely repainted in the factory correct shade of Avorio Antico #234—Fiat-speak for 'sand'.

Confirmed by the Registro Storico Fiat (Registry number 1462) as well as by the Carrozzeria Ghia Club Italia, there are no questions as to the correctness of this little land dingy. Replete with a full complement of restoration receipts, a photo album of the refurbishment, as well as the aforementioned club registration documents, this Jolly is ready to be loaded aboard your yacht. With the pier just adjacent to the auction site, this shouldn't be any trouble at all!

\$50,000 - 60,000



332
1965 Chevrolet Corvette
396/425hp Roadster

Chassis no. 194675S114412

Engine no. T0391E



When people think of sporty cars from the Class of '65, the Mustang and GTO usually come to mind. The GTO in particular had Tri-Power (good for 360 horsepower), was sold in plentiful numbers, and was a tough car to beat on the street. However, when Chevrolet introduced the Mark IV big-block V-8 for the 1965 Corvette, all bets were off.

It had only been a few years earlier that a Chevrolet engineer named Zora Arkus-Duntov saved the Corvette from the brink of extinction. He transformed the fiberglass two-seater into a capable contender that challenged the sports car establishment of the time by installing Chevy's new small-block V-8 and racing in various different arenas to prove its credentials. By 1963, a coupe joined the convertible and horsepower was up to 360 with its fuel-injected 327, but it wasn't until 1965 that the Corvette truly became a fire breather with the January introduction of the 396. Putting out 425 rev-happy horses, the new big block added \$292.70 to the Corvette's \$4,300 base price (compare that to \$538 for the Fuelie 327/375) and 200 lbs. to the front end. To accommodate this, stiffer front springs, a thicker stabilizer bar, and a larger radiator were used.

And the motor itself? Four-bolt mains, Holley 4150 carburetor atop an aluminum manifold, solid lifters, forged pistons, free-flow cast-iron exhaust manifolds, transistorized ignition, and 17-inch viscous-drive fan sat under a domed, vented hood with "Turbo-Jet 396" badges on the front fenders. Coming or going, it sounded like no Corvette before it, and it was the first in a tradition of big-block monsters.

This Ermine White (originally Nassau Blue) roadster with blue vinyl interior is nicely outfitted with the one-year-only 396/425hp V8, although it isn't the engine with which the car originally left the factory. The twist is delivered through a 4-speed manual transmission. Among the fitted options are P48 cast alloy knock-off wheels shroud in correct Michelin white-stripe radials, N14 side mount exhausts, and U69 AM-FM radio. Restored to a high standard prior to the vendor's acquisition of the car, it took two years of chasing before he was able to take the keys in 2009. It continues to show and perform very well with its most recent outing at the December 1st, 2012 Vintage Weekend in Key Largo, Florida—an event to which the 'Vette was driven from the vendor's home 150 miles away without worry.

Looking the business, there are few cooler machines out there than a big-block 'Vette.

\$58,000 - 66,000



333

One of only 6 Radford conversions, factory air-conditioning, left hand drive

**1965 Aston Martin DB6 Vantage
Shooting Brake**

Coachwork by Radford
Chassis no. DB6/2387/LNK
Engine no. 400/2488/VC



The Shooting Brake, or its modern idiom 'station wagon' had its origins in the early days of the carriage building industry. Alongside the 'dos-a-dos' – literally where seats were back to back, 'vis-à-vis' – literally seating was face to face, 'dog cart', sporty Phaetons – which had high wheels and lightweight bodywork, Landaus, where the body converted to be completely open or closed, a 'Brake' was originally used for drafting horses. Of course, with the arrival of the motor car, many of these styles were converted to horseless carriages, and self propelled vehicles were perfect for the hunting car, or 'Shooting Brake'. Generally when seen on luxurious chassis of the teen era, particularly on Rolls-Royce, the style provided rows of seating facing each other, together with panniers inside or out of the body for storing guns and invariably there was a rack on the top of the vehicle. Unquestionably, by the nature of their commodious as well as practical space, and the nature of their use they were always considered to be sociable vehicles and associated with enjoyment.

It isn't surprising therefore that long after the reality of a car which could accommodate 10 people, guns etc. that people still desired to have a more practical and sociable style of car, in the U.S. the 'Woodie Wagon', or 'Town and Country' was its successor. As coachwork became firstly more aerodynamic and secondly, more uniform, the game turned to designing an extended body that looked like a natural extension of the original pure design of the sedan from which it originated.

In the U.K. coachbuilders Harold Radford & Co. who were not one of the established 19th Century houses, but moreover was formulated in the late 1940s, quickly became the go to house for tailored Country orientated vehicle conversions. A number of Rolls-Royce and Bentley cars received the 'Countryman' treatment, while the Radford company was also known for luxury styling upgrades to Minis also. They were the natural choice for purchasers of that other esteemed British sportscar brand, Aston Martin, when they wished to have a little more room to play with.



Using the British terminology of 'Shooting Brake', there were a dozen DB5s converted by Radford to this specification, eight as right hand drive and four as left. On its successor, the DB6, the Shooting Brake was even more exclusive, six being completed by Radford and a further two by FLM Panelcraft, when gauged against production figures in excess of 1,300, this makes even Volantes seem common.

Even among those built, this may be the best spec'd car of all, unusually it was ordered new for the U.S. market, by Aston Martin Lagonda Inc. for James Harrison, of Madison Avenue, New York City. Mr. Harrison naturally requested that it be built as a left hand drive car, to desirable Vantage engine specifications and with factory air conditioning. A handwritten note on the original build sheet states "this car converted for Mr. Harrison to Shooting Brake at Radford at his expense and order", it does not note the date of this work but it is believed to have been in 1967/1968 shortly before Radford's demise. It should be noted that this conversion, if sold by Aston was a £2,000 additional fee. As new, the car was delivered in Goodwood Green paint with a Beige Connolly interior, in addition it had chrome wheels with 3 ear knock off hubs, Marchal fog lamps, Bosch Koln radio and power aerial.

The DB6 was clearly used in the U.K. as it carried a British registration, 'DGY 344C'. Its maintenance through to October '68 is listed on the Aston Martin service records. Within the period of those first services,

its original Vantage engine was replaced by the factory with a correct Vantage unit and its air conditioning was upgraded to a 'Coolair' system. As far as we have been able to ascertain Harrison took delivery in the U.S. in this era and it has remained here ever since.

Recorded in the 1992 AMOC registry as being in New York still, the car passed to noted collector Ed Herbst in the early 1990s. The Aubergine/ Eggplant scheme that it had received when it was converted by Radford was noted as unchanged then as now.

Today, close inspection of the car reveals a remarkably original an unspoilt car. The original Connolly leather Beige interior (color code VM846 by the factory) remains in place and shows patina commensurate with age and the indicated mileage, while from stem to stern the car generally has the feeling of being as it was when its conversion was finished, complete with period luggage rack on its roof.

As Aston values continue to escalate, it is the rarest variants that are the most coveted and in that respect, they simply don't come much better than this. Vantage, A/C, left hand drive and with space to actually carry a decent sized picnic, or indeed your hunting equipment this ultra rare Shooting Brake will always be envied and stand out from the crowd.

\$575,000 - 625,000

Please note this car is titled as a 1967 model.





334

1973 Lamborghini Espada Series III

Chassis no. 9128

Engine no. 41117

A mere five years after introducing its first car, and only three years after launching the sensational Miura, Lamborghini once again upstaged Ferrari by announcing a full four-seater at the 1968 Geneva Motor Show.

Named after a matador's sword, the Espada is historically significant as the first genuine four-seater Lamborghini (rather than merely a '2+2') capable of carrying a quartet of adults in considerable luxury at supercar speeds. First seen in 1968, the generously proportioned Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried a 4.0-litre, four-cam V12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame, endowing the Espada with a supple ride and excellent handling.

Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed and an improved dashboard layout. The latter was revised yet again in late 1972 for the Series III Espada, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements and a restyled front grille. Espada production

ceased in 1978 after only 1,217 of these magnificent cars had been built.

According to available information, this car spent some time on the West Coast and was sold in Monterey both in the 1991 and 2002 auction seasons. Between these two presentations, it is believed to have received a color change from blue to the current light metallic green, a color that is both period to its build and suits the car well. It is thought to have been re-freshened again prior to its current ownership.

In September 2002 the car was known to be resident of San Marcos County California, passing then to Michael and Mary Ann Peter, of Ukiah, California where it would remain until being acquired by the current owner in 2010. Its interior, an unusual combination of chocolate and cream leather, is thought to be original to the car and shows only modest age.

This generation of Espada is a very usable classic Italian sports car. It benefits from air-conditioning, allowing its four passengers to stay chilled even in the well-glazed cabin, with the features of power windows and leather upholstery, while the driver can enjoy the comfort of power steering.

Lamborghini, in honor of its 50th year, is a featured marque here at the Boca Raton Concours d'Elegance in 2013. With its classic lines, unencumbered by the later safety enforced heavy rubber bumpers, and riding on its original Campagnolo wheels, this is a great looking car and a way for four people to enjoy the brand's legendary V12 at the same time. **\$70,000 - 85,000**

335 - 337 No lots





338
1973 Jaguar XKE Series 3
V12 5.3 Liter Roadster

Chassis no. UD1S21850



Testing the E-Type Series III back in 1972, Road & Track magazine reckoned the new V12 power unit, "a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range."

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version – the Series III V12. Jaguar's new engine could not have enjoyed a more fortuitous parentage, having been designed by Walter Hassan and Harry Mundy, two of the most experienced and respected engineers in the industry. Weighing only 80lb more than the cast-iron-block, 4.2-liter XK six it superseded, the new all-alloy, 5.3-liter V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Beneath the skin, ventilated front discs improved braking power and the front suspension gained anti-dive geometry. Lucas transistorized ignition and Adwest power-assisted steering were now standard, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheel arches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

This original stick shift example of Jaguars' third and final series of the XKE has been with its present custodian for more than 20 years. During this time the car has been regularly used and enjoyed, yet ostensibly it remains an original and largely unrestored car. The interior in original beige leather has dried a little and the driver's seat has some tears to it. The car was repainted to the current stark red scheme shortly after it arrived in this collection and that is now showing a few signs of its age.

A driver quality car that is ready to do just that, it will surely provide its new owner with the effortless and long legged driving experience that the these late XKE's are so well known for.

\$50,000 - 60,000



339

European delivered, original 'Plexi' nose car
1970 Ferrari 365 GTB/4
Daytona Spyder Conversion

Chassis no. 13281

'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - *Car & Driver*, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of Ferraristi like the 365GTB/4; the 'Daytona' name was unofficial, bestowed by the press in honor of Ferrari's crushing victory at that circuit's 24-Hour Race in 1967. Responding to the challenge from Lamborghini, Ferrari had introduced its first road-car V12 engine with four overhead camshafts on the preceding

275GTB/4 and this superior type of valve gear was retained for the Daytona. The latter's engine though, was considerably enlarged, displacing 4.4 as opposed to 3.3 litres, in part to compensate for the Daytona's increased weight but more importantly to guarantee Miura-beating performance; its 352bhp and 318lb/ft of torque ensuring that these targets were met. Dry-sump lubrication enabled the engine to be installed low in the multi-tubular chassis, which featured all-independent wishbone and coil-spring suspension first seen in the 275GTB, while a five-speed rear transaxle enabled 50/50 front/rear weight distribution to be achieved.

One of Pininfarina's countless masterpieces, the influential shark-nosed body style combined muscularity and elegance in equal measure. An unusual feature of early Daytonas was a full-width transparent Plexiglas panel covering the headlamps, replaced by electrically operated pop-up lights towards the end of 1970. At the time of its introduction in 1968 the Daytona was the most expensive production Ferrari ever and, with a top speed in excess of 170mph was also the world's fastest production car.

The original form of any production car is normally the purest and also the best looking, for that is closest to the dream that the designer sculpts. Turning imagery into reality necessitates some conformity to production components, and then making that something that is acceptable and practical steers a path further from the drawing board lines. It's not hard to argue that the first Daytonas on the road had the best and purest looks, and the greater part of that surely comes from the distinctive Plexi nose. Of a combined production that numbered a whisker over 1,400 units, 530 or just over a third, were delivered in this form.







Once the Daytona had been usurped by more modern Ferraris, it was perhaps only a matter of time before enthusiasts would look to convert coupes into open top versions, not least to copy the stunning factory convertibles, of which only 122 had been built. It's worth bearing in mind that at the time that this and other conversions were done, commercially this was good business, while today, the near parity of conversions over coupes and the cost of restoration/conversion is prohibitive. So the fact that cars such as this exist today, is its own snapshot on a period in the market which has long since passed.

A number of these clever conversions were carried out by qualified Italian coachbuilders, often not too far from Maranello. As an original European supplied car, and having been purchased by its former owner in this form in Bologna in 1985, just fifteen years after it was originally built, it seems most likely that this was one such local conversion, those that have seen the quality of the work suggest that it could well be the work of Scaglietti's employees, though there is nothing on paper to confirm this. The work was unquestionably carried out to a competent standard and importantly for the overall driving sensation incorporates strengthened steel inner front fenders.

Historian Marcel Massini has confirmed that 365 GTB/4 #13281 was completed by the factory on March 25, 1970. It was delivered as new in the period color of Marrone Metallizzato, a tone perhaps best known for being the color of Steve McQueen's famed 250 GT Lusso, with an interior furnished in black Connolly hides. The supplying agent was Dino Ravasio & Sons of Verona, who sold it new to Sig. Torcellan.

In July 1985, the former owner, noted collector Warren Weiner of Villanova, Pennsylvania, acquired the car from Supercars of Bologna, he subsequently imported the Ferrari to the U.S. In 1988, with the odometer reading roughly 57,700kms the car received a comprehensive service by local experts Algar of Rosemont, PA and since that time it has covered a mere 4,000 more kilometers. It remained in his collection until being purchased by a friend last year. Having received only modest use, but still aging over the course of the last 27 years of ownership, the current owner has been through the car technically and aesthetically, fully detailing it and returning it to road usable order.

There aren't too many collectible Ferraris that one can experience at this price point, let alone a convertible. If you are lucky enough to own and drive one these cars you are at once seduced by the glorious sound of the strong V12 ahead of you and the ample gearing and as such these cars make ideal entries for road tours, which can be truly enjoyed without the caution one might have if behind the wheel of one of the original \$1million plus Spyders. Better still, stop the car, turn off the ignition and step a few paces from it and you're still looking at one of the greatest designs of all time.

\$350,000 - 380,000

Please note this car is titled as a 1971.



340
25,486 miles from new
1981 Rolls-Royce Camargue
Two Door Coupe

Registration no. JRL 50730C

It could be surmised that, if an uninitiated person was asked to guess what they had just seen after having been given a brief glance at a Camargue (Who made it? Who designed it? When was it built? How many did they build?), the answers might come back: Ferrari or Maserati; Michelotti or Bertone; mid-1990s or 2000s; it's a one off. It may surprise even the cognoscenti to know that these stunningly elegant two door Rolls-Royce sport coupes date originally from the mid-1970s, are from the pen of Pininfarina, were a full production car rather than a styling exercise and that the adornment of the Rolls-Royce grille is not a disguise but a confirmation that the car is from that esteemed manufacturer from stem to stern.



With the underpinnings of the contemporary Silver Shadow, the Camargue coupe was strikingly different from any preceding Rolls-Royce model, and closer in concept to the Bentley Continental. The company's flagship, it used an up-rated version of Rolls' dependable 6,750cc V8 engine. The power output remained undisclosed, in keeping with tradition, although most testers reported a healthy improvement in acceleration above 70mph and a top speed in excess of 120mph. The car also featured Rolls-Royce's advanced split-level air conditioning system which enabled independent temperature control at two levels, something that would later become standard on the Shadow II range.

Original U.S. list prices were approximately \$148,000 making Camargues perilously expensive and in today's money, they would eclipse the cost of almost all new cars. The prohibitive cost, paired with the lengthy production build time, undoubtedly accounted for the modest numbers built; perhaps some of those in the line gave up waiting and chose to take the two Silver Shadows instead, or a handful of other cars? Although in production for 11 years until 1986, some 530 were built. Of those, a mere 30 entered the U.S.A. each year even though the bulk of production was intended for overseas customers and the majority built with left-hand drive.

Even among others of its kind, there can be few more timeless examples of understated elegance than as with the car offered here, presented in black with black trim. An original California supply, denoted by the 'C' suffix to its chassis, it is fitted with Bosch fuel injection rather than standard carburetion.

The car arrived in the former ownership more than a decade ago, with an odometer that had chalked up a mere 15,000 miles from new. Since that time, it has been regularly maintained by one of the Northeast's premier Rolls-Royce garages and gained only about 1,000 miles per year; currently the odometer shows a reading just shy of 25,500. Recently road tested by the writer, this car showed itself to be a thoroughly graceful and modern experience belying its 30 plus years of age. Its fuel injection allows it to accelerate quickly and it is both incredibly stable and quiet at highway speeds.

As the Rolls-Royce brand continues to strengthen, the car presented here can only prove to be a good long-term bet in the collector car market. Subtle enough to probably go unnoticed by the average Joe, yet always a head turner to those knowledgeable enthusiasts on the road and at car shows, this great Camargue example is well worth close inspection.

\$35,000 - 45,000

Please note this car is titled as a 1980.



341 1966 Lincoln Continental Convertible

Chassis no. 6Y86G434635



Lincoln made a bold move in switching to unitary construction for the 1958 models, but the result was somewhat underwhelming. The largest Lincolns to date and the hugest unibody cars ever, they came across as perpendicularly sculpted, competitive at first but decidedly dated by 1960.

The new, clean design for 1961 started out as a Thunderbird concept. Styling veep George Walker wanted it, so chief stylist Elwood Engel rounded up a team that eventually included John Najjar, Bob Thomas, Joe Oros, John Orff and Colin Neale. Reflecting on criticism of the earlier cars, Engel told Najjar "I want a clean car – no garbage."

A clean car is what he got, created around a Thunderbird cowl. But it was Robert McNamara, Ford general manager and soon to become company president, who suggested it become a four-door Lincoln Continental. This caused quite a stir, since an evolutionary Lincoln, based on the 1958-60 design, was already in process. But Engel's design prevailed, and went into production in November 1960.



The Industrial Design Institute awarded it a coveted Bronze Medal, rare for an automobile. A full 15 inches shorter than its predecessor (and 10 and 15 inches shorter, respectively, than '61 Cadillacs and Imperials), the new Continental was designed for ease of passenger entry: the lack of a wrap-around windshield and use of aft-hinged "suicide" rear doors aided in this. And truly novel for the time was a four-door convertible body style, the first since the faltering Frazer Manhattan of 1951.

Design changes over the first three years were minimal. A 1964 freshening restyled the tail end, but also changed the curved side glass to flat panes, which saved money. In order to provide more rear legroom, the wheelbase was stretched three inches to 126.

Front disk brakes were made standard in 1965, and 1966 brought a new skin, with new contours and a sculpted accent line down the side. The curved glass returned. The design continued in production through 1969, but the convertibles were discontinued after 1967. These are sometimes called "Kennedy Lincolns," since several were adopted for the White

House fleet and one of them became heartbreakingly famous in Dallas during November 1963. Some, however, prefer to remember the image of President Johnson leading cars of the intrepid press corps, in a car very much like this one, at astronomical speeds on the LBJ Ranch.

This beautiful 1966 Lincoln Continental Convertible with its suicide doors is gorgeous in Arctic White and with a striking lightly patinated original red vinyl interior. Built in Ford's Thunderbird-Lincoln plant at Wixom, Michigan, it is powered by a 340 bhp, 462 cubic inch V8, the largest iteration of the MEL engine family introduced in 1958.

The car drives with all the magnificence one would expect from the model. The electric top mechanism and power windows are all working fine, and better still it comes with factory air-conditioning, a rare option.

Unquestionably one of the most distinctive designs of its day, this is a fine example which speaks volumes for the care and attention that has been lavished on it.

\$45,000 - 55,000



342

*Ordered new by the a member of the Royal
Family of Dubai*

1999 Rolls-Royce Silver Seraph

Chassis no. SCALA61E6XCX01844



After an 18 year production run, Rolls-Royce replaced its Silver Spur with an all-new model, the Silver Seraph. Designed during Vickers' ownership of Rolls-Royce, but with heavy influence from BMW, the Silver Seraph was a massive leap forward for the brand. Powered by BMW's 5.4-liter V12, the first Rolls to be powered by a twelve pot since the Phantom III, the Silver Seraph was also 65% stiffer than its predecessor. Debuting in 1998, along with its badge engineered Bentley twin the Arnage, the Silver Seraph would be the last Rolls built in Crewe and remain in production for only four years as the Rolls brand would eventually fall under the wing of BMW and Bentley under VW.

Between the Arnage and the Silver Seraph, the latter was the more luxury oriented. Designed to provide comfort and maximum waftability, its V12 was tuned more for stately but brisk accumulation of pace and suspension geared more toward comfort rather than cornering. The interior was awash with acres of Connolly leather hides, rich wood veneers, deep pile carpets, and shiny chrome switchgear. With a base price of over \$220,000, it was one of the most expensive cars you could buy off the lot. In total, only 1,570 Silver Seraphs were produced before the new Phantom was released.

The offered Rolls is a particularly well equipped example. While Rolls is famous for its willingness to accommodate just about any wish that its owners may conjure up, few early Seraphs were ordered with much more than a choice of paint and interior color—the gilded lily didn't need to be diamond encrusted too, so to speak. Ordered new by a member of the Royal Family of Dubai, it is finished in Arctica White with Parchment hides complimented with Autumn Tan piping and dashboard top roll, and a forest worth of burl oak veneer. Among the unique options selected were a large sunroof, a rear seat entertainment system, chrome wheels, and more.

Residing in Southern Florida since new, the Rolls has covered only a shade over 50,500 since leaving Crewe and been meticulously maintained throughout that time. A car not just fit for royalty, but in fact owned by royals, it is now ready to coddle its new owner in the lap of luxury.

\$40,000 - 60,000

Without reserve



343

***From the Estate of William A.C. Pettit, III and
in the Pettit Family from new
1956 Plymouth Belvedere P-28 Sport Sedan***

Chassis no. 14198953

The year 1950 saw the start of historic changes that would dramatically improve the fortunes of both the Plymouth and Chrysler Corporation - and not just because of the promising 1951-1952 Plymouth Belvedere. Already on board was Virgil M. Exner, recruited from the Raymond Loewy team at Studebaker to head up an advance-design section independent of Henry King's production studios.

By 1955, Exner had turned Plymouth's stubby post-war frog into a handsome prince. Styled by Maury Baldwin under Exner's direction, the 1955 Plymouth Belvedere was sleek, well-proportioned and appreciably quicker. The new car's wheelbase gained only an inch, matching Ford and Chevy, but overall height was down over an inch with over 10 inches gained in length over the 1954. With fall-away front fenders, hooded headlamps, wrapped windshield, vastly expanded glass areas, shapely rear fenders and colorful two-tone paint schemes, Plymouth's transformation was just as dramatic as the 1955 Chevrolet.

That year, Plymouth's slogan was "Going Places with the Young at Heart". Changes for 1956 were few, but the car remained a stand-out, apparently so

much so that Louisa, Virginia Chrysler-Plymouth dealer W.A. 'Claude' Pettit, Jr. bought his mother a brand-new 1956 Belvedere Sport Sedan out of his inventory. Finished in Powder Blue and Eggshell White over a black, white and gold cloth and vinyl interior, Mrs. Pettit's new car featured the 125 horsepower, 230 cubic-inch inline six with a conventional 3-speed manual transmission on the column and was equipped with an AM radio and heater among its optional extras. Some six years and just over 30,000 miles later Mrs. Pettit, no longer able to drive, gifted the car to her grandson, Bill, the curator of the family's well-known Museum of Motoring Memories in Natural Bridge, VA.

It is unclear whether Bill used the car much at any time during his 50 year stewardship, but what is known is that despite many sales of Duesenbergs, Rolls-Royces, Pierce-Arrows and Cadillacs over the following years, this Plymouth remained with his private collection until his passing in March 2012. Showing just over 46,300 miles on its odometer, Bill's notes state that the car sports nearly all of its original exterior finish, chrome and brightwork as well as its completely-original interior. Bill further indicated that he fitted a set of Mopar accessory fender skirts during the 1960s, while a few extra pieces of trim that were discovered during the liquidation of his parts collection last summer were also put in the car. Service records found in the glove compartment show recent work to including new brakes and a tune-up.

The final car to come directly out of the revered Pettit Collection, this remarkable Belvedere is sure to please any new owner who appreciates a unique survivor with well-known and documented history going back nearly six decades.

\$10,000 - 15,000

Without reserve



344

1930 Ford Model A Station Wagon

Engine no. A3889827

On May 26, 1927, after having produced 15 million Model Ts, Henry Ford shut down his giant River Rouge complex to retool for the famous car's long-awaited replacement. More than six months would pass before a new Ford appeared. When it did, Americans crowded into showrooms to see a car so completely re-engineered that Ford named it the Model A. The new Model A's 200-cubic-inch, 4-cylinder engine was rated at 40 horsepower, double that of the Model T. A conventional three-speed manual transmission replaced the Model T's eccentric planetary-gear transmission and it included an electric starter as standard. Edsel Ford, Henry's son, directed the Model A's contemporary, clean and very pleasing appearance. The fact that they were obviously patterned on the prestigious Ford-built Lincoln of the time was certainly a plus.

Another first was Ford's entry into an area of the market for which it and other group brands would become synonymous, the 'Woodie' or Station Wagon which arrived on the Model A in 1929. It was a true multi-purpose vehicle and in a day and age when re-configurable seat set ups are common place the similarities are strikingly similar, showing just how advanced it was in concept. At a push it could accommodate 8 persons and their baggage on the fold down rear deck, or alternatively the individual pair of second row seats and rear bench could be folded forward and lifted out leaving a substantial flat deck area. As with a 'T' the color palette was limited to a single color, 'Manila Brown,' while fenders, wheels and most trim pieces were painted black. Over time dealers and subsequent owners frequently upgraded the appearance by adding the passenger car's chromed radiator shell.

The well-presented Station Wagon that we offer comes to sale from a prominent North East collection, in whose ownership its restoration has been overseen. The car's wood is beautifully varnished, the paint shows well, and the minimal dash is nicely finished. Unique touches that stand out include a chromed radiator shell, and motormeter.

Of the 4.3 million Model A's built, Station Wagons represented a miniscule fraction of production and their survival rate has been modest, with the result that they are less frequently seen on the market than their successors. This example of the model can be highly recommended for sociable warm weather motoring fun!

\$20,000 - 30,000



345

1964 Jaguar XKE Series 1 3.8 Liter Roadster

Chassis no. 879718

Engine no. RA 2679-9

In 1958, Jaguar technical director William Heynes and designer Malcolm Sayer convinced their boss, Sir William Lyons, that a new production sports model was needed. Thus was born the E-Type, one of Jaguar's longest-running and most revered models. Actually, the E-Type already existed as a concept. Developed from the racing D-Type in 1956, it had been put aside when Lyons abruptly canceled the competition program. Dusting off the prototype, an aluminum-bodied roadster with 2.4 liter XK engine and independent front and rear suspension, Heynes and Sayer reengineered it for steel, and a 3.8 liter engine as used in the Mk IX saloon.

The engine and transmission aside, the production E-Type was all new. It combined a multi-tube front chassis with a monocoque center section. Front suspension was similar to the XK 150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshafts, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disk brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8 liter twin cam engine was fed through three SU sidedraft carbs and developed 265bhp. A top speed of 150mph was easily



achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits. Its pure form, almost devoid of ornamentation, blew everyone away, a sleek shape with only a tiny mouth for breathing, and slender bar bumpers and chrome wire wheels for glitz. The US intro came the following month at the New York International Auto Show where, in recognition of the strong brand awareness accorded its XK predecessors, it was advertised and sold as the "XKE."

From the start there were two models, a soft top with roll-up windows, called "roadster," and a fixed-head coupe. At \$5,595 for the roadster and \$300 more for the coupe it was more than twice the price of an MGA but also twice the car. On the other hand, its sticker was barely half that of a 300SL. Production through 1964 reached 15,500, divided about equally between roadsters and coupes. The original E-Type remained in production, with few changes, for ten years. In 1963 larger footwells were adopted, for greater passenger comfort, and the engine was enlarged for 1965, but otherwise the cars changed little.

This early 1964 XKE Open Two Seater is a matching numbers car that was formerly part of a private collection. According to its Jaguar Daimler

Heritage Certificate, the car was delivered new to the U.S. market, being supplied through Jaguar Cars New York to J.P. Small also of New York, with a dispatch date of Independence Day, 1963, although it was most likely registered for the '64 model year. As new it wore Opalescent Golden Sand paint, had a tan interior and a black top. The car was restored by the previous owner, in the early 2000s and was clearly a thorough and no doubt costly job, during which time its scheme was revised to the current Primrose Yellow, another known Jaguar color. During this high level driver restoration the car was stripped to bare metal, completely repainted, with a new interior installed as well as the top. During the restoration process new tires and wheels were installed and the bright work was re-plated. There is a radio blanking plate in the car. The vehicle has a new stainless steel exhaust system, new wire loom, new shocks front and rear, new hydraulics, new cooling system, the gas tank was taken out, hot tanked, epoxy sealed, and painted. The engine has been rebuilt and an auxiliary fan was installed.

In the present ownership the car has been serviced and maintained with the onus on driving, and while its restoration has aged lightly it still shows cleanly and with good panel fits. Accompanied by its Heritage document and some invoices from its former ownership, this is a good looking, ready to use example.

\$110,000 - 130,000



346
1963 Rolls-Royce Silver Cloud III LWB
Saloon with Division

Chassis no. CBL11



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 aluminum-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-liter V8 engine introduced on the 'Cloud II/S2 - though with larger carburetors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats

and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

CBL11 was ordered new by P.G. MacDonald who specified a stately divided limousine in Black Masons and trimmed in blue hides with matching blue piping, grey headcloth, and Ambassador Blue carpets. The car was started in late '62, completed early '63—it was the 11th 'B' series car produced, of 61 total. It eventually found its way to M.G. Farr Esq. of London An executive at the large English biscuit company McVitie & Price Ltd. and later to Floridian Joseph Beaulieu who registered the car in the Sunshine state in October of 1980. Following Mr Beaulieu's ownership the car entered the expansive Midwestern collection of Othon Oschner before finally coming to the vendor in more recent times. Repainted to a midnight blue, it still retains its original blue leather hides and grey headcloth, while the carpets have been retrimmed in a rich, red hue. An unrestored machine, it has been well kept and retains the wonderful fit and feel that it had when it left Crewe in winter, 1962.

Fantastic touring cars, they are equally capable driving around town or wafting along the highway at 70mph. And with a car that has never been apart, you can rest assured that the last hands to fully assemble it were the capable digits of the factory workers who built hundreds of these fine machines.

\$30,000 - 35,000



347

One owner from new
1989 Porsche 911 Speedster

Chassis no. WP0EB0916K5173668

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. Porsche's first take on a convertible 911 had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US Federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-liter form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar. The 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March 1982 and by the end of the 1983 model year had sold over 4,000 units, a total some 50% higher than that achieved by the cheaper Targa version.



Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989, the name previously having been applied to that most stylish of the many Type 356 variants. Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-liter Speedster was launched immediately prior to the introduction of the new Type 964 body shell, and thus was the last 911 model to feature the 'classic' body style. The latter was reworked by chief stylist Tony Lapine incorporating numerous references to the original 356 Speedster, from the racy, low windscreen to the pair of cowlings behind the seats that concealed the stowed-away hood. One of the rarest of the 911 family, the 911 Speedster was built during 1989 only, a mere 2,102 cars being completed for the worldwide market.

This 911 Speedster was purchased new by the vendor and has been in his care since. One of only 823 Speedsters to come stateside, all of which came with the widened stance of the Turbo, it had a base list price of \$65,480 new, some 10% more expensive than the standard Carrera Cabriolet despite the fact it was less luxuriously equipped—a concession made to add lightness and a theme that continues today with Porsche's most expensive and least out-fitted models. The Speedster was so popular when it was new that in addition to purchasing a Speedster for himself the vendor sold the option to buy another one for \$25,000! An instant classic was born!

Trimmed in the racy and classic combination of Guards Red over Black leather, this Speedster shows only 32,342 miles since new. Not content with just having the most desirable 3.2-liter Porsche, a number of options were specified including a raised hub steering wheel, a limited slip differential, a short shift transmission, and a Blaupunkt stereo. Additionally, the car came equipped with a set of rare, lightweight, manual adjustment "Speedster Seats". Since leaving Stuttgart, the car has been meticulously maintained by Porsche specialists Steinel's Autowerks in Twinsburg, Ohio. Both the 15,000 mile and 30,000 mile services, which included the critical valve adjustments, were performed well before they were due. Most recently a new set of Toyo Poxes T1R tires were mounted on the original wheels.

Accompanied by a full service history, the original window sticker, and the jack as well as all of the original tools and manuals, the only modification to the car is the removal of the central third taillight (the piece removed is included with the car, should the new owner wish to reinstall it). These Speedsters have become modern collectibles thanks to their low production numbers, sinister good looks, superb handling, fantastic brakes and most importantly their unique roadster feel. Furthermore, as the last of the 3.2-liter 911s, Speedsters are considered to be some of the best sorted and most enjoyable of the air-cooled 911s as well as the best investments. To buy one from the guy who drove his off the dealership floor is just the cherry on the cake.

\$60,000 - 80,000



348

*Number 6 of only 12 built,
under 28,000 miles from new*
1996 Bentley Turbo R SE Sedan

Chassis no. SCBZR14C8TCX58147



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 recognises 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 tyres, 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.

This definitive Special Edition 'SE' Turbo was delivered new in the U.S. in its stunning Black Emerald Green paint tone, and color matched interior of dark green leather with black leather inserts and inset panels, a combination which is both sinister, and unquestionably looks like it means business - true to this form, even the original sales listing for this car notes 'tuned for more spirited driving.'

The car was delivered new in the U.S. through New York and originally retailed at \$199,500. It was acquired by its present owner from the estate of that first custodian. All told in its uncomplicated ownership chain, some 27,854 miles have been recorded at the time of cataloguing. Not surprisingly its condition reflects this modest use and is exceptional.

With its sensational performance and looks, this rare edition Bentley is ready to be exercised to its fullest potential and thoroughly enjoyed.

\$45,000 - 55,000



349 1946 Lincoln Continental Convertible

Chassis no. H141931

Body no. 5EH5645

Nowadays synonymous with Lincoln, the 'Continental' model name had first been used in 1940 for Bob Gregorie's masterly styling exercise on the existing V-12 Zephyr chassis. A sportier, top-of-the-range companion to the Zephyr, the Continental had started out as a personal, custom-bodied one-off commissioned by Lincoln boss Edsel Ford, and would be hailed as a classic of automotive design by authorities as diverse as the Museum of Modern Art and the Classic Car Club of America.

Lincoln had relied exclusively on V-12 engines since 1933, the Continental's being a 75-degree, 292cid (4,787cc) L-head sidevalve producing 120bhp. Few changes were made until the September '41 introduction of the '42 model, which featured a revised front grille and

an enlarged (305cid, 5.0-liter) and more powerful engine, while a notable new option was 'Liquimatic' three-speed automatic transmission.

When Lincoln's production lines resumed automobile manufacture towards the end of 1945 it was with mildly revised '42 models. There were only two Continentals available - a convertible and a coupe - the former being the most expensive offering in the entire Lincoln range. A three-speed manual gearbox (with optional overdrive) was standard equipment, the automatic having been temporarily discontinued. Only 201 Continental convertibles and 265 coupes were built for the 1946 model year and today these rare and exclusive models are among the most coveted of post-war American classics.

Thoroughly restored in the early 2000s, this Continental continues to show very well today. Finished in Skyline Blue with matching blue leather inside and a tan top, the elegance of this early post-WWII Lincoln is extremely evident. Reported to be a strong runner and good driver, the car has been only sparingly used since its restoration.

A CCCA Full Classic™, Continental Convertibles are highly prized for their comfort and swiftness down the road. In many respects, they are like a modern car. Great for touring, shows, or just jaunts to the beach, whatever the occasion there are few more stylish ways in which to make your way there than in a Lincoln Continental Convertible. On that second point, this Lincoln already has an invite to be shown at the Boca Raton Concours d'Elegance on the Sunday after the auction, so that is an itch that can be scratched immediately!

\$55,000 - 65,000





350

*Documented with its original window sticker,
freshly restored*

1964 Chevrolet Corvette Convertible

Chassis no. 40867S115686

Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled fiberglass coachwork. Motive power came from Chevrolet's 235.5cid overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical re-style for '56 had consolidated the Vette's position in the market before arrival of the heavily revised 'Sting Ray' version.

Introduced for 1963, the Sting Ray sported a totally new ladder-type chassis and for the first time there was a Gran Turismo coupe in the range. As

had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterized by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965, while Chevrolet's 327cid 250bhp standard V8 was joined by an optional 396cid Big Block for '65 only, then a '427' until the end of Sting Ray production in 1967. The 'Stingray', of course, continued and the Corvette would go on to become the world's best-selling and longest-lived sports car.

The numbers-matching '64 Convertible offered here was delivered new to the Bryne Brothers Chevrolet dealership in White Plains, New York, as documented on the original window sticker that still accompanies the car. Ordered in the Silver Blue over Blue vinyl combination it wears today, it came equipped with the L75 327cid, 300hp engine fitted to the optional M20 4-speed transmission. Power was delivered through a Positraction rear axle (RPO G81) and to the road by a set of whitewall 670X15 4-ply tires. In case the eight cylinder symphony up front wasn't enough, the optional U69 AM-FM Radio was also included. All up the first owner paid \$4,654.85 for the privilege to have this fine automobile.

A complete, frame-off restoration by Corvette specialists RPM Restorations of North Canton, Ohio was completed in May of last year. Presented today with less than 25,000 believed-to-be-original miles and a color matched hardtop, the 'Vette includes its aforementioned original window sticker, a full compliment of restoration receipts documents its refurbishment along with photos of the restoration as it progressed. Coming from a large Midwestern estate, it is now ready to burn some rubber with the next owner.

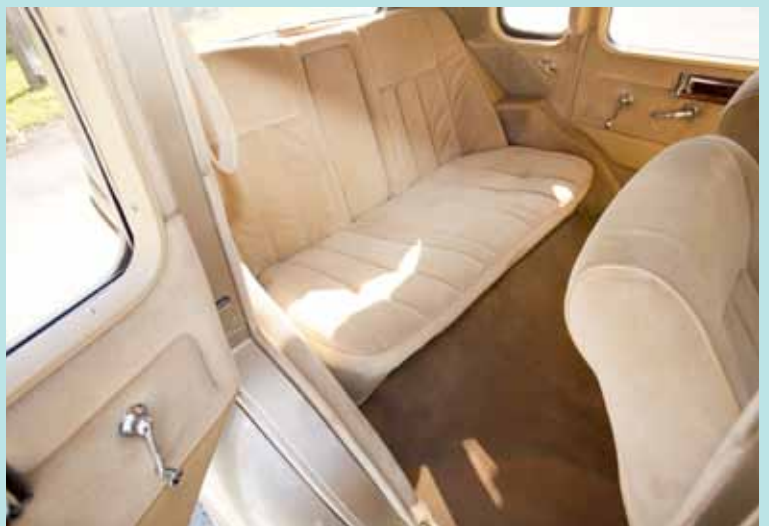
\$50,000 - 60,000
Without reserve





351
1934 Chevrolet Series DA Master Six
Sport Sedan Hotrod

Chassis no. AG579



Chevrolet 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. Even when Ford's famous flathead V-8, wasn't sufficient to overcome the advantage that Chevrolet had built up and by 1934 the tide of the sales battle had swung definitively to the side of overhead valves and six cylinders which now delivered 80 brake horsepower at 3,300 rpm. Chevrolet built 620,726 cars that year; Ford managed only 563,921.

Chevrolet continued to innovate and in 1934, for only \$675 the Chevrolet DA series Master Sport Sedan was great value for the money.

Rare in stock form, it is even scarcer to find a hotrod built off of a Chevy Master Six. Professionally built from an original all-steel Sport Sedan, this gold and brown accented 'rod retains the original Master Six's lines but maintains a more aggressive stance thanks to lowered coil springs in the front and leaf springs in the back along with wide radial white wall tires

wrapping 16" chromed wire rims with knock-off center hubcaps. Under the hood the old six has been replaced with a billet-detailed Chevy 350cid V8 breathing through a Weber carburetor and funneling power through a column shifted automatic transmission. With all the extra twist under the hood, stopping power has been improved with front disc brakes and rear drums to bring things to a halt with expediency and rack-and-pinion steering ensure swift and accurate changes in direction.

The cabin has been complete retrimmed with bucket seats in front and a bench in the rear. A full compliment of Classic Instrument gauges have been fitted in a wood-grained dash. For added comfort down the road, especially down in South Florida, an air conditioning system has been fitted—a vast improvement on the "four windows down at 50mph" A/C system that the Chevy original had.

With all the style and good looks of an original DA Master Six Sport Sedan, but the power, reliability, and speed of a modern drive train, this is a can't-fail combination. Plus, it has room for the whole family and space in the bustle back trunk for beach gear.

\$25,000 - 35,000

Without reserve



352

Over \$45,000 spent to build

**1971 Plymouth Road Runner 383
Magnum Tribute**

Chassis no. RP23C1E147958



Chrysler's lower priced line, Plymouth, was introduced in 1928 to compete against the likes of Ford and Chevrolet. Initially a hit, it ran a bit of a roller coast before roaring back in the 1960s with a line of muscle cars that won NASCAR races and the likes of which are highly sought after today. Slotting between the compact Satellite and Belvedere, the Road Runner was introduced in 1968 as a light, fast, sparingly optioned model. A \$50,000 payment to Warner Brothers gave Plymouth the right to brand the car with the eponymous bird from the cartoons, to which the Wile E Coyote's of the world in their Mustangs and Camaros would always be chasing.

Initially powered by everything ranging from the 383cid V8 to the 427cid Hemi, the range expanded to everything from 318cid straight sixes to 440cid V8s by the early 70s. Slowly evolving from 1968 to 1971, a dramatic restyling in 1971 that featured more rounded 'fuselage' styling and a focus on ride and handling thanks to a shorter overall length combined with a longer wheelbase and staggered rear leaf springs mated to a rear sway bar. New emissions controls, however, necessitated the

dropping of the 440 V8, leaving the 427 Hemi at the top of the heap with the 383 Magnum following closely behind. It was a in a Hemi-powered '71 Road Runner that Richard Petty drove to multiple NASCAR victories at the Daytona 500 and Winston Cup Championship.

This Road Runner started life as a more pedestrian six-cylinder equipped Satellite, but was treated a complete transformation into a 383 Magnum Tribute car at a cost of over \$45,000. Completely disassembled and stripped to bare metal, it was fitted with a 383cid/300hp Magnum V8 topped with an aftermarket fuel intake and expelling through Flame Thrower exhaust tips, professionally sprayed a bright custom orange, and trimmed in matching black and orange vinyl inside. The reborn creation, with \$6,000 invested in the motor alone, is now raunchy machine that can certainly hold its own in laying down a few strips of rubber while hanging tight to the corners. Plus, its incandescent orange paint will ensure that you'll never lose it in a parking lot.

\$20,000 - 30,000



353

Exquisitely restored to the last detail and well-preserved since
1939 Buick Model 46C Special Sport Coupe

Chassis no. 23491052

Engine no. 48699820

Currently the oldest still-active American make, Buick started out in 1899. By 1904, the company was under the direction of William C. 'Billy' Durant, who would later become the founder of General Motors. Buick, like its sister brand Chevrolet, produced a series of more powerful four-, six- and eight-cylinder motors before settling on two different engines for its four series of cars.

Iconic monikers would accompany each series' numerical designations for 1936, and thus the entry-level Series 40 became the Special, the Series 60 the Century, the Series 80 the Roadmaster and the Series 90 the Limited. Numerous elements of the car in the arenas of design and engineering were improved in 1938, including coil sprung live axle rear suspension, while styling and convenience were the larger goals for 1939. The new cars featured an entirely new two-piece waterfall-style front grille, a large increase in window area and, a Buick first: factory-installed directional signals with the control switch located on the new column-mounted gearshift lever.

Comprehensively restored over two decades ago and stored in climate-controlled garages by dedicated collectors since, this 1939 Buick Series 40 Model 46C Sport Coupe remains both show and tour ready in every respect. The correct Verde Dark Green finish is beautiful and the panel gaps and fit remain as-restored throughout. Chrome and brightwork are very nice and equally as well-restored as the rest of the exterior; wide whitewall tires on beautiful red rims with accessory trim rings and hand pinstripping. Inside, no less attention was applied to the restoration of the tan cloth upholstery on the seats, or to the contrasting carpet and trim which are in all correct materials. The woodgraining on the dash and door window openings alike are also concours-quality. Unique among cars of this era, Buick-furnished 'opera seats' fold-down from the side panels and can accommodate two extra, if short, passengers over a short distance. Underneath, the chassis and body are nicely and evenly detailed in a medium gloss black finish.

Under the bi-fold hood, the engine compartment is correctly restored, painted and detailed, and remains very attractive from the time of restoration. Buick's 248 cubic-inch inline Dynaflex 8 runs well and the car drives smoothly in all respects. Just a few months ago, all four engine and transmission mounts were replaced, plus the car was recently tuned up and thoroughly inspected by a Central Virginia expert in vintage automobiles. A sporting, eye-catching and mechanically sorted example of pre-war Americana in every regard, this Buick will certainly not disappoint any new owner.

\$30,000 - 40,000

Without reserve



354

1925 Stutz Series 695 Speedway Six Speedster

Engine no. 14128

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 695 Speedway Six series. Priced comparably to the Cadillac V63 and Marmon 74, the 695 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 695 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.

This 695 is a unique custom Speedster with coachwork echoing the sportiest cars available at the time this machine was new. Built from a more pedestrian base around 1990, the cowl was lengthen and the rear of the car was fitted with only those things absolutely essential for motoring—a pair of seats, a gas tank, and a trunk for tools and luggage. Finished in white with burgundy striping and wheels, it shows well today as a weekend back road burner. The driver and passenger enjoy the comfort of richly upholstered tufted leather buckets and a nicely finished wooden dash and footwell, but not much else.

Found by the vendor in Southern Florida in 2000, it has spent the last bakers dozen years in the Hudson River Valley of New York, occasionally tearing up the lovely wooded lanes on nice, summer days. Reported to be a good runner, it will do doubt provide plenty of ways to bring a grin to your face. This is motoring in its truest form and the closest one can get to riding a motorcycle without the threat of falling over.

\$18,000 - 24,000

Without reserve



355

1967 Excalibur Series I SSK Roadster

Chassis no. 1086

Copy is often cited as the greatest form of flattery, and of the cars built in the pre-war era it is therefore not at all surprising that replicas of the famed Auburn and Duesenberg automobiles were constructed from the 1960s onwards. The European equivalent of these dashing, rakish cars was of course the Mercedes 'S', 'SS' or 'SSK', one of the finest all rounders of time a car that provided the oldest of all car manufacturers with its third legendary automobile, after the Velo and Simplex cars that had preceded it, aside from the multitude of successful race cars that they had built. The Excalibur was the 'tribute' by a well known designer to that icon.

The Excalibur story began back in 1964 when renowned industrial designer Brooks Stevens, at that time working as a consultant to Studebaker, was asked to design a show car for that year's New York Auto Show. An avid automobile enthusiast and collector, Stevens was a fan of the pre-war Mercedes-Benz SSK and sold the idea of a 'contemporary classic' take on the German sports car to Studebaker, at that time Mercedes importers. For the 'Mercebaker', Stevens used a modified Studebaker Daytona chassis, which was clothed in retro-styled lightweight coachwork that he had first sketched on a place-mat one lunchtime. Built in just eight weeks, the prototype Excalibur SS was ready three days before the New York Auto Show where it caused something of a sensation, albeit too late to save the ailing Studebaker Corporation. A long list of potential buyers resulted, one of whom - a Chevrolet dealer - asked if the car could be built with a Chevrolet engine. Stevens was only too happy to oblige. An advertisement in the Wall Street Journal generated sufficient deposits to enable production to start, and in 1966 the company moved into premises in Milwaukee, Wisconsin.



The Excalibur would find a whole new market for this style of retro, in an era when car collecting was a hobby pursued and understood truly by very few, the iconic styling of a pointed radiator grille, external exhaust pipes, wire wheels and a sporty two seater look propelled by a modern V8 with a choice of automatic or manual transmission, pretty much provided the tonic to a number of hobbyists craving for nostalgia, and that was just what Stevens had hoped to create.

There were even a few surprises in the growing roster of buyers, Steve McQueen, better known for his ownership of a coveted XK SS, also had one of these cars and he was not alone.... Excaliburs have been owned by many famous celebrities including Bill Cosby, Frank Sinatra, Steve McQueen, Dick Van Dyke, Tony Curtis, Sonny & Cher, Dean Martin and Jackie Gleason. One of the most enthusiastic owners is Phyllis Diller, she has purchased four of them, with King Juan Carlos of Spain one of the more recent customers.

This SSK Series I Roadster was delivered new to Paul Strickland, Jr, a Major at Laughlin Air Force Base in Texas. Ordered with a 327cid Chevrolet Corvette V8 pumping out 350hp and mated to a 4-speed manual transmission, the 2,200 pound car could practically pull rank on a 289 Cobra since it had a similar power-to-weight ratio. Factory optioned with a set of cycle fenders and air horns, it would be hard to miss too—especially when it blew by you in its trip from a dead stop to 60mph in just a shade over 5 seconds.

The car later passed to its next owner, Leonard Dyer of Del Rio, Texas. Both Maj. Strickland and Mr Dyer, as well as the subsequent owners up to now, were people of great restraint as this Excalibur shows less than 50,000 miles on dial. Carefully maintained since the Major owned it, this rare and desirable Series I SSK is a unique and stylish way to blow the doors off pretty much everything on the road.

\$40,000 - 50,000



356

*Restored to award-winning specifications by
Wayne Collier*

**1937 LaSalle Model 5027 Rumble Seat
Sport Coupe with Dual Sidemounts**

Chassis no. 2239275

During the 1920s, General Motors' CEO Alfred P. Sloan sought to fill gaps in their product offering at price points where the company had no vehicles to sell. Because the era of the 'Roaring Twenties' saw all automotive brands building new cars nearly every model year, Sloan developed 'companion marques' that could be sold through the current sales network. At the top of the range, Cadillac had seen its base prices soar during the course of the decade and the LaSalle was born, assigned as a companion car to plug the hole that existed between the Standard of the World and Buick.

What emerged as the LaSalle in 1927 is widely regarded as the beginning of modern American automotive styling. Leading this department was a young Harley Earl, whose approach to LaSalle was not just to make a 'junior' Cadillac, but rather a product that would be known for being both more agile and stylish than anything else sold by GM. Two-tone paint schemes were standard offerings as were both Fisher and Fleetwood coachwork.



Beginning with the 1934 model year, a significant portion of the LaSalle was more closely related to the Oldsmobile than to Cadillac. Again, Earl's work with the LaSalle resulted in a stylish, if not rakish vehicle, led by an elegant and thin radiator grille. The mid-1930s were tough years economically, but Earl persisted and many regard 1937 as the ultimate year for the art-deco, stand-alone LaSalle look.

Offered here is one of the rarest examples of the model lineup for that year. This 1937 Series 5027 Sport Coupe features every rare option available on the body style for '37 only, including a factory rumble seat with integral trunk, dual sidemounted spares, factory radio with undercarriage antenna and the factory accessory heater. Discovered in the mountains of North Carolina, it was subjected to a meticulous body-off restoration over 20 years ago by noted LaSalle expert Wayne Collier of Charleston, South Carolina. During the period in which this car was restored, Collier lavished the same level of care to not just this car but to seven 1937 LaSalle of all available body configurations for the model year – all to exacting specifications.

The car is finished in its original and striking hue of Briarcliff Blue over a light gray pinstripe cloth interior. Inside and out, no detail was overlooked, an effort richly rewarded at completion by an AACA National First Prize in 1992 and a Cadillac-LaSalle Club Grand National Senior Plaque #143 awarded the following year. Since that time, the car has been lovingly cared for and stored in climate-controlled travelling fewer than 600 miles since restoration. Most recently, the car has received a thorough mechanical inspection by vintage automobile specialist Ryland Bailey of Richmond, Virginia, including work to the brakes, fuel and cooling systems to ensure that it is as mechanically well-prepared and ready to shown at the highest levels.

Quite possibly the only 1937 LaSalle Sport Coupe built with this level of optional equipment, let alone the only survivor in any condition, this exceptional car may easily enjoy the pride of place in any discerning collector's stable of fine motorcars.

\$40,000 - 50,000

Please note this car is titled as a Cadillac.



357

Ordered new by H.H. Prince T. Gournelli for cosmetics magnate Helena Rubenstein, ex-Bill Ruger, four owners from new
1938 Rolls-Royce 25/30hp Wraith
7-Passenger Limousine

Coachwork by Carrosserie de Villars

Chassis no. WXA72

Engine no. A5WB

Latest in the line of 'small' Rolls-Royces that had begun with the 'Twenty' back in 1922, the much revised 25/30hp arrived in 1936. The newcomer was a development of the immediately preceding 20/25hp model that had been introduced in 1929 featuring an enlarged (from 3,127 to 3,699cc) and more-powerful cross-flow version of its predecessor's six-cylinder, overhead-valve engine. Apart from the latter, early 20/25 chassis were identical to those of the last 20s, both models being produced during 1929. Thus the 20/25 inherited the right-hand gearchange lever and servo-assisted brakes introduced on its predecessor, as well as Phantom-style radiator shutters. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features - such as synchromesh gears and centralized chassis lubrication - developed for the larger model.

Eventually the trend towards increasingly weighty coachwork prompted Rolls-Royce to revise the 20/25 for 1936. Raising engine capacity to 4,257cc provided the required power increase while the policy of using more proprietary components begun towards the end of 20/25 production saw the new 25/30 adopt a Stromberg carburetor and SU fuel pumps. In its superlative build quality and all other respects the new Rolls-Royce 25/30 remained much as its immediate predecessor, lasting in production until 1939 by which time 1,201 cars had been built.



WXA72 was ordered new by H.H. Prince T. Gournelli as a gift to his new bride, cosmetics magnate Helena Rubenstein. While Prince Gournelli, at the time a young gentleman with a somewhat murky claim to Georgian nobility, might have seemed like the ultimate catch for a female suitor, the feeling was a bit more mutual as it was Mrs Rubenstein who was the moneyed one in the relationship. Of Polish decent, Helena had built an international cosmetic empire on her spectacular publicity abilities and cunning knack for making the public lust for something they heretofore didn't know they needed. She was known for her directness and often quoted quip, "there are no ugly women, just lazy ones." By 1938 she was one of the richest women in the world. Her marriage to the young prince, who was 23 years her junior, came on the heels of her recent divorce from her first marriage. An avid social climber, her marriage to nobility gave her a regal title with which to further flex marketing might.

The power couple's choice of ride for their Paris residence was this Rolls-Royce 25/30hp fitted with 7-passenger limousine coachwork by French Carrosserie de Villars. Ordered in August of '38, the chassis was delivered to de Villars in late November of the same year and onto the Prince and Helena in early April, 1939. As two important people, it is unsurprising that the intended purpose of the Rolls, as stated on the build sheet, was "for touring purposes at comparatively high speeds".

Kept by Gournelli and Rubenstein until the former's untimely death in 1955, the car then passed to Virginian Frank Hand, Jr. in 1956. Mr Hand kept the car only briefly before selling it to noted collector Bill Ruger. Mr Ruger, a prep school and college roommate of the vendor, sold the car to its current owner in 1957 upon their graduation from prep school. Working on the car together for several years following, the car went through a few early restorations before a more recent and significant restoration was completed two years ago.

Having had only four owners from new and been in the current owner's garage for 56 years, the Rolls is now ready to move on to its fifth keeper. Looking as good as ever and buffeted by one of the most prolific self-made female multi-millionaires, the stately Rolls now readies itself for its next owner.

\$35,000 - 45,000

Without reserve



358
1962 Citroën 2CV Sahara 4x4

Chassis no. 5400185AW

Engine no. 05400185 and 05400158

On the face of it, a 4x4 with two complete engines and drive trains seems like a crude approach to an off-road vehicle. On the other hand, it minimizes development costs for the manufacturer, eliminates the complicated transfer case and provides greater reliability, should one of the engines fail. For Citroën in the late 1950s, it seemed a logical approach to making an off-road utility from their already-versatile 2CV. The concept was not unknown. Walter Christie, the American pioneer of front-wheel drive, had built a race car in that image in 1906. Moreover, the British followed Citroën's lead with a "Twini" version of the Mini Moke, intended for military use, a few years later.



The recipe was simple: a second 2CV power train adapted to the rear end of the vehicle. Actual development was done by Panhard, recently taken over by Citroën. The two clutches operated from a single hydraulic supply and the transmissions were controlled through a single lever. The 425cc engines started and operated separately, which allowed one to be turned off for greater economy. The suspension was beefed up and larger tires were fitted. The whole package, while exhibiting some idiosyncrasies, operated well and was effective in its job. Most of the 694 built were used by the Spanish police or for rescue work in the Alps. They were typically driven hard, so finding a solid Sahara, let alone a really good one, is difficult.

The offered Sahara was found in Chile with its known history starting in 1984 when Carlos Arturo Acuña Becerra of Santiago, Chile sold the car to fellow Santiago resident Ricardo Lyon for 70,000 pesos. Largely original and finished in drab green, the Sahara was kept by Mr Lyon

until 1993 when it was acquired by Dr Jean-François Puyfoulhoux of Boulogne-Billancourt, just west of Paris, for the princely sum of \$1000. Upon acquisition, Dr Puyfoulhoux had the car air freighted to France and immediately undertook a comprehensive restoration that saw the Citroën taken to bare metal and completely refurbished. Completed in 1998, the Sahara emerged beautifully finished in grey livery with a photo album and listing of work completed accompanying the completed car. The car was purchased by the vendor in 2002 and brought stateside where it has lived in the company of a fantastic collection ever since.

While the restoration has mellowed over the years, the Sahara still shows well. Quirky and unique, Saharas are exceedingly rare with only about two dozen examples surviving today. As far as opportunities to obtain an eight cylinder Citroën are concerned, your opportunities are limited. Finding one with four wheel drive is even harder. Presented here is your chance to storm the beaches of Boca without fear of getting stuck in the sand.

\$50,000 - 80,000



359

*In the current ownership since 1983, three
owners from new*
1961 Rolls-Royce Silver Cloud II Saloon

Chassis no. SZD31



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 aluminum-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, re-location 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. Immensely successful both at home and abroad, the Silver Cloud II and Bentley S2 remained in production until the autumn of 1962.

SZD31 was supplied new to the large London Rolls-Royce dealer H.R. Owen in late 1961 and sold to a publican from Salisbury in the UK. Following that, it found its way to a London grocer from whom the vendor purchased the car in 1983. Besides a repaint to a solid dark green, the car was originally two tone green, just prior to the vendor's ownership, this Rolls is entirely original and unrestored. Showing less than 57,000 miles on the odometer, the car presents well today with its original matching green leather interior and polished wood veneers still in place. Garage kept, cloistered in a protective inflated plastic bubble, and meticulously serviced throughout the current owners 30-year tenure of care, the Roller recently received an extensive service in which the brakes were overhauled, the radiator was re-cored, and additional maintenance was performed. The car is reported to be a very strong runner and a pleasure to drive.

No longer able to enjoy the car as much as he used to, the Rolls is now ready to change hands for the first time in over a quarter of a century and move on to its fourth owner.

\$28,000 - 32,000

End of Sale



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Acknowledgements

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Jasen Delgado	Larry Mc Pearson
Simon Clay	Rick and Lisa Case
Chip Riegel	Ken Baker
Chip Lamb	
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Photography Credits

Bob Neroni: Lot 339
Chadbee Photography: Lot 306
Chip Riegel: Lot 328
Drew Shipley: Lots 312, 323, 347 and 348
F.J. Bott: Lot 359
Jasen Delgado: Lots 313, 325, 329 and 346
M.Kippen Photography: Lot 352
Peter Tromboni: Lot 301
Pawel Litwinski: Lots 303, 305, 307, 308, 316, 317, 318, 319, 320,
322, 324, 327, 330, 331, 332, 333, 334, 338, 340, 341, 342,
345, 349, 350, 351 and 355
Scott Nidermaier: Lot 321
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General Bid Increments:			
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\$500 - 1,000by 50s		\$50,000 - 100,000by 5,000s	
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\$2,000 - 5,000by 200 / 500 / 800s		above \$200,000at the auctioneer's discretion	
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By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
Resale: please enter your resale license number here _____ We may contact you for additional information.			

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Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone or should the connection be lost during bidding.

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US Auction Catalog	Issues per year**	Domestic address*	International address*
20th Century Furniture & Decorative Arts	4	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200
African, Oceanic & Pre-Columbian Art	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Arms, Armor & Modern Sporting Guns	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
California & American Paintings & Sculpture	5	<input type="checkbox"/> \$200	<input type="checkbox"/> \$250
Coins & Banknotes	4	<input type="checkbox"/> \$100	<input type="checkbox"/> \$140
Entertainment Memorabilia & Collectables	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
European & American Furniture & Decorative Arts	8	<input type="checkbox"/> \$320	<input type="checkbox"/> \$400
European Paintings	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Fine & Rare Wine and Whisky (5 Wine and 2 Whisky)	7	<input type="checkbox"/> \$280	<input type="checkbox"/> \$350
Fine Asian Works Of Art	7	<input type="checkbox"/> \$280	<input type="checkbox"/> \$350
Fine Books & Manuscripts	4	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200
Fine Jewelry	8	<input type="checkbox"/> \$320	<input type="checkbox"/> \$400
Fine Oriental Rugs & Carpets	4	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200
Fine Watches	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Fine Writing Instruments	2	<input type="checkbox"/> \$50	<input type="checkbox"/> \$70
Japanese Works of Art	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Modern & Contemporary Art and Made In California	6	<input type="checkbox"/> \$240	<input type="checkbox"/> \$300
Motor Cars, Motorcycles & Automobilia	6	<input type="checkbox"/> \$330	<input type="checkbox"/> \$390
Native American & Tribal Art	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Natural History	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Maritime Paintings & Decorative Arts	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Photographs	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Prints	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Space History	1	<input type="checkbox"/> \$40	<input type="checkbox"/> \$50
All Categories	94	<input type="checkbox"/> \$3,760	<input type="checkbox"/> \$4,700
Estate auctions are held monthly in San Francisco and Los Angeles. Catalogs for estate auctions are partially illustrated and available approximately one week prior to the auction.			
Period Art & Design Auctions (estate auctions in San Francisco)	11	<input type="checkbox"/> \$150	N/A
Period Art & Design Auctions (estate auctions in Los Angeles)	11	<input type="checkbox"/> \$150	N/A
Bonhams publishes a quarterly magazine to keep you apprised of the auction market.			
Bonhams Magazine	4	<input type="checkbox"/> \$30	<input type="checkbox"/> \$30
*Any applicable sales taxes and shipping included in Subscription Price.		TOTAL	

**The number of auction catalogs and sales listed for a subscription are strictly estimates. We are not responsible for refunds or credits if the number of sales alters from the estimate. Some of the above categories may include our auctions in other locations.

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**Sold for \$480,000
at the Las Vegas Auction,
Bally's, January 10
1939 BMW RS 255 Kompressor**

**Consignments invited
for upcoming auctions**

We are now actively consigning for our auctions at Quail Lodge in Carmel, August 15, and Las Vegas, January 2014, and invite you to speak with one of our specialists for friendly, knowledgeable advice:

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Aston Martin and Lagonda
Motor Cars & Related Automobilia
Aston Martin Works,
Newport Pagnell, UK
Saturday 18 May, 2013
Entries now invited

Bonhams

1793

THE ASTON MARTIN — CENTENARY — SALE



In Aston Martin's Centenary year, there is more focus than ever on this iconic marque, providing a truly special reason to buy or to sell in 2013. To celebrate this occasion Bonhams are proud to headline the auction with the totally unique Aston Martin DB4GT Bertone Jet.

This year's Sale forms a key part of Aston Martin's impressive Centenary celebrations and represents a unique opportunity at which to sell an Aston Martin.

1961 Geneva Motor Show,
1960 Aston Martin DB4GT Bertone 'Jet'
Coachwork by Carrozzeria Bertone



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Greenwich Concours d'Elegance: Collectors' Motorcars & Automobilia

June 2, Greenwich, Connecticut
Consignments now invited



Local Auction, Global Reach. Bonhams' Greenwich auction delivers world class results

Last year's auction was the biggest yet. A packed tent saw more than \$5 million worth of fine collector cars change hands, with buyers participating from more than 20 countries.

Each year the Greenwich auction is limited to only 80 cars and heavily oversubscribed, so if you're thinking of selling a fine automobile, call a specialist now to discuss consigning to this auction.

East Coast: +1 212 461 6515
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Four owners from new, rare transitional derivative

1965 Ferrari 275 GTB/6C Berlinetta
Coachwork by Scaglietti/Pinin Farina
Sold for \$1,242,500

1924 Bentley 3-Liter Sport Tourer
Coachwork by Park Ward
Sold for \$252,500

1952 Jaguar XK120 OTS
Sold for \$137,000

JUNE 1-2, 2013

Greenwich Concours d'Elegance

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SATURDAY, JUNE 1 – CONCOURS AMERICANA
American Classic & Collectible Cars 1900 to 1990s

SUNDAY, JUNE 2 – CONCOURS INTERNATIONAL
Imported Classic, Sports, Touring, Competition 1900 to 1990s

BOTH DAYS: Vintage Boats, Motorcycles, Aircraft

Time (both days): 10AM – 5PM Awards Ceremonies: 3 – 5PM

Tickets: Adults \$30 (one day), \$45 (both days) – Children 12 and under, free with adult

Directions: I-95 to Exit 3 – 100 Arch Street, in Greenwich, CT, or Metro North train to Greenwich Station, 2 blocks south to site

Additional Info: Phone/Fax 203-618-0460 or www.greenwichconcours.com Email greenwichconcour@aol.com

FOR AUCTION INQUIRIES, PLEASE CONTACT BONHAMS AT 212-461-6515

QUAIL LODGE AUCTION

August 16-17
Carmel, California
**Consignments
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1



4



7



2



5



8



3



6



9

A selection of significant collector cars successfully sold by the Bonhams team at Quail Lodge

1 The Ex-Dan Gurney/Walt Hansgen, Sir Jack Brabham, Bruce McLaren
1960 Jaguar E2A Le Mans Sports-Racing Two-Seater Prototype
Sold for \$4,955,000, 2008

2 1952 Ferrari 212 Inter Vignale Coupe "Bumblebee"
Sold for \$802,500, 2009

3 Ordered new by Peter Gregg, painted to the Frank Stella 'Polar Coordinates' design
1979 BMW M1 Pro-car
Sold for \$852,000, 2011

4 The ex-Otis Chandler
1961 Mercedes-Benz 300SL Roadster
Sold for \$802,500, 2009

5 Five owners from new
1930 Mercedes-Benz 38/250 7.1 Liter Supercharged 'SS' Sports Tourer
Sold for \$2,535,000, 2010

6 Ex-Kraus/Barth-European Interserie, Hobbs/Hailwood Gulf-Le Mans and Michael L. Amalfitano
1972-73 Porsche 917 Interserie Spyder
Sold for \$3,965,000, 2010

7 1957 BMW 507 Roadster
Sold for \$1,002,500, 2011

8 The ex-J. Herbert Carpenter, Western Reserve Historical Society, Joe Tracy
1908 Thomas Flyer Model F 4-60hp Tourer
Sold for \$731,000, 2010

9 The Ex-GTC Gulf Team Davidoff, the final example produced
1997 McLaren F1 GTR 'Longtail' FIA GT Endurance Racing Coupé
Sold in 2012

Facing page: The ex-Pierre Boncompagni 'Pagnibon,' Ecurie Nice
1939 Talbot-Lago T150 C SS
Sold for \$4,845,000, 2008

Have you just found a totally original,
preserved or barn-find automobile?
Thinking of restoring it?

STOP! Some collectors might
prefer it as it is...

Bonhams holds the only auction
dedicated to offering automobiles
for preservation at the Simeone
Automotive Museum, and we're
currently seeking entries for this
unique sale.

For further information about
consigning to our October 7 auction
in Philadelphia, please contact:

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The logo for the Simeone Automotive Museum, featuring a stylized car silhouette above the text "SIMEONE AUTOMOTIVE MUSEUM".



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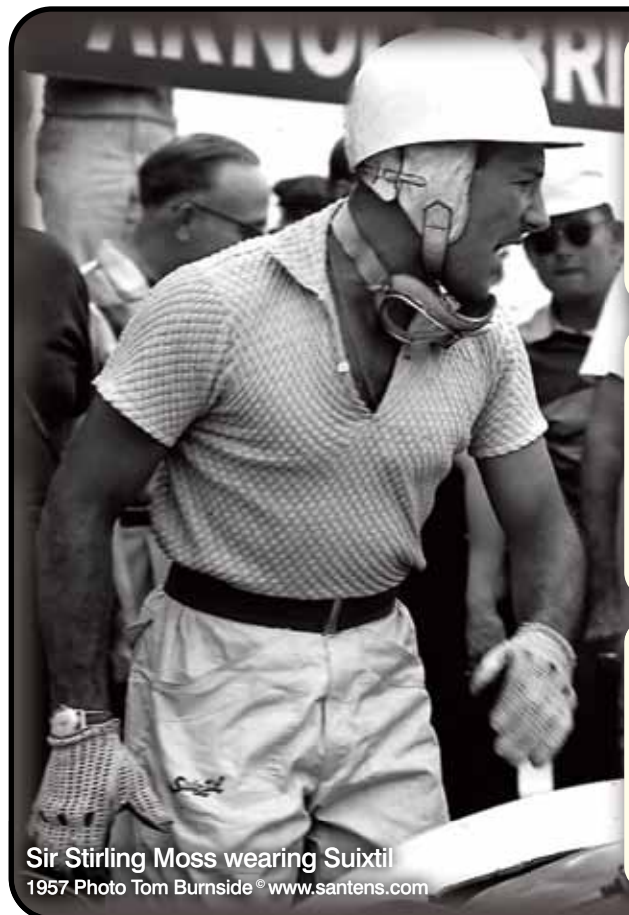
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Sir Stirling Moss wearing Suixtil
1957 Photo Tom Burnside © www.santens.com



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EVENT



SCHEDULE

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AND
AutoNation 

FEB 22 2013

10 a.m.-4 p.m.

Automobile Art Show, Boca Raton Resort & Club

10 a.m.-4 p.m.

Bonhams Automobile & Memorabilia
Auction Preview, Boca Raton Resort & Club

2-3:30 p.m.

Seminar: "The Collector Car Market –
The Past Five Years, and the Five Years to Come,"
Boca Raton Resort & Club

Moderated by Keith Martin with panelists Paul Sable,
Tom duPont, Bill Rothermel, Dave Kinney,
and Wayne Carini (free admission)

6-9 p.m.

duPont Registry Live! Hangar Party,
Boca Aviation at Boca Raton Airport

FEB 23 2013

10 a.m.-4 p.m.

Automobile Art Show, Boca Raton Resort & Club

10 a.m.-12 p.m.

Bonhams Memorabilia Auction, Boca Raton Resort & Club

12-4 p.m.

Bonhams Automobile Auction, Boca Raton Resort & Club

5:30-10 p.m.

Gala Dinner, Live Auction, and Show at the Boca Raton Resort & Club

5:30-7 p.m. – Reception and Silent Auction

7-10 p.m. – Dinner, Live Auction, and Show

FEB 24 2013

Automobile & Motorcycle Exhibition at the
Boca Raton Resort & Club

6-8:30 a.m. – Exhibit Setup

9 a.m.-12 p.m. – Judging

10 a.m.-4 p.m. – Exhibit Open to the Public

1 p.m. – Awards Ceremony



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PROPOSED CATEGORIES

PRE WAR ○ POST WAR ○ SPORTS



Auction Appraisal Event

American & European Paintings
Asian Art
Fine Jewelry
Furniture & Decorative Arts
February 22, 10am to 3pm
Boca Raton

Bonhams specialists will be available February 22 to provide complimentary auction estimates with a view to selling at upcoming auctions in New York, Los Angeles and San Francisco.

By appointment only
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Bonhams at the
Boca Raton Resort & Club
Camino Hall
501 East Camino Real
Boca Raton, Florida 33432

A valet parking fee
will be required.

A diamond solitaire ring, weighing 9.20 carats. **Found in Florida, sold in New York for \$792,400**

A still life with peaches, grapes and hazelnuts, Johann Wilhelm Preyer, oil on canvas. **Found in Florida, sold in New York for \$55,350**

A large bronze seated Buddha, Ming Dynasty. **Found in Florida, sold in San Francisco for \$266,000**

A pair of Louis XV style gilt bronze mounted kingwood marquetry pedestals, Joseph Emmanuel Zwiener, fourth quarter 19th century. **Found in Florida, sold in New York for \$37,500**

VISIT THE FUTURE, IMAGINE THE PAST.

Special Exhibit: April 13 – October 27, 2013



From concept cars of the 20th century to the dream cars of tomorrow, Heritage Museums & Gardens invites you to step into the innovative world of motordom. See GM's first Harley Earl Corvette and the 1956 Firebird II. Check out a flying car and an eco-friendly hot rod. Learn how automotive design plays a leading role in the process of car development. This exhibit is sponsored by Bonhams International Auctioneers.

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Saturday March 9
San Francisco
simulcast to New York & Los Angeles

Saturday May 18
San Francisco
simulcast to New York & Los Angeles

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Bedford Wine Merchants



The Space History Sale

Monday March 25, 1pm
New York

Preview
March 22-25

Matthew Haley
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space@bonhams.com

35mm movie camera used by
cosmonaut Gherman Titov,
the first cameraman in space,
on board Vostok 2, August 6-7, 1961
\$60,000 - 80,000



Fine Writing Instruments

June 11, San Francisco
**Consignments
now invited**

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Montegrappa: The Dragon
2010 Bruce Lee 18K Yellow Gold
Limited Edition 88 Fountain Pen
\$30,000 - 50,000

Funds raised by the sale of this pen
will benefit humanitarian aid
projects of the Swiss Red Cross.

Swiss Red Cross





Fine Watches, Wristwatches & Clocks

June 18, New York
Consignments now invited

Jonathan Snellenburg
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Patek Philippe. A rare and very fine 18K gold chronograph wristwatch with registers, perpetual calendar and moon phases, Ref: 2499, circa 1955
Sold for \$422,500

