

Quail Lodge Auction
Friday August 16, 2013
Carmel, California

Bonhams

1793

QUAIL LODGE AUCTION



TIM MAYZELL



Lot 152: 1931 Bentley 4 1/2 Liter Supercharged Le Mans Two Seater.





Lot 142: 1955 Lancia Aurelia B24S Spider America.

Quail Lodge Auction

Friday August 16, 2013

Motorcars 11am

Automobilia 9.30am

Quail Lodge & Golf Club

Carmel, California

QUAIL LODGE AUCTION

Bonhams

220 San Bruno Avenue
San Francisco, CA 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, CA 90046
bonhams.com/quail

Preview & Auction Location

Quail Lodge's West Field
7000 Valley Greens Drive
(at Rancho San Carlos Rd)
Carmel, California 93923

Preview

Wednesday August 14, 10am to 6pm
Thursday August 15, 9am to 6pm
Friday August 16, Motorcars only
from 9am to 11am

Auction Times

Friday August 16
Motorcars 11am
Automobilia 9.30am

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Bids

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From August 12 to 18, to reach us
directly at the Bonhams Pavilion at
Quail Lodge:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

Automated Results Service

+1 (800) 223 2854

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

Admission to Preview & Auction

Bonhams' Preview and Auction
Entry Packages are listed in the
Buyers' Information section of this
catalog on page 4. Please note
that entry to Bonhams preview and
auction does not require a ticket to
The Quail, A Motorsports Gathering.

Auction Number: 20994

Lots 1 - 192

Please see pages 4-6 and 328-329
for bidder information including
Conditions of Sale, after-sale
collection and shipment.

Front Cover Illustration

The painting commissioned by
Bonhams, featuring Stan Hallinan's
1958 Lister-Chevrolet "Knobbly"
Sports Racer (lot 163) blasting
through Carmel Valley, by noted
motoring artist Tim Layzell.



Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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Bond No. 57BSBGL0808
Dealer No. 49015

Buyers' Information

Conditions of Sale & Disclaimer of Warranties

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

Important Notice

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

Admission to Preview & Auction

All Bonhams sales are open to the public. Entry to Bonhams' preview and auctions does not require a ticket to The Quail, A Motorsports Gathering.

Bonhams Entry Package Options

- VIP Entry Package \$150 ~ includes an Auction Catalog, entry for two people, bidder pre-registration, auction day reserved seating and complimentary food and beverage. To take advantage of this package, please contact Kathy Chandler at +1 (415) 503 3308 prior to August 14 and at +1 (415) 391 4000 on or after August 14, or visit us at the West Field of Quail Lodge.
- Bidder Registration Package \$80 ~ includes an Auction Catalog, entry for two people and bidder registration.

- Spectator Package \$20 ~ includes entry for one and Bonhams Gallery Guide.

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

Buyer's Premium, Taxes & 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% of the hammer price.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$50,000 of the bid price and 20% of the amount of the bid price above \$50,000 up to and including \$1,000,000 and 12% on any amount exceeding \$1,000,000.

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

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, 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.

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.

Motor Vehicle Customs Duty

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

Glass Mascot Customs Duty

An Omega symbol (Ω) next to a glass mascot lot number indicates that the mascot has been imported as glass art. An additional 7.2% of the import value will be assigned to the buyer should the property remain in the United States. Please contact the Automobilia Department for inquiries about this notice, +1 (415) 503 3248. The affected lot numbers are 39, 40, 42, 47, 48 and 51.

Bidder Registration

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London.

References

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Sunday August 18.

Estimates

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

Reserves

The seller may place a reserve on his/her 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 in the Automobilia section indicate a lot without a reserve.

Bidding at Auction

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

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

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

Buyers' Information (continued)

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

Absentee Bids

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 12 until sale day.

Telephone Bids

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

Online Bids and Bidding

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

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/20994 or contact the Client Services Department to obtain information and learn how you can register and bid online.

Currency Converter

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

Damage

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

Payment & Collection of Lots

Payment

Payment for purchased lots must be made no later than 12pm local time on Sunday August 18. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering a cash discount program.

For buyers wishing to pay by bank transfer, our bank details are as follows. Please include your client identification number.

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

Payment & Collection Hours at Quail Lodge

Bonhams will be accepting payment during and after the auction on Friday August 16. We will be open on Saturday August 17 from 8.30am until 5pm, and again on Sunday August 18 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 18; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

Collection of Lots

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Sunday August 18. 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.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Sunday August 18. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

responsible for any expenses incurred. Lots are at the buyer's risk from the fall of the hammer.

Uncollected Automobilia lots will be removed to Bonhams' San Francisco location for shipping or collection by buyer or its authorized agent. *Please note these lots will not be available for collection after 12pm on Sunday August 18 until Tuesday August 20 at 9am.*

Transport & Shipping

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Sunday August 18.

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

Removal & Storage Charges, Transport Arrangements

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 18, 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. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Domestic Motorcar Transport

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

Domestic and International Motorcar and Motorcycle Transport

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

International Motorcar Transport

CARS UK, +1 (415) 515 2270

Automobilia:

Automobilia lot removal and storage charges are as follows:

Uplift/removal charge for lots being transported to the San Francisco gallery:

\$20 for small to medium items;

from \$50 to \$100 for large items.

Storage charges: \$5 per day per lot, beginning Monday August 26.

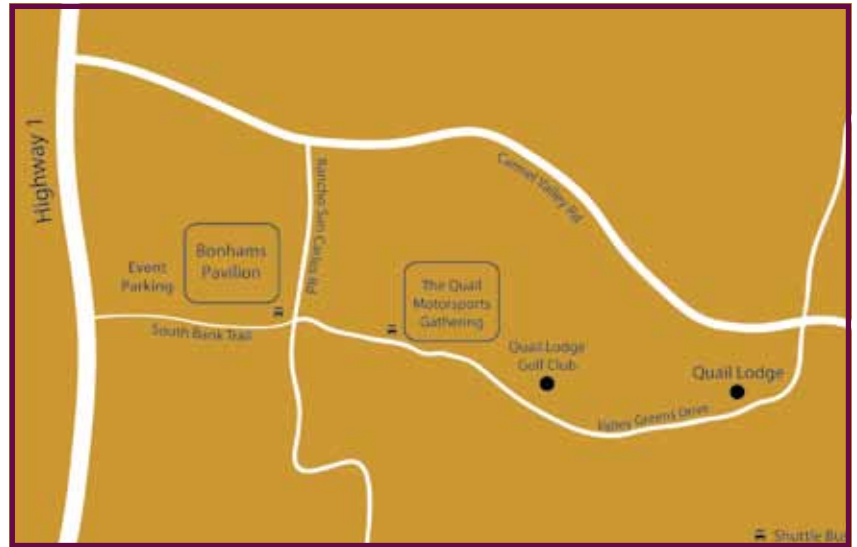
Bonhams

220 San Bruno Avenue

San Francisco, California 94103

Office hours for collection of property: 8.30am to 5pm, Monday through Friday

Bonhams at Quail Lodge & Golf Club, West Field



7000 Valley Greens Drive
(at the Valley Greens Drive and Rancho San Carlos Road intersection)
Carmel, California 93923 USA

From August 12 to 18, to reach us directly at the Bonhams Pavilion at Quail Lodge:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

Driving Directions

To Quail Lodge & Golf Club from San Francisco/San Jose Airports:

- Take Highway 101 South to Prunedale.
- At Prunedale, take Highway 156 West (there will be a sign for the "Monterey Peninsula").
- At Castroville, stay to the left; the road will become Highway 1 South.
- Take Highway 1 South to Carmel; the road narrows after the Ocean Avenue exit.
- The next light will be Carmel Valley Road, with two left turn lanes.
- Turn left on Carmel Valley Road and go 3 miles to Rancho San Carlos Road.
- Turn right on Rancho San Carlos Road and proceed 1/4 mile.
- You will see the West Field on the right and the Bonhams' Pavilion directly inside the field.

Directions to Quail Lodge & Golf Club from Los Angeles:

- Take Highway 101 North to Salinas.
- Go west on Highway 68 (the exit from 101 will say "Monterey Peninsula").
- Continue west on 68 to Laureles Grade, turn left.
- Go over the hills to the end of the road and turn right on Carmel Valley Road.
- Turn left onto Rancho San Carlos Road and proceed 1/4 mile.
- You will see the West Field on the right and the Bonhams' Pavilion directly inside the field.

Directions to Quail Lodge & Golf Club from Monterey Airport:

- Exit the airport and turn right on Highway 68 (Monterey-Salinas Highway).
- Take 68 to Highway 1 South, towards Carmel. Take Highway 1 South to Carmel; the road narrows after the Ocean Avenue exit.
- The next light will be Carmel Valley Road, with two left turn lanes.
- Turn left on Carmel Valley Road and go 3 miles to Rancho San Carlos Road.
- Turn right on Rancho San Carlos Road and proceed 1/4 mile.
- You will see the West Field on the right and the Bonhams' Pavilion directly inside the field.

Parking

Bonhams' event parking is provided directly next to the West Field. Upon arriving at 7000 Valley Greens Drive, proceed into the fenced area of Bonhams' Pavilion and drive past our tenting where you will see an attendant with a flag pointing you in the direction of the parking lot. Disabled parking is also provided. Please inquire upon arrival.

Shuttles to and from The Quail, A Motorsports Gathering

On Friday August 16, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail, A Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

Welcome,

It is with great pleasure that we present to you our 2013 Quail Lodge Auction catalog. We invite you to be part of this year's very special event.

We have curated an outstanding collection of exceptional collectors' motorcars for this year's auction; rare opportunities await.

On offer will be some of the best sports and touring cars, from every period of motoring. The most prominent marques are represented in exceptional examples of the finest models: Aston Martin, Bentley, Bugatti, Delahaye, Ferrari, Lancia, Mercedes-Benz, Packard and Porsche to name a few. Our offerings include the extraordinarily original and preserved automobiles from the Stan Hallinan collection, a superb example of the amazing 'Blower' Bentley, one of just three of the 50 cars to have been built by Bentley Motors to Le Mans specifications, the one-off, exceedingly sophisticated Ferrari 250 Europa Coupe by Vignale, and the prototype of the celebrated Bugatti Type 35, which is on offer for the first time since 1966.

In short, we have strived to find the best examples of each marque, and we are immensely proud to present an exciting and memorable auction line-up.

We enjoy a great, longstanding partnership with one of the finest collector car events in the world, *The Quail, A Motorsports Gathering*. This will be our 16th annual Quail Lodge Auction, making it the longest running auction during the world-renowned Monterey Peninsula Car Week.

Our Quail Lodge Auction venue, located just $\frac{3}{4}$ of a mile from the Quail Lodge & Golf Club on the verdant western lawns, is easily accessible from Monterey or Pebble Beach. It has ample parking for everyone, in addition to non-stop shuttle service to and from *The Quail, A Motorsports Gathering* on auction day. These accommodations have been made to facilitate accessing the various events on this day during this exceptionally full week of events.

We are delighted that you are holding this catalog in your hands and we hope you will enjoy it. We pride ourselves on service above all; if there is anything we can assist you with, please do let us know.

Enjoy the week, have fun, and we hope to see you Friday, August 16.

Sincerely,

The Bonhams US Motoring Specialist Team



Mark Osborne



Jakob Greisen



Rupert Banner



David Swig



Nick Smith



Eric Minoff



Evan Ide



Kurt Forry



Session I
Automobilia

August 16, 2013 at 9.30am

Lots 1 - 100





1



2



3



4



6



6 (detail)

Fine Automobilia

The letters "NR" next to an estimate indicate a lot being offered without reserve.

1

A Bentley Arnage colors sample kit, cases contain paint and interior samples, all fitted in custom wooden case.
\$250 - 500 NR

2

A Bugatti Veyron dealer color combinations sample kit, cases contain paint and interior samples, all fitted in custom leather case.
\$250 - 500 NR

3

A racing car deskpiece by WMF, German, circa 1913, pewter, in the form of a speeding early open race car with driver and riding mechanic, the hinged bonnet revealing inkwell and with hinged boot, 16ins long.
\$6,000 - 7,000

4

A custom made set of Mercer Raceabout cufflinks, produced by the Ostasz Studios New York, finely made with immaculate detail, these cuff links weigh in at 33.6 grams of 18k gold, additional brilliant cut diamonds in the headlamps and four additional diamonds decorate the back of the cuff link, etched '1913 Mercer' to the under side of each car, in original box, *approximately 1 1/4 in. long.*
\$6,000 - 8,000



7

Automotive Art

5

A selection of three racing themed 1950's era movie posters, comprised of 'Wild Racers,' 'Hot Rods to Hell' and 'The Racers.' Original folded condition. (3)
\$600 - 800

6

A Ed 'Big Daddy' Roth, "Rat Fink" neon sign, signed by Ed 'Big Daddy' Roth, silk screened image produced by Ed Roth, image and neon applied by Bruce Suba, Roth and other artist friends would create these pieces for charity events in the 1980s; this is a surviving example of one of those combined efforts. *Approximately 24x36in.*
\$8,000 - 10,000

7

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

8

Robert Carter: 1957 Mille Miglia, original oil on canvas, painted in celebration of Ferrari's great victory, finishing 1st, 2nd and 3rd in the 24th and final Mille Miglia, showing Piero Taruffi in the 315 S, winning in his eighteenth attempt, *48x72in.*
\$4,000 - 6,000



8



9



10 (detail)



10

9
"Two Thoroughbreds" by Stanley Wanlass, bronze, #9 of 50, polychrome bronze depicting Phil Hill in his Ferrari 250 Testa Rossa, on his way to victory at the 1958 Le Mans 24 Hours, a win he shared with his co-driver Olivier Gendebien, number 9 from a limited edition of 50, mounted on a turning dark marble display base, 25in. long
\$8,000 - 12,000

10
Dennis Hoyt: "Phil's Win"
 basswood sculpture of a Ferrari 156 'Sharknose' F1 racing car, expressing speed and motion, this one-off commissioned piece is a three-dimensional masterpiece, artist's depiction of Phil Hill's win at Monza, displayed on an ebonized base. *Sculpture measures 24 x 66in.*
\$75,000 - 100,000

Luggage, Drink Compendiums & Picnic Sets

11
A Lamborghini Diablo suite of tan leather luggage, comprising a large suitcase, a garment bag, a train case and a handbag, minimal to no wear and in good order. (4)
\$2,000 - 3,000



11



12

12
A fine cased drinks and cocktail set for four persons, by James Dixon & Sons, British, circa 1905, black leather oval case with handle to lid, opening to reveal beige leather interior fitted with Electro-Plated Britannia Metal drinking accessories comprising cocktail shaker containing four stacking gilt-lined shot tumblers and glass bitters bottle, a set of four stacking gilt-lined drinking cups housing larger glass drinks bottle, all surrounded by a set of four curved flasks marked Gin, Whiskey, French and Italian, many pieces stamped with maker's marks, the case measuring 9½ wide.
\$6,000 - 7,000



13

13
An Art Deco cocktail shaker and six matching tots, by Jean Despres, French, 1920s, silver plated, with engraved signature to base, of geometric design with simple chain-link decoration around the main body and base, 9½ inches high, together with a set of six matching drinking tots. (7)
\$9,000 - 10,000

Jean Després (1889-1980) was an Art Deco designer who captured the streamlined, modern aesthetic of the age of the machine and transformed it into objects of great beauty.

As a young man, Després became acquainted with avant-garde artists in Paris, including Modigliani, de Chirico, and Braque, and, after the outbreak of War in 1914, he worked on the industrial design of airplanes. He later transferred this experience and inspiration to his family's jewelry business, where he became known for his innovative geometric patterns. He also created a wide range of tableware and decorative objects in gold, silver, and pewter, whose bold, industrial looks were uncompromisingly modern, yet graceful and refined.



14



15

14
A fine specially commissioned Coracle brand picnic set for four persons, by G W Scott & Sons, circa 1925, retailed by H W Hill of Newmarket, black leather-cloth case, with nickelled locks and catches, single leather handle to lid and with hinged double doors to front opening to reveal wicker framework interior fitted with twin Thermos flasks, cylindrical glass milk bottle, Coracle ceramic based food box, two other food tins, stacking drinking glasses in wicker frames, glass salt and pepper pots, Paragon hand-painted decorative bone china cups and Coracle ceramic butter and preserves jars, with Paragon bone china saucers and rectangular enamel plates contained in the doors behind dark green leather straps, and with cutlery and bottle opener housed behind leather straps in the lid, complete with two keys, the case 15ins wide.
\$7,000 - 8,000

15
A leather cased picnic set for four persons, by Barratt & Sons of Piccadilly, London, circa 1910, brown leather case, with polished brass locks and catches, single leather handle, the lid with monogram 'M.G.P.', opening to reveal leather-lined interior fitted with large glass wicker-covered drinks bottle, Thermos flask, large food tin, milk bottle, and four gilt-handled fluted bone china cups, with saucer-plates and cutlery housed behind leather straps in the lid, the case measuring 16ins wide.
\$5,000 - 6,000



16



17

- 16**
A fine and rare cased tea-set for two persons, by Maquet, French, circa 1905, brown pigskin case, with gilt locks and catches and leather handle to lid, with hinged front doors, opening to reveal gray suede-lined interior, the upper section fitted with gilt accessories comprising wicker-handled kettle containing burner, with oil container and folding stand, wicker-handled tea-pot containing milk-jug and sugar bowl, many pieces stamped with maker's marks, with Toy-Le-Rosey bone china tea-cups and saucers contained in the lower section, and sugar tongs and pair of matching gilt teaspoons housed in the doors, the lid monogrammed 'R.M.' and the case measuring 11½ins wide.
\$5,000 - 6,000
- 17**
A cased picnic set for six-persons, by G W Scott & Sons, circa 1920, brown leather suitcase type, leather handles to each end and double retaining straps, nickelled rivets, locks and catches, the lid, applied with Cunard Line travel label, opening to reveal wood lined compartmentalized interior fitted with double burner, wicker-handled kettle and tea-pot, two large and two small wicker-covered drinks bottles, Coracle ceramic-based food boxes, nests of glasses in wicker cases, condiments jars, ceramic cups and saucers, the suede lined lid housing cutlery, circular enamel plates and vesta case behind leather straps, the case measuring 30ins wide.
\$5,000 - 6,000



18



19

18

A cased picnic and tea set for four persons, by G W Scott & Sons, circa 1911, black leather-cloth case, with nickelled lock, catches and handles to each end, with lid and fall-front opening to reveal wicker framework interior fitted with wicker-handled kettle and burner, two large wicker-covered drinks bottles, smaller glass milk bottle, spirits flask, Coracle ceramic based food box, another food tin, stacked drinking glasses in wicker frames, glass salt and pepper pots, gilt-edged cups by Bisto, Coracle ceramic butter and preserves jars, and rectangular enamel plates, with cutlery housed behind leather straps in the lid, the case 24ins wide.
\$8,000 - 9,000

19

An early foot-rest picnic set for two persons, circa 1910, for interior mounting, dark brown leather case, with light brown leather edging, brass catches and single leather handle with brass holders to rear, the sloped lid with polished brass edging and textured grip step-board surface, opening to reveal dark green leather-lined compartmentalized interior fitted with vacuum flask with leather case (re-covered), two small glass bottles with nickelled caps, ceramic based food box, small food tin, two rectangular enamel plates, and two Mintons bone china cups with gilt handles, the Bisto saucers and cutlery housed behind leather straps and nickelled catches in the lid, the case 14½ins wide.
\$8,000 - 9,000



19A

19A

A fine specially commissioned foot-rest picnic set for four persons by Mawsons, Swan & Morgan of Newcastle, circa 1911, formerly the property of Brigadier General Hubert Horatio Shirley Morant, for interior mounting, black leather case with brass locks, catches and handles, with sloped lid with polished brass edging and textured grip step-board surface, opening to reveal Royal Blue leather lined interior with wicker framework fitted with accessories by G W Scott & Sons, including wicker-handled kettle and burner, leather covered vacuum flask, a pair of wicker-covers drinks bottles, smaller glass bottle, Coracle brand ceramic-based food box, two smaller food tins, china cups and saucers by Bisto, set of four stacking glasses in wicker cases, two Coracle brand ceramic preserves jars, and two condiments bottles, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 23½ins wide, suitable for large concourse Rolls-Royce or similar large touring car.

\$12,000 - 15,000

Brigadier-General Hubert Horatio Shirley Morant, D.S.O. (1870-1946), a veteran of the Nile campaign of 1898, died at his home near Hexham at the age of 75. Born on December 27, 1870, he was educated at Charterhouse and Sandhurst. He was gazetted in The Durham Light Infantry and served with the Egyptian Army from 1898 to 1908. For his part in the Nile campaign he was mentioned in dispatches and decorated with the Order of Osmanieh and Medjidieh. He raised and commanded the 10th Battalion of The Durham Light Infantry in the 1914-18 war and on promotion to Brigadier-General he commanded the 3rd and later the 147th Infantry Brigades. Wounded four times, he received the D.S.O. In 1919 he reverted to his regiment and, until 1923, commanded the 1st Battalion. He retired in 1927, having since 1924 commanded the Territorial Northumberland Infantry Brigade. In 1937 he received the honor of appointment as Colonel of his old regiment.



20

20

An extremely fine and impressive leather cased two-person picnic set, with silver accessories, by Gustave Keller of Paris, 1920s, the brown textured leather suitcase, with single leather handle, nickelled locks and catches, the lid opening to reveal tan leather-lined interior, fitted with full compliment of fine silver accessories comprising gilt-lined kettle containing burner and stand, oil-flask, two gilt-lined tea-cups with handles, food box, and leather pouch containing forks, knives and tea-spoons, all fitted within a lift-out tray and surrounded by two large and one smaller food box and six rectangular plates, the tray lifting out to reveal lower level fitted with a pair of glass spirit flasks with silver caps covered with gilt-lined silver drinking tots, two larger drinking cups, and a pair of other food containers with lids, each piece stamped with maker's mark and many engraved with geometric entwined monogram design, the case measuring 20¾ x 16 x 7ins.
\$25,000 - 30,000

The Keller firm was founded in 1856 by Gustave Keller, whose simple yet elegant sets and accessories were immediately appreciated for their quality. He was awarded a gold and a silver medal at the 1867 and 1878 Paris World Exhibitions. After 1878, the Keller brothers succeeded him and started producing silverware, which was rewarded at the 1889 and 1900 world fairs respectively, with a gold medal and a Grand Prix. In 1889, Lucien Falize wrote that "everything stamped Keller is good" (the firm was later known as "Keller fils et gendre successeurs").



20 (detail)

Established in Paris at 65, rue de Turbigo, Keller moved their shop and workshop to 22 rue Joubert in 1891. In 1929, the shop was mentioned as trading from 18 Avenue Matignon and was still active possibly as late as 1947.

Keller attracted brilliant and international customers and was appointed official supplier of several courts (Spain, Russia, Greece and Romania). The Russian Court was an important client and from 1897, the last Tsar regularly purchased artifacts from the Parisian silversmith.

From the 1900s the firm were also commissioned to produce several important cups and trophies for the Principality of Monaco.

Motorsports Memorabilia

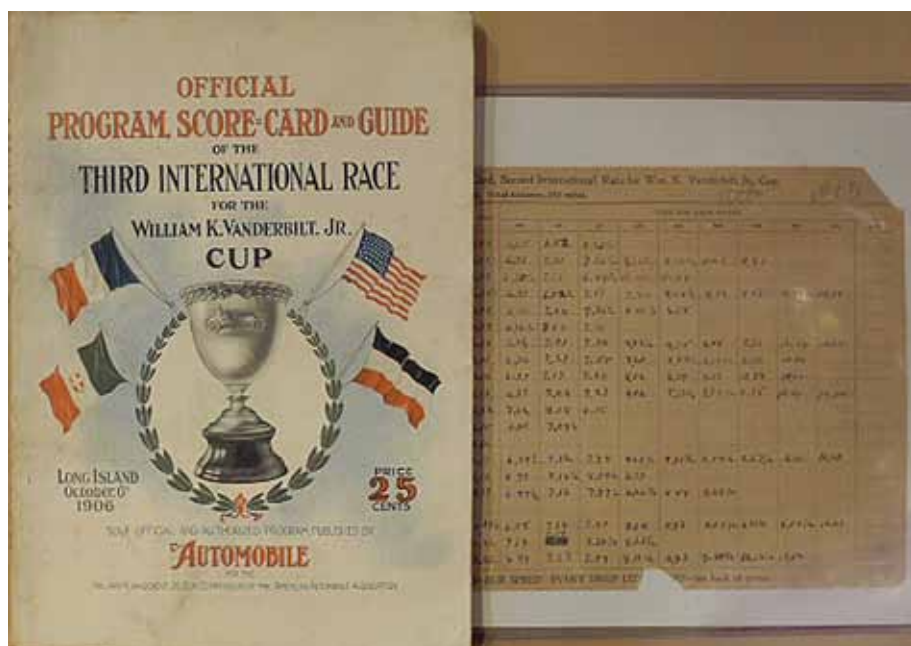
21

A rare original 1906 Vanderbilt Cup program, an exciting piece of racing history, 150 pages, filled with past event results, period ads, driver bios, and a 1906 Score Card completed in period, some discoloration and yellowing typical from age.
\$600 - 800

22

A framed display of Bill Boddy's personal collection of enamel BARC Brooklands members and guest badges, 1907-1941, near complete set of gilt-brass enamelled member's badges with cords and single guest lapel badges, a total of 61 badges covering 'The Brooklands Years', displayed within a brown velvet wood-framed display and comprising:

- 1907-1915 - member and one guest (1914 with matching numbers 1394)
 - 1916 - members only in composite material
 - 1920-1933 - member and one guest (1920 with matching numbers 815 and 1932 with matching numbers 521)
 - 1934 - members only
 - 1935-1939 - member and one guest (1935 with matching numbers 4A, 1936 with matching numbers 109A and 1939 with matching numbers 274)
 - 1940 & 1941 - members only (guest badges were not issued for these years)
- A red enamel 'Committee' lapel badge by W O Lewis of Birmingham.



21

The purpose-built glazed frame display with hinged door and brass lock and lugs for wall mounting, measuring 19½ x 28ins, acquired by the vendor from a recent sale of the Bill Boddy Collection including his motoring library, archive, and automobilia, and believed to have originally hung above Bill Boddy's desk in his study at home.

\$9,000 - 10,000

William "Bill" Boddy, MBE (1913-2011) was a British motoring journalist, author, some time race driver and enthusiast of veteran and vintage motor racing, having first been enamoured with the Brooklands circuit and motor racing from a young age, first visiting the track in the late 1920s. Having written his first article on the history of the circuit for the British motor racing periodical MotorSport in 1930, and a subsequent stint with Brooklands Track & Air until 1931, he became Editor of MotorSport from 1936 up until 1991, and continued to regularly contribute articles to the magazine after this period.



22

Considered by many in the motor racing fraternity to be the authoritative Brooklands historian, 'WB' as he is widely known, formed The Brooklands Society in 1967 to preserve the Brooklands Track for national posterity, which had ceased to host motor racing in 1939.

Boddy has authored many well-known books on the subject of motoring and motor racing, including The History of Brooklands Motor Course 1906-1940 (published 1957), considered to be the definitive history of the track and races held there.

With a total of 81 years in motorsport journalism, Bill Boddy is well reknowned and respected by the motorsport world to this day, and was presented with an MBE in 1997.



23



23 (reverse)



23



23



23 (reverse)



24



24 (reverse)

23

A collection of gold medals awarded to Umberto Maglioli in the 1950s, Comprised of a Freiburg-Schauinsland hillclimb medal from 1957, displaying a 1927 Helvetia gold Franc set in a gold ring with the etched inscription *Schauinslandrennen Baden-Auto 1957*, the coin is 14k at 12.4 grams, *approximately 1 1/4 in. in diameter*; A 1953 A.C.I. gold medal, stamped 750 18k, weight 14.8 grams, A.C.I. gear and wheel logo in relief on front with inscription *Automobile Club D'Italia* and the reverse inscription reads *IV Rallye Automobilistico Internazionale Del Sestriere*, in good order, *approximately 1 1/4 in. in diameter*.
\$1,500 - 2,500

Maglioli won the 1952 title of Italian Champion in the category International Touring Car over 1500cc, driving a Lancia Aurelia B21 in events like Mille Miglia, where he took first in class. In the 1953 International Sestriere Rallye, he drove a Lancia Aurelia B20GT, winning some stages but later crashing. The 1953 medal is believed to be in recognition for one of the stages. In the Freiburg-Schauinsland hillclimb (valid for the European Championship), Maglioli came second overall in a Porsche 718 RS.

24

A first place gold medal for the 37th Annual Targa Florio, May 24, 1953, awarded to Umberto Maglioli, stamped 750, 57.8 grams of 18K gold, an image of an open-wheel racer at speed in relief appears on the front of this remarkable medal, the medal itself is set in a separate gold ring, the reverse is inscribed *37A Targa Florio Il Presidente Del Consiglio Dei Ministri 24 Maggio 1953*, in fair overall condition, *approximately 2 in. diameter*.
\$4,000 - 6,000

May 14th, 1953: The 37th Annual Targa Florio in Sicily was won by Umberto Maglioli in a Lancia D20 3-liter driving for Scuderia Lancia. Emilio Giletti was second and Juan Manuel Fangio third, both driving works Maserati A6GCS's. Maglioli would win the event at an average speed of 51.10 miles per hour in heavy rain and dreary conditions.

25

A first place gold medal for the Fifth Annual Carrera Panamericana, 1954, awarded to Umberto Maglioli, stamped 750, 29.4 grams of 18k gold, medal set inside a gold ring, a draped goddess holding the lady of Victory in relief, finely detailed and well executed, the reverse is inscribed *V Carrera Panamericana 1 Assoluto Anno 1954 Fren-Do*, in good overall condition, *approximately 1 3/4 in. in diameter*.
\$6,000 - 8,000

Covering 8 stages and 1,908 miles, this race would be the last running of the Carrera Panamericana "Mexican Road Race". 85 cars finished the grueling race that had started out at 150 entries, including factory entries from Ferrari, Lancia, and Porsche. Ferrari and Maglioli would dominate the field. Maglioli's Ferrari 375 Plus would average a speed of 107 miles per hour. He finished the race in 17 hours, 40 minutes, and 26 seconds, beating Phil Hill by a 24-minute margin. For his efforts he walked away with enormous pride amongst his fellow drivers, approximately 22,5000 pesos (\$18,000) and a beautiful gold medal.

DURANGO



25



25 (reverse)





26

26

An Indianapolis 500 100-mile leader's trophy awarded to Frank Lockhart, May 30th, 1927, manufactured by Derby S.P. CO. International, a silver plated loving cup design with general ornate features around the base, handles and top. inscribed *Indianapolis Chamber of Commerce trophy for driver leading at 100 miles Indianapolis Speedway 500 mile race May 30, 1927*, some wear to plating and dents are apparent. 17½in. high.
\$5,000 - 7,000 NR

In 1927, Lockhart qualified on the pole for the Indy 500 in his Perfect Circle Miller. He led the opening 81 laps, and a full 107 before his car broke a connecting rod, nonetheless he set an opening lap-leader record that stood for 64 years. He won five more AAA championship events in 1927.

27

Believed to be the last trophy awarded to Frank Lockhart for his February 22nd, 1928 World's Straightaway Record Attempt produced by Meriden. B. CO. International, this silver plated loving cup with laureled lid is engraved; *With Love And Esteem From The Citizens Of Daytona Beach-Florida To Frank Lockhart A Most Courageous Driver In A Valiant Attempt For The World's Straightaway Record February, 22-1928*, has some wear to plating with age, 22in. high.
\$6,000 - 8,000 NR

Powered by a pair of Miller straight-eights combined into a supercharged V16, Frank Lockhart designed and built the smallest-displacement car ever to make an attempt at the Land Speed Record at Daytona Beach. The Stutz Black Hawk he created ran its first run on Daytona's narrow sand beach and was a nearly fatal, failed attempt. In adverse weather conditions his car crashed into the ocean. He narrowly escaped drowning and was taken to a hospital suffering from severed tendons in one hand, shock and bad bruising, but two months later he was back for another attempt. On April 25, 1927, somewhere near the half mile mark, Lockhart's tire blew, leading to a tragic, violent crash and his immediate death.



27



27 (detail)



28



29

Mascots

28

A Schneider Seaplane Trophy mascot, British, circa 1930, silver-plated, in the form of the Supermarine S6b, with twin-bladed propeller, marked 'Rolls-Royce' under the right float, 6ins wingspan, mounted on a turned wooden display base.

\$5,000 - 6,000

29

A 'Leaping Lion' mascot by Casimir Brau, French, 1925, formerly the property of the Late Bill Boddy, signed 'C Brau' to base, nickel-plated bronze, larger version of the mascot with Art Deco styling, 8ins long, mounted on a turned wooden display base, acquired by the vendor from a recent sale of the 'Bill Boddy Collection' motoring library, archive, and automobilia.

\$6,000 - 7,000

30

A fine 'Rodeo' mascot, cast by Jean Dore, sculpted by Charles Paillet, French, circa 1920, signed to the base, nickelled bronze, finely detailed mascot depicting a Rodeo rider jumping from his horse on to a running bull, 5ins long, on a turned wooden display base.

\$9,000 - 10,000

31

A Royal Automobile Club d'Egypte enamelled car badge, 1924, lacquered solid nickel, double-sided Type 2 badge in the form of a gear cog, based on the Automobile Club de France badge, with winged scarab design to base and surmounted by Royal Crown emblem, with enamelled centre to each side, one with blue enamel ground and nickelled Sphinx and Great Pyramid design and with script in English/French, the other side with green enamel ground and Kingdom of Egypt three-star and crescent moon national flag design and with script in Arabic, stamped 381 to one side of base, 6ins high, mounted on a turned wooden display base.

\$5,000 - 6,000

An example of this badge is illustrated on page 206 of the reference book *Jan Sarnesjo: The World of Car Badges*.

32

A 'Dancing Girl' mascot, by K Schinko, 1920s, signed to base, nickelled bronze mascot of a semi-nude girl in skirt and shoes, dancing with arms outstretched, 7ins high, mounted on a turned wooden display base.

\$5,000 - 6,000



31



31 (reverse)



30



32



33



34



35



36

33
An unusual 'Golfer' mascot, 1920s, nickel plated brass, in the form of a 'flying' winged old golfer in plus-fours and cap carrying a golf club and holding a golfing trophy aloft, 6ins high, mounted on a dimpled golf ball above a radiator cap on a turned wooden display base.
\$5,000 - 6,000

34
An 'Owl' mascot by Edouard Marcel Sandoz, French, circa 1910, signed 'Ed.M.Sandoz' to left side of base and with Susse Freres foundry mark to right side of base, nickelled bronze mascot in the form of a stylized owl, 4¼ins high, mounted on a period radiator cap above a turned wooden display base.
\$5,000 - 6,000

Sandoz (1881-1971) is one of the foremost sculptors and designers of the 20th century, designing just a handful of automobile mascots, this rare example being one of the finest he designed.

35
A 'Chat Botte' (Puss in Boots) mascot by Antoine Bofill, French, circa 1910, signed to base, in nickelled bronze, depicting the celebrated Comte De Perrault as a well dressed cat with hat, boots and cane, with 'MAM' foundry marking to rear of base, 6ins high, mounted on a period radiator cap above a turned wooden display base.
\$7,000 - 8,000



37

36
A fine and specially commissioned 'Gentleman Fox' sterling silver mascot, by John George Piddington, 1903, unsigned, depicting a fox in jacket, shirt, cravate and short trousers carrying a goose under his right arm and a bone in his left hand, decorated with 37 inset blue, red and green paste cabochons around the base, sleeves and collar, hallmarked London 1903 and stamped to the rear of the base '930', measuring 5½ins high, mounted on original Bakelite radiator cap above a turned wooden display base.
\$5,000 - 6,000

Specially commissioned by wealthy Welsh-born aristocrat Romer Williams, who was educated at Rugby and based at Newnham Hall, Northamptonshire, England, at the turn of the 20th Century. Director of Legal & General Life Insurance, respected horse judge, and Ruling Governor of the Royal Veterinary College, Williams used this mascot on his cars, including his Rolls-Royce.

According to information supplied by the vendor, Williams was a regular customer of the Baker's Arms Pub in Newnham, sometimes sending his chauffeur, Mr Black, and lady-in-waiting to fetch him a jug of beer. When the pub was destroyed by fire in the early 1930s, Williams paid for the costs of the repairs, and to show their appreciation, the owners renamed the pub The Romer Arms, as it is still called to this day, in his honor.

Upon the death of Williams, this mascot was reportedly given by the family to the chauffeur, for his years of loyalty and service.



38

37
A rare Art Deco 'Pegasus' mascot, by F Bazin, French, circa 1925, stamped 'F.Bazin' to left side of base, nickelled bronze, rare larger version of the mascot depicting a stylized winged horse, 6ins high, mounted on a turned wooden display base.
\$5,000 - 6,000

38
A rare 'Aerofoil' mascot for Automobiles Sizaire, by Jan & Joel Martel, French, circa 1925, stamped 'J.Martel' to right side of base, nickelled bronze, a simple arrow design in a Futurist style, 7ins long, mounted on a period radiator cap and above a turned wooden display base.
\$6,000 - 7,000

Jan and Joel Martel produced a series of such mascots for Robert Mallet Stevens, Voisin and Sizaire cars in the 1920's as special commissions.



39

39 Ω

A fine 'Papillon' (Butterfly) mascot in opalescent glass, by Sabino, France, circa 1932, engraved signature 'Sabino Paris' under base partially obscured by original Sabino oval label, larger version of the mascot with reduced size base for radiator mount, with opalescent core, in the form of a stylized butterfly with closed wings, 6ins high, mounted within original correct nickelled split-ring radiator mount.
\$5,000 - 6,000

40 Ω

An Art Deco 'Draped Nude' glass mascot, by Lucile Sevin for Etling, French, introduced 1932, in blue/white opalescent glass with amber core, moulded 'Etling France 50' to side of stepped base, depicting graceful draped female standing holding her dress out, with her head held to one side, 8ins high, together with a stepped nickelled display mount.
\$8,000 - 9,000



40

40A

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

41

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

42 Ω

A fine 'Perche' mascot in amber glass by René Lalique, French, 1929, a rare amber glass version, moulded and etched 'R.Lalique France' to side, first introduced April 20th, 1929, catalog number 1158, *4½in. high.*
\$2,000 - 4,000



40A



41



42



43



44



45



46



47

43

A fine 'Sanglier' glass mascot by René Lalique, French, 1929, clear and frosted glass, moulded 'R. Lalique' between legs on right side and acid etched to the underside, introduced October 3rd, 1929, catalog number 1157, approximately 3¾ in. high.
\$3,000 - 5,000

44

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

45

A 'St. Christopher' glass mascot, by René Lalique, French, 1928, signed with deep moulded mark 'R Lalique France' in clear & frosted intaglio moulded glass, a superb rendition depicting the Saint carrying the Christ child on his shoulder, introduced on January 3rd, 1928, catalog number 1142, 4¾ in. high.
\$1,500 - 2,000

46

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

47 Ω

A fine 'Lévrier' glass mascot by René Lalique, French, 1928, intaglio moulded, signed 'R. Lalique France', clear and frosted mascot featuring a running Greyhound molded in a plaque, first introduced March 14th, 1928, catalog number 1141, 7¾ in. long.
\$7,000 - 10,000



48

48 Ω

A fine and rare opalescent 'Naiade' glass mascot by René Lalique, French, c.1920s, molded 'R.Lalique' located above tail fin, a wonderful opalescent example of a mermaid with flowing hair and is holding a seashell to her ear, catalog number 832, *5½in. high*.
\$6,000 - 8,000

49

A fine and rare opalescent 'Sirene' by René Lalique, French, 1928, an opalescent glass example, molded in relief 'R. Lalique and France' signature immediately above base, first introduced September 17th, 1929, catalog number 831, *4in. high*.
\$4,500 - 5,500



49

50

A 'Grande Libellule' glass mascot by René Lalique, French, 1928, clear and frosted glass with slight grey tinted centre, moulded signature 'R.Lalique' to side section above base, also etched 'R.Lalique, France' to side of outstretched lower body, first introduced on May 23rd, 1928, catalog number 1145, *8¼in. high*.
\$10,000 - 15,000

51 Ω

A petite 'Libellule' glass mascot by René Lalique, French, 1928, frosted and polished glass, 'R. Lalique France' etched to left side of base along with 'Lalique' moled in relife to end of left side tail, first introduced on April 28th, 1928, catalog number 1144, *approximately 6¼in. long*.
\$10,000 - 14,000



50



51



52



53



54

52

A fine and rare 'Cinq Chevaux' glass mascot by René Lalique, French, 1925-1939, a fine example of a clear and frosted car mascot, depicts five horses leaping in relief, molded 'R. Lalique' in relief in negative space between the tail and legs, mounted to a custom wooden base, 6 in. high.

\$12,000 - 15,000

53

A fine and rare 'Vitesse' mascot in opalescent glass by René Lalique, French, 1929, a stunning example of what some consider to be the finest of all the Lalique mascots, moulded 'R. Lalique France' signature immediately above base, crisp clear markings, with earliest double tailed 'Q' lettering, catalog number 1160, 7in. high overall.

\$30,000 - 35,000

54

A rare 'Victoire' glass mascot by Rene Lalique, French, 1928, molded clear and frosted glass, this model is also known as 'Spirit of the Wind', molded in relief signature 'R Lalique' on the nape of the neck, first introduced April 18th, 1928, catalog number 1147, approximately 10½in. long.

\$20,000 - 25,000

55



55

An extremely fine and rare 'Comète' glass mascot by René Lalique, 1925, clear glass, wheel etched 'R.Lalique France' to rear side edge of tail, first introduced August 24, 1925, catalog number 1123 (also etched 'No 1123' on bottom), *7in.long*
\$110,000 - 130,000



56



57

Models

56

A scale model of the 1954 Fiat Turbina prototype, believed to be made in period, finely produced in cast aluminum, painted in red and white and gold leaf 'Fiat' on tail section, 34in. long.
\$2,000 - 4,000 NR

The Fiat Turbina took six years of planning and was finally unveiled in 1954, powered by a gas turbine. The engine had two compressor stages and one turbine stage which would reportedly produce 300bhp at 22,000rpm. Its top speed was estimated at 160mph. Despite being perhaps one of the most beautiful cars Fiat has ever conceived, the project was eventually dropped due to overheating problems.

57

A 1920s Alfa Romeo P2 race car clockwork tin toy, c. 1925, A rare, impressive large tin toy car by "C. I. J." France, in blue with racing number 2 and clover leaf motif, with fine details, demountable wheels, leather bonnet straps (one missing), finely meshed radiator grille, opening filler caps, detailed suspension, accurate hood louvres, steering front wheels and key. An excellent very accurate and detailed "Alfa Romeo" badge. In exceptional original condition, light crazing to brown seats, 20½in. long.
\$4,000 - 6,000 NR



58



58 (detail)



58 (detail)



59

58
A 1:8 scale model of a Bugatti Type 41 (Royale) Coupé Napoleon by Marc Antounetti,

A supremely detailed scratchbuilt model, custom-built at the Antonietti-Bossac factory circa 1970, from in excess of 4500 individually prepared hand-made brass, steel, aluminium and copper components, details include opening door, hinged cowling revealing fully detailed engine, wheels fitted with rubber tires, articulated steering to front wheels and rear suspension, wood-finished dashboard, padded leather seating and interior paneling and finely detailed instruments, the hood in retracted position and bodywork primed and finished in three layers of closely matched 'Bugatti Blue' paintwork, bearing small brass plaque to underside stamped 'Marc Antonietti No 6 8 3', 27½ in long overall \$15,000 - 20,000 NR

59
A fine scratchbuilt 1:8 scale Bugatti Type 37 Grand Prix model by Marc Antonietti,

custom-built at the Antonietti-Bossac factory circa 1970, from in excess of 4000 individually prepared hand-made brass, steel, aluminium and copper parts, details include hinged cowling revealing fully detailed engine, wheels fitted with rubber tires, articulated steering to front wheels and rear suspension, aluminum machined dashboard with finely detailed instruments, padded light blue leather seating, bodywork primed and finished in three layers of closely matched 'Bugatti Blue' paintwork, bearing small brass plaque to underside stamped 'Marc Antonietti No 6 6 4', 18½ in long overall \$8,000 - 12,000 NR



60



61

60

A late 1950's 1/4 Midget race car by Race Craft, produced by the Race-Craft corporation in San Gabriel, California, these child's size Champ racers came in kit form (for \$295 in 1957) or as a completed racer (for \$395) as seen here. This example is completely original down to the first owner's and vendor's name "Corky", a racing number 3 and a personal note "Say-A What" all in hand painted red text, constructed of a fiberglass body and steel tubular frame, vinyl seats and chrome components on the exterior; the power source is a small Briggs and Stratton engine, appears complete and comes with period trailer.
\$5,000 - 7,000

61

A BMW 328 Junior gas powered child's car by Stimulas of France, limited edition #96, a 6/10th scale replica of the classic pre-war BMW 328 roadster, produced in Lyon, France, powered by a small four stroke 6.5bhp gasoline engine, finely detailed with accurate proportions, appears complete and in good order.
\$8,000 - 12,000 NR

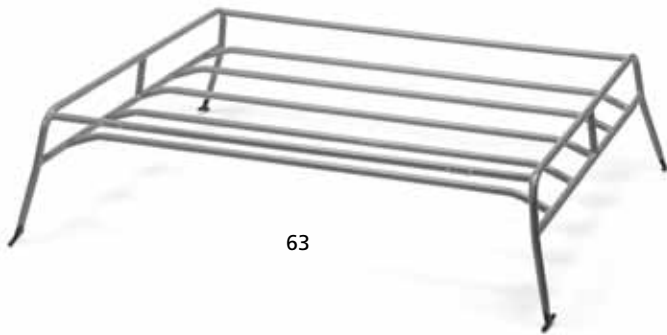


62



62

A late 1950s era Ferrari 250 Testa Rossa child's car, exquisitely manufactured and described by vendor as being in all original condition, finished in white with red racing stripe; appropriate Ferrari *cavallino rampante* hood emblem, aluminum body, plexiglass windshield as well as plexi covered headlights, orange plastic tail light lenses, rubber tires over chrome spoked knock-off wheels, real working suspension, rear drum brakes; interior reveals a burgundy leather upholstery, wood rimmed steering wheel with Ferrari badge in center; electric motor driven with multiple gears, excellent overall condition.
\$30,000 - 40,000 NR



63



64



65

Engines, Parts & Spares to be sold at no reserve

63

An original BMW 328 luggage rack, appears to be in original condition with welded tube design and rubberized feet.

\$1,000 - 2,000 NR

64

A BMW 328 light alloy transmission and rear axle, transmission appears complete, together with correct drive shaft and rear axle, contents garage kept and well oiled/greased, stored in protective plastic covering.

\$4,000 - 6,000 NR

65

A pre-war BMW 328 engine and associated parts, block number 27 B39 01 100 0 stamped number TP 8-10174; lot comprised of block, sump, believed to be NOS aluminum cylinder head, 6 pistons and rods, 9 valves 3 carburetors (zinc components in rough condition), an assortment of valve springs, associated clutch parts and others.

\$15,000 - 18,000 NR



66



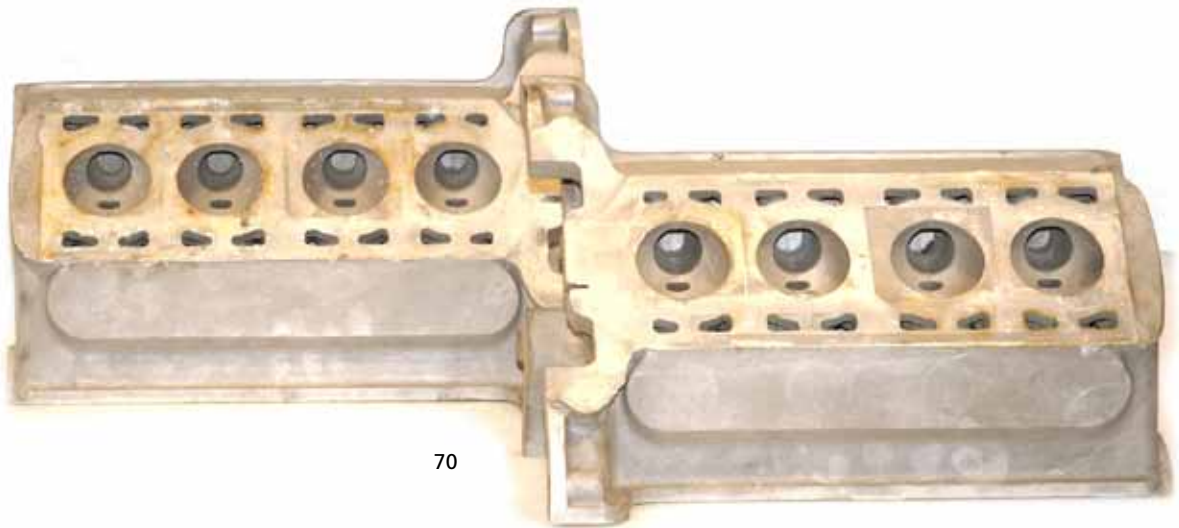
67



68



69



70

66

A set of (5) Porsche 356 wheels, appear to be refinished or NOS, with tires that show little to no wear.

\$1,500 - 2,000 NR

67

A set of 5 Bugatti wheels, either freshly rebuilt or newly manufactured; nickel-plated, still packed in shipping packages. (5)

\$500 - 1,000 NR

68

The nose of a c. 1959-60 Alfa Romeo SZ, decorative wall hanging, front clip (believed to be a reproduction) of a Zagato aluminium-bodied racing version of the Alfa Romeo Giulietta.

\$1,000 - 3,000 NR

69

Alfa Romeo GTA engine components, includes engine block AR00536 15161; GTA Testa Stresa cylinder head with magnesium valve cover, magnesium timing cover, lightened crankshaft.

\$2,000 - 3,000 NR

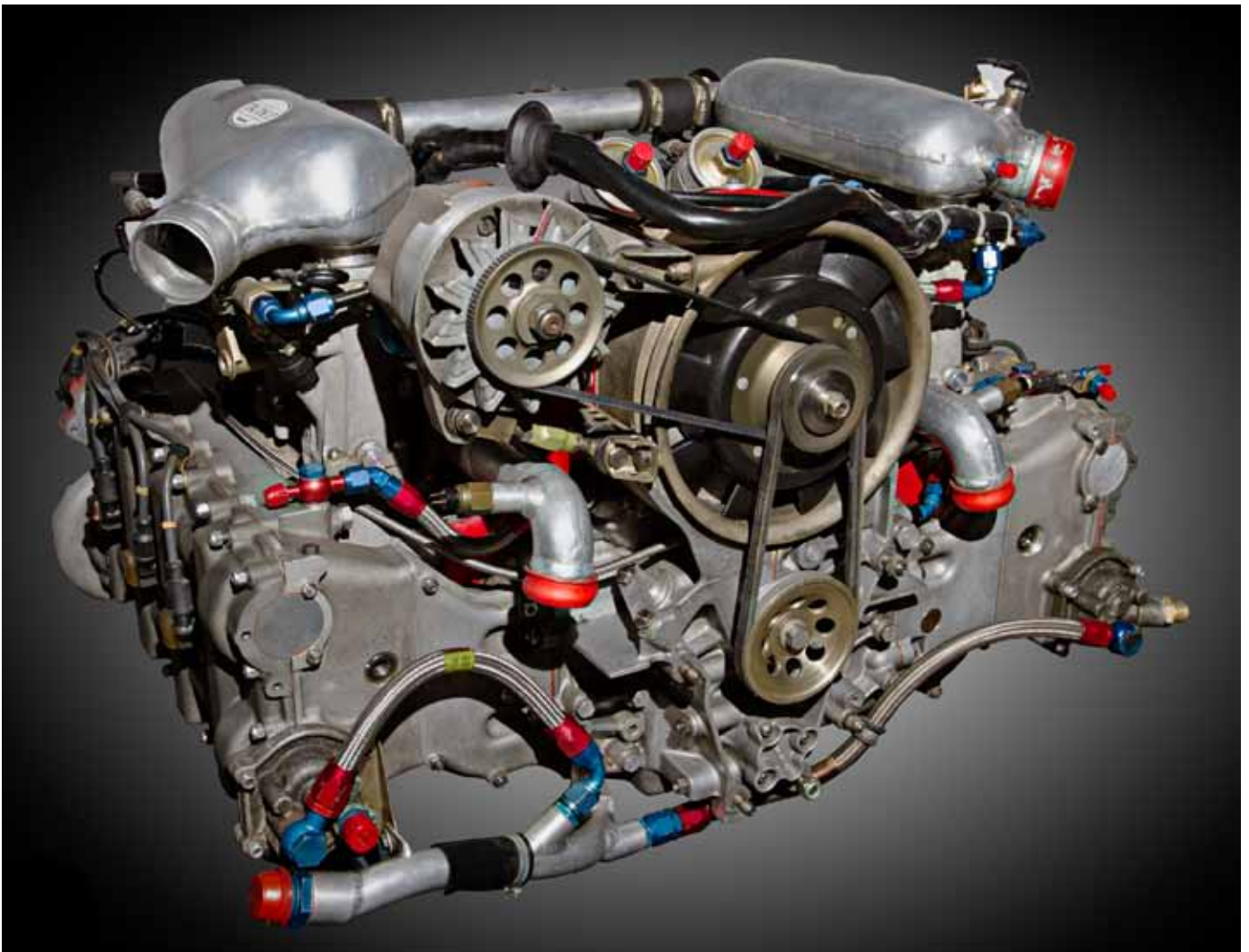
70

A pair of 8C Alfa Romeo cylinder head castings, new unmachined castings.

\$100 - 300 NR



72



71



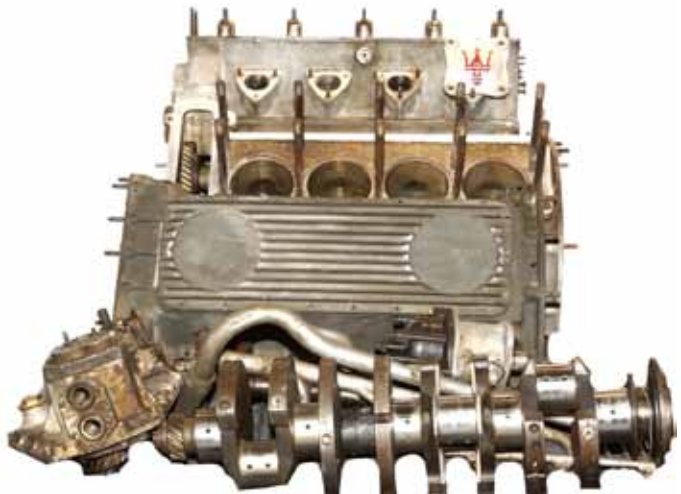
73



74



75



76

71

A Porsche 935 engine,

Type 935/76; additional stampings 109 and 93; complete with intake and all accessories marked Team Trust.

First developed for the 935 Group 5 racing cars of 1976. By the serial number this motor is believed to have been fitted to a Porsche 956 #109. The flat-six, 2.65l, turbocharged motor produces around 635hp. Fitted in the Porsche 956 it proved a very successful machine in its first attempt at the 24 hours of Le Mans in 1981 the 956 scored a 1-2-3 victory.

This motor is in what looks like well stored condition. Most openings are properly sealed and the motor has the look of a freshly rebuilt unit but that is not able to be confirmed at this time. The motor does appear largely complete with its intake system, ignition and accessories. The exhaust headers, turbochargers and intercoolers are not present. The motor has markings from team Trust indicating it was perhaps part of their racing program at some point.

\$10,000 - 20,000 NR

72

A Talbot Lago T26 6 cylinder engine,

engine number 26523; engine appears fully restored, complete with carburetors and bell housing.

\$3,000 - 7,000 NR

73

A Talbot Lago transmission,

Pre-select type gearbox suitable for previous lot.

\$1,000 - 2,000 NR

74

A Maserati Tipo 151/450S type competition V8 engine,

cylinder head stamped 151 006; includes (1) cylinder head, front timing cover, sump, pair of cam shafts, (1) distributor, (2) partial water pumps, clutch bell housing and crankshaft.

\$2,000 - 4,000 NR

75

A Maserati competition V8 engine,

Tipo 151/450S type; cylinder head stamped 151 002; no bell housing, no water pumps, but has (1) cylinder head, front timing cover, pair of cam shafts, crankshaft,

\$1,500 - 3,500 NR

76

A Maserati competition V8 engine,

Tipo 151/450S type; cylinder head unstamped; no bell housing, no water pumps, but has (1) cylinder head, front timing cover, crankshaft

\$3,000 - 5,000 NR



77



78



79



80



81



81A



82

77

A Maserati Tipo 9 competition 12-cylinder engine,

Tipo 9 was fitted to 350S and Tipo 63 sports racing cars; includes block, sump, (2) cylinder heads (1 is missing cam housing and valve covers); all components appear to be electron castings, no internals; includes (1) freshly cast unmachined cylinder head.

\$2,000 - 6,000 NR

78

A Maserati transaxle believed suitable for Birdcage Tipo 60, 61, 63,
appears complete with half shafts and fits up to previous lot.

\$1,500 - 3,000 NR

79

Maserati A6G54/2000 engine castings,
The two liter six -cylinder A6G54 was introduced in 1954 as a Grand Touring version of the A6GCS competition motor. The new engine would be simplified and tuned more suitably for road use. The resulting motor still produced an impressive 150hp.

This group of A6G54 engine castings all appear to be magnesium. Most look unused and no stampings could be located on the components. There are no internal components included with this lot.

\$2,000 - 6,000 NR

80

A Maserati transaxle,
either freshly rebuilt or newly manufactured transaxle still in shipping crate.

\$1,000 - 3,000 NR

81

A Maserati transaxle housing,
electron casting with no internals.

\$250 - 500 NR

81A

A Maserati transaxle housing,
electron casting with no internals.

\$250 - 500 NR

82

A Weber 1B 52DCO carburetor,
suitable for supercharged Maserati 8CL; carburetor stamped N35; complete with intake screen.

\$100 - 300 NR



83



83A



84

83

A set of 4 Maserati brake drums, backing plates and pads, full set of original magnesium front and rear brakes with original aluminum covers; set includes (1) spare rear drum and (1) front backing plate with pads.
\$1,000 - 3,000 NR

83A

A set of 4 Maserati cast magnesium backing plates, set of front and rear original backing plates.
\$200 - 400 NR

84

A large quantity of Maserati Tipo 151 spares, including brake parts, suspension parts, gearbox parts, gaskets and plumbing.
\$250 - 500 NR

85

A Maserati Tipo 151 cylinder head, stamped 151 004; also suitable for 450S; includes valve covers; no cam shafts; right hand side.
\$200 - 400 NR

86

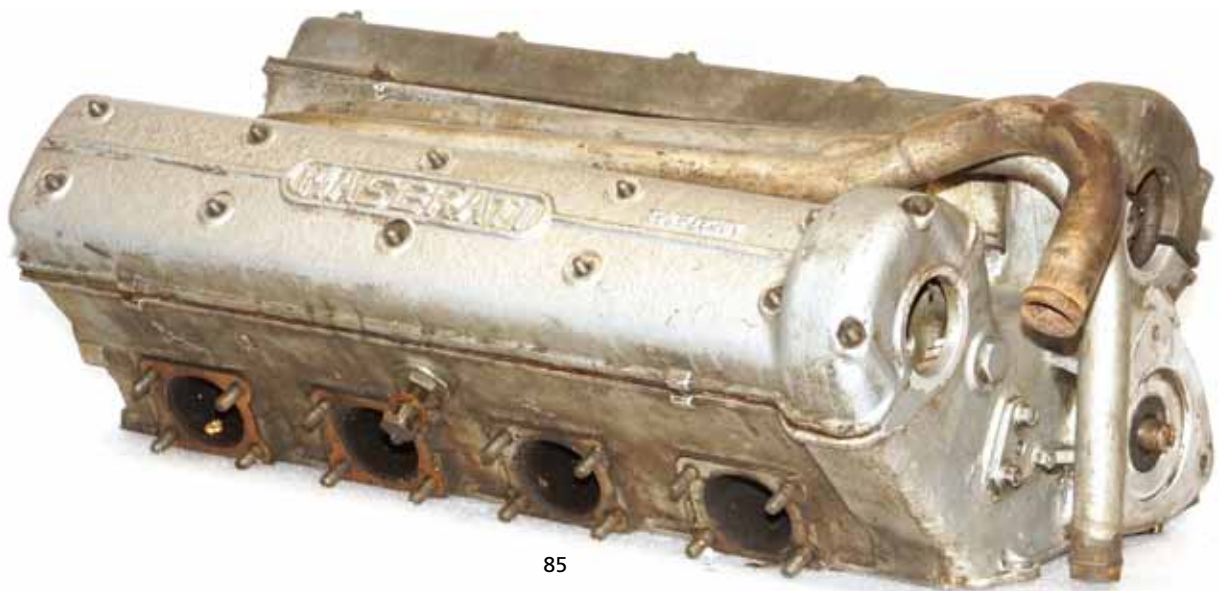
A collection of Maserati sports racing spares, appear to be primarily related; engine and suspension parts.
\$200 - 400 NR

87

A ZF5D-25 transaxle, appears complete and in good order.
\$300 - 600 NR

88

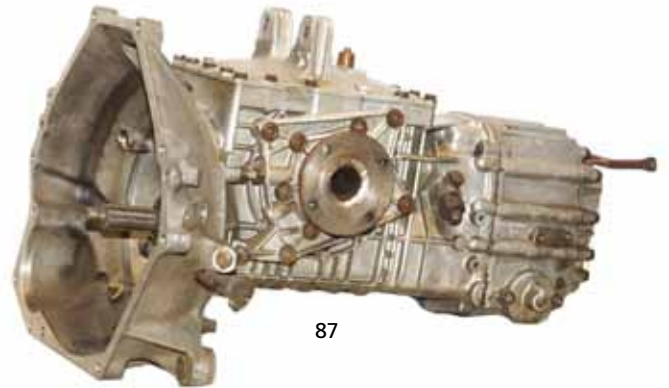
A fine replica 1950s era Ferrari tool roll, presumably for a 250 2+2 and other later 250 models, black pebble grained vinyl with brown leather straps, comprised of 8 Beta 55 Italy wrenches, jet key, pliers, two wooden handled flat tip screwdrivers, grease gun, 500 gram steel hammer, spark plug wrench, hub puller, Pirelli fan belt, and a M. Riganti "clam shell" jack, together with an unidentified set of pliers and large size socket.
\$5,000 - 8,000 NR



85



86



87



88



89



89A



90



89
A pair of Weber 40DC03 carburetors,
serial numbers 3711 and 2653. (2)
\$100 - 300 NR

89A
A pair of Weber 45DC03 carburetors,
serial numbers 732 and 825; with chrome
velocity stacks; in original unrestored condition.
Originally equipment on Aston Martin DB4 Gt,
Jaguar D type, Maserati Tipo 60 and others. (2)
\$100 - 300 NR

90
A set of freshly rebuilt Weber 50 DC04,
suitable for Monza/Mondial 500/625LM/TRC
sports racing cars, completely restored and
believed to be in good functioning order. (2)
\$5,000 - 7,000 NR

91
2 1950's era Ferrari Magneti Marelli
Superpotente "B7" ignition coils,
appear to be in sound condition, lightly used. (2)
\$1,000 - 2,000 NR

92
An oil tank,
believed to be for Ferrari competition car model
unknown; high quality construction; filler has
been removed.
\$100 - 300 NR

93
3 Borrani 15x5.5 RW3264 Record wheels,
nicely restored; 1 with Pirelli NOS tire, suitable
for several 1950s Ferrari including 250 LWB TDF,
Boano, California, 750 Monza. (3)
\$500 - 1,000 NR

93A
2 Borrani 15x8 RW3876 Record wheels
Appear to be original unrestored wheels,
suitable for a Maserati Tipo 151/3. (2)
\$500 - 1,000 NR

93B
A set of Borrani 15x9 RW3940 Record wheels,
appear to be original unrestored wheels. Used
on some sports racing Maseratis including
Tipo 151. (4)
\$500 - 1,000 NR

94
A set of 4 Borrani wheels for Ferrari 365GT,
15x7.5 RW4075 Record wheel-set with a
good set of Michelin XWX tires; also suitable
for 250 GT and a BB512; tires are 215/70
VR15; wheels look to be in very good order,
with chrome and aluminum surfaces without
any noticeable defects. (4)
\$500 - 1,000 NR



91



92



93



93A



93B



94



95



96



97

95

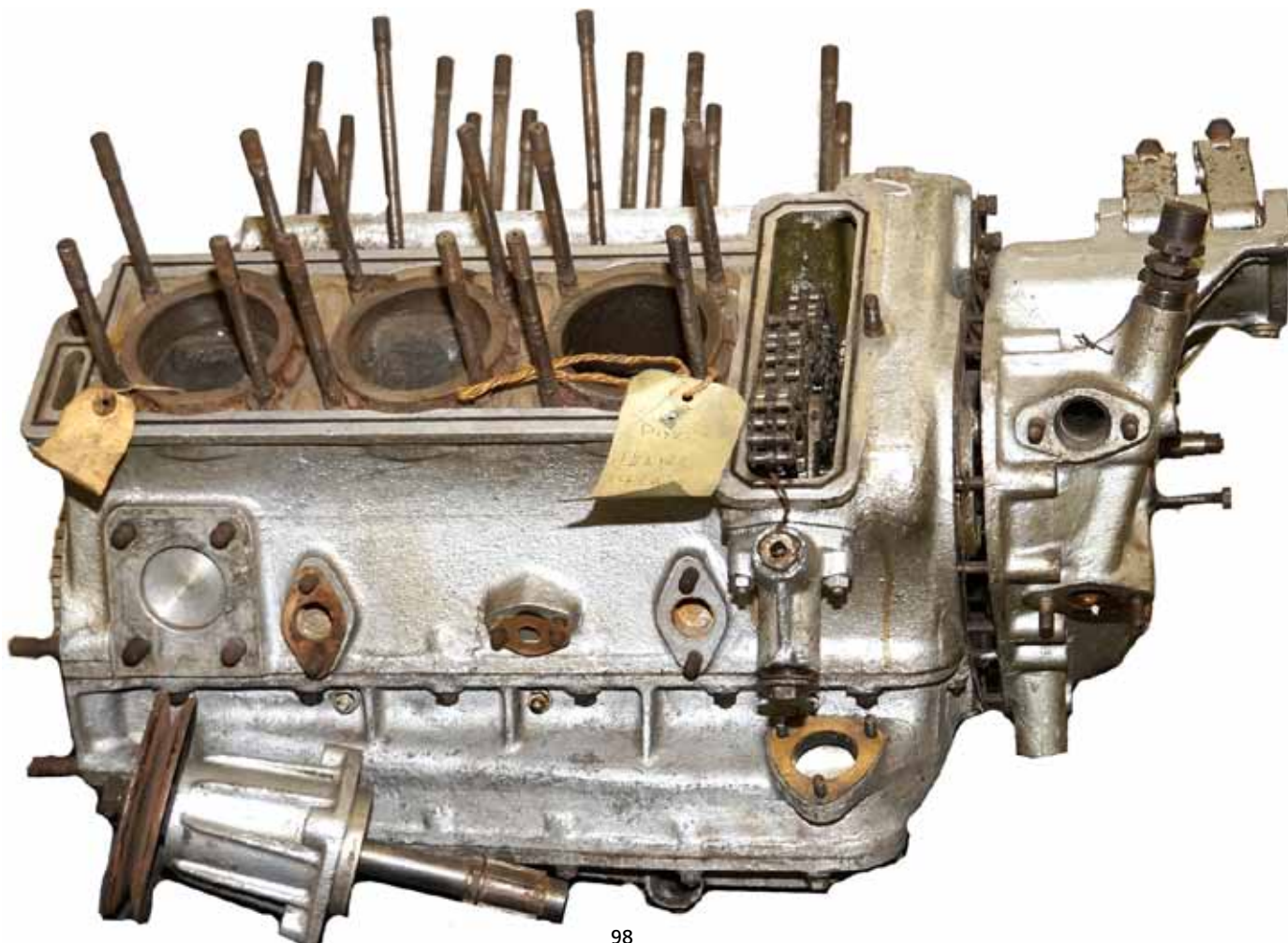
A set of 4 Borrani 15x6.5 wheels, in sound original condition, fitted with 4 older Dunlop 6.00 M-15 tires. (4)
\$500 - 1,000 NR

96

A set of 4 Ferrari 275 GTB/2 Campagnolo magnesium wheels, in good original condition, fitted with 4 radial tires; chrome centers present on all. These factory optional ultralight magnesium "Starburst" wheels were produced for Ferrari by Campagnolo. (4)
\$500 - 1,000 NR

97

A Ferrari transaxle for a 512P prototype racing car, appears complete and in good order.
\$500 - 1,500 NR



98

98

Ferrari Dino V6 1.5L Formula 1 engine

Ferrari, seeing the need to update its F1 program, began an ambitious program based on a new V6 engine design. The program would be named in honor of Enzo Ferrari's departed son, Dino. The engine was a response to new rules allowing a normally aspirated motor up to 2.5 liters. The 60° V6 designed by Vittorio Jano produced 245hp with a 2.5 liter displacement. The excellent power derived from this compact, lightweight powerplant made for an excellent handling chassis. The original front engined Dinos proved successful, chocking up numerous Grand Prix victories and having the distinction of being the last front-engined car to win a Formula One Grand Prix.

Dino engine stamped '0007' and '176N1', as offered here, is likely the one fitted in chassis 246 F1 s/n #0007. This front-engined 246 Dino was first campaigned in 1959 and proved a very successful racing car. Under

the skilled command of such notable drivers as Dan Gurney, Phil Hill and Wolfgang Von Trips, it scored numerous results including second place at the Monaco GP and victory in the Italian GP at Monza. These two major results came while the car was driven by Phil Hill.

As factory records from this time were not available at the time of cataloging, we cannot say with absolute certainty that motor number 0007 was always fitted to chassis 0007 but it seems logical that it was when the car left Modena. Though not entirely complete, this motor is a real competition Dino engine from a great period in Ferrari Grand Prix history. With the legendary drivers Ferrari had in this period, any item from the Ferrari works team from this time has the hallmark of greatness.
\$2,000 - 6,000 NR



99

99

A Ferrari 625 LM 2.5-liter four-cylinder engine,
1950s Ferrari engine suitable for 625LM sports racing cars; block stamped
625LM N.1 on bell housing; no other stampings but motor appears complete.
\$15,000 - 25,000 NR

Named for the unitary displacement of the cylinder 625cc the 625 was a 2.5 liter variant of the legendary Lampredi four-cylinder Ferrari competition motor. The potent twin-cam motor produced 225hp at 6,200 rpm all this power in a compact and lightweight alloy motor. The 625 represented a significant reworking of the original four-cylinder Lampredi

engine found in the Formula 1-2 and earlier four-cylinder sports racing cars. The new version of the Lampredi four was used to power 625TR and 625LM models though other cars were powered by the same engine in different displacement configurations.

Since the Lampredi four-cylinder motors were never intended or used in standard road car production they are exceedingly rare. Most of the variants were produced in quantities of less than ten. This is an extremely rare opportunity to acquire one of Ferrari's scarcest competition motors.



100

100

A Ferrari Formula 1/2 555 engine, block stamped 555 N.6 on front right, water pump and front timing cover; stamped 18N on rear of block; has crank and sump as well as most ancillaries.

The Lampredi designed four-cylinder motor is considered a masterpiece of twin-cam design. Following in the tradition of the Miller/Offenhauser twin cam engines which were ultimately inspired by Peugeot design of 1914. The efficient cross flow design with hemispheric combustion chamber had excellent flow characteristics and the compact motor was light and robust for its size. The motor was adaptable as well it was produced in a wide variety of displacements from 1.5 liter up to 3.5 liters. The different variants were typically numbered based on the capacity of single cylinder 857 being 3.4 liter and 750 being 3 liters etc.

This motor Stamped 555 n6 would indicate its use in a "Super Squallo" (Super Shark because of the bodies shark like appearance) Formula 1 car from 1955. The 240hp 2.5 liter (555cc per cylinder) motor was the same as what powered the 553 F1 but the chassis was further developed. This would mark the last four-cylinder Formula One effort from Modena but the engine would continue to see success in sports racing competition.

As with 625LM n an original competition Ferrari four-cylinder motor is extremely rare thing. The opportunity to purchase a true factory works Ferrari competition engine in largely complete condition is a very special chance indeed.

\$15,000 - 25,000 NR

End of Session



Lot 138: 1924 Bugatti Type 35 Grand Prix.

Session II
Motorcars

August 16, 2013 at 11am

Lots 101 - 192



1902 Knox Model C Runabout

Chassis no.15

Engine no.11

157ci Air-Cooled Single Cylinder Engine

10bhp

2-Speed Manual Planetary Transmission

Solid Front and Rear Axles with Leaf Springs

Rear Wheel Mechanical Brakes

- * *Two owners from 1902 to 1973*
- * *Long-term ownership by pioneering car collector Tom Sellers*
- * *Date certified by the VCC*
- * *Multiple London-to-Brighton run participant*
- * *Known ownership history from new*



The Model C

In 1898, Harry A. Knox produced a light three-wheeled car, with a single-cylinder engine. For 1902, four-wheel models were added and both one- and two-cylinder engines were offered. In this period Knox engines were air cooled, causing them to be known as the Waterless Knox, while the fact that their cylinder barrels were studded with 2-inch pins gave them a prickly appearance, causing some Knox owners to favor the nickname, "Old Porcupine," for their cars. The engine was mounted midships in the chassis and was connected to a 2-speed manual planetary transmission, driving the rear wheels through chains. A tiller provided steering from the car's left-side driving position.

The Model C, built on a slightly extended wheelbase over its predecessor, featured clever, compact, runabout bodywork. The

design and 72-inch wheelbase provided for the option of an additional two seats which folded out in front of the driver, a style frequently referred to as a 'Stanhope' on other contemporary vehicles of this era, and could arguably be thought of as the original '2+2'. A particularly appealing aspect to Knox coachwork is a molding which follows the contour of the body sides.

The Motorcar Offered



Knox identified their vehicles very simply by numbering the base of the 'porcupine' cylinder head, and on this car the number is found to be '11'. Of surviving examples, this places the car into the very beginning of the production sequence for 1902.



Despite having a number of fantastic vehicle manufacturers near his home in Kokomo, Indiana, William Moore chose to buy a Knox from Massachusetts in 1901. Possibly purchased for his wife, this early Model C features a number of unique features, including babbitt bearings on the rear axles (later replaced with ball bearings). Kept by Mr. Moore until 1929, it was then acquired by pioneering car collector Tom Sellers, also of Kokomo. Sellers was an active participant in the collector car hobby and news clippings from 1948 show him driving his 'Waterless Knox' in the Greentown, Indiana 'Parade of 100 Years'. In an agreement with himself, Sellers always said he would sell his collection when he got to his 70s, so at age 73, in 1974, he auctioned everything off. Following his

1913 Pierce-Arrow Model 48, his Knox, which he had previously restored, was the star of the auction. Having had only two owners for its first 70+ years, the Knox moved through a series of three more owners before coming into the present family's collection in 1994.

Refurbished shortly after acquisition, the car received its dating certificate from the Veteran Car Club of Great Britain, certification number 1823, in 1995. The Knox completed two successful London-to-Brighton Runs within a few years of the restoration.

Today, the car's restoration has mellowed with age but still looks very presentable. An undeniably handsome Veteran automobile, this six-owners-from-new Knox will provide a

potential four seater entry for Horseless Carriage Club events, or indeed the world famous London-to-Brighton Veteran Car Run in the UK. **\$55,000 - 75,000**

Please note that this vehicle is titled as 1901.



1968 Aston Martin DBS Series I

Chassis no. DBS/5200/LAC

Engine no. 400/3823/S

3,995cc DOHC Inline 6-Cylinder Engine

3 Stromberg Carburetors

282bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Rare factory delivered left hand drive example with 5-speed ZF and air conditioning*
- * *Matching numbers example*
- * *Award winning example*
- * *The last Aston Martin under Sir David Brown's leadership*
- * *Offered with restoration receipts and Heritage Trust Certificate*



The Aston Martin DBS

Introduced in 1967, the new DBS was the successor to the DB6 – it represented a new, very modern look for Aston Martin. Styled in-house by William 'Bill' Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

The DBS was wider and had a lower profile than its predecessor, giving a more aggressive look and offering more cabin space. The engine was placed further back in the chassis, behind the front axle, resulting in an almost 50/50 weight ratio. Using a De Dion rear axle, the DBS exhibited excellent handling characteristics.

The interior was as usual luxuriously appointed with the finest Connolly hides available in best Aston Martin fashion. James Bond approved as well, using a DBS as his motorcar of choice in the 1969 film *On Her Majesty's Secret Service*, and again in the next Bond film *Diamonds are Forever* where a DBS sits in Q's famous workshop getting prepared for action. A superb expression of the automotive design of its era, the Aston Martin DBS has become an icon of the marque, and also marks the last model produced under Sir David Brown's leadership at Aston Martin.

The Motorcar Offered



From the first series of DBS production, this example is representative of the clean and simple design of these early cars. Built in December 1968, this DBS was a left-hand-drive example optioned with the 5-speed ZF manual



transmission, air conditioning, power steering, two lap belts, dual Fiamm horns, Avon tires and a Bosch New Yorker radio. It was finished in Midnight Blue over a dark blue interior, and destined for the US market.

Delivered new to Blalack Wells Associates, a San Marino, California based dealer, the car is believed to have remained in California until today. The DBS was acquired by Long Beach resident Peter Allan in the mid-1980s and remained in his ownership until purchased by the consignor. The many restoration and service receipts in the accompanying history file attests to an engine rebuild and replacement of the clutch in 1996 by British Motor Service in Orange, California, and then later in the 2000s the car received a full

cosmetic refurbishment, including new seat upholstery and a bare metal repaint in single stage lacquer. Upon close inspection it is immediately evident that this car has been cared through the years, as one will find straight shut lines, a very dry and still original factory finish underneath and the original brightwork still in very nice shape.

Having toured the Southern California show circuit, the car has amassed many awards at prominent shows such as the Dana Point and Rodeo Drive Concours d'Elegance events. The history file includes the aforementioned receipts, a Heritage Trust Certificate, tools and an owners manual. One of very few Series I cars delivered with left hand drive, a 5-speed gearbox and air conditioning, this

exceptionally well presented DBS is an opportunity not to be missed.
\$135,000 - 165,000



103

From the Martin Swig Collection

1963 Fiat 1100 Sedan

Chassis no. 103G*1010341*

1089cc OHV Inline 4-Cylinder Engine
Single Weber Carburetor
48hp at 4800rpm
4-Speed Column-Shifted Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- * *Just over 20,000 original miles*
- * *Exceptionally original example throughout*
- * *Enduring symbol of La Dolce Vita*
- * *Recent, enjoyable test drive*
- * *The center of attention wherever it goes*



The Fiat 1100

Among the first all-new post-WWII cars in Europe was Ing. Dante Giacosa's Fiat 1100, introduced at the Geneva Motor Show in 1953. It was a practical, but spirited and good handling car, able to reach 75 mph when Europeans only expected 60 from a car like a Volkswagen in this class.

The Fiat 1100 was to Italian motor heads what the flathead Ford V8 was to Americans. Countless homemade and not-so-homemade specials used Fiat 1100 components, including fairly high-profile sports cars such as the Cisitalia 202. When Formula Junior was conceived in the late '50s, the first and best front-engined Juniors – Stanguellini and Taraschi – were Fiat 1100 based.

1100 production continued until it was replaced by the Fiat 128 in 1969; due to their practical nature, few well-preserved survivors exist today.

The Motorcar Offered



This exceptionally clean and original US-market 1100 was purchased by Martin Swig in 1994 from Portland, Oregon from Randolph Copenhaver, showing approximately 19,000 miles at that time. The car was original down to its factory-fitted set of tires, which Swig replaced for safety reasons. Today the car shows just over 20,250 original miles and presents stunningly

with all original equipment present including very well-preserved blue upholstery.

Driven sparingly over the course of its entire lifetime, the Fiat has been regularly maintained and drives as you would expect a 20,000 mile car to. It is tight, responsive, surprisingly powerful with its Weber carburetor, and its column-shifted four-speed manual transmission is an ease and a delight to operate. The body is exceptionally clean, appearing to have been kept out of moist climates its entire life.

An enduring symbol of the *La Dolce Vita* period in Italy, this 1100 becomes the talk of any car-guy gathering, and will provide joy, smiles, and many happy miles of Italian motoring that bely its modest price.

\$14,000 - 18,000
Without reserve

1929 Packard 640 Custom Eight Roadster

Chassis no. 168397

Engine no. 168376

384.8ci Side Valve Straight 8-Cylinder Engine

Packard Carburetor

106hp at 3,200rpm

3-Speed Manual Transmission

Semi-Elliptic Leaf Springs Front and Rear

4-Wheel Drum Brakes

- * *Sporting Custom Model Roadster*
- * *CCCA Full Classic™*
- * *Formerly owned by famed collector Richard C. Paine, Jr.*
- * *Offered from Private European Museum collection*
- * *Nicely aged older restoration*



The 1929 Packard Eight

1929 brought substantial change to Packard's product line, notably a new Standard Eight line which replaced the earlier Twin Six models.

The 640 Custom Eights were among the most attractive and imposing of the Classic Era, with long hoods, sweeping fenders and large oval headlights (a one-year-only feature). Design features abounded, from bright molding around the cowl to a drop molding along the beltline that could be accented with a contrasting color décor panel. With seven main bearings and a rigid one-piece cylinder block casting, it was quiet enough that it impressed even the notoriously finicky road testers at *The Autocar* in England who noted that "... the big car has the power of travelling right up to a high speed without fuss, without suggestion that the engine is doing much work, without harshness, yet with plenty still in reserve."

The Motorcar Offered

This Packard was formerly the property of Richard C. Paine Jr., with whom it had been since at least 1990, and quite possibly much longer. It was purchased by the current Private European Museum owner in 2007.

Attractively liveried in dark green with black fenders, a vermillion accent on the doors' décor panels matches the vermillion wire wheels. In addition to its windshield post mounted spotlight, it has a pair of the optional sidemounted spare wheels, wide whitewall tires, a single Pilot-Ray driving light, radiator stoneguard, rumble seat and rear-mounted luggage rack.

Under the hood the big Straight Eight is joined by a three-trumpet Sparton air horn. The interior and rumble seat are upholstered in brown leather; the top is tan cloth.

It was restored some time ago and is in good condition for its age. The paint, interior, glass and top are in sound, presentable condition. There is some thin chrome plating, particularly on the windshield frame. The top fits tightly and is only lightly soiled. The doors close smoothly and fit flush with the body sides, a positive indication of the quality of the restoration and care which this car has had.

Largely unused over the past several decades, the Packard will require mechanical re-commissioning, after which it will no doubt be a very enjoyable car for tours, and could be shown with pride in its quality and longevity.

\$90,000 - 120,000

Without reserve

105

Ex-Harrah's Auto Collection, one of only three known
1914 American Underslung Model 644
Four-Passenger Touring

Chassis no. DR134479

7.4-Liter T-Head 6-Cylinder Engine

60hp

4-Speed Manual Transmission

4-Wheel Underslung Semi Elliptic Springs with Hartford

Shock Absorbers

Rear Wheel Mechanical Brakes, Foot and Hand

- * *One of the great early American cars*
- * *Powerful 6-cylinder motor*
- * *Highly advanced technology for its day*
- * *Sporting, attractive open coachwork*
- * *Beautifully preserved original red leather upholstery*



The American Underslung

The innovative American Automobile company of Indianapolis, Indiana is best remembered today for their famous "Underslung" models. These striking designs placed the frame rails below the axles, giving a significantly reduced center of gravity along with a sporting profile. The problems of ground clearance were remedied by the use of significantly oversized wheels. This design innovation resulted in a chassis with remarkably sure handling while still retaining the necessary clearances to handle the poor road conditions of the day.

The effect of the underslung chassis, with its big wheels, was dramatic and memorable and helped make the Underslung a style and performance icon of the pre-war era. These charismatic machines have been prized since the day they were built and their owners were a who's who list of automotive luminaries. Captain

Larz Anderson bought one new, and another became one of Briggs Cunningham's first and most prized antique automobiles.

Today the American Underslung is regarded by historian/collector Dr. Fred Simeone as the first American sports car. In his book *The Spirit of Competition* he states "...the American Car Company only made an automobile specifically for sport, at least in 1907 when the famed underslung chassis was introduced. Thus, arguably they are America's first exclusive sports car maker."







The Motorcar Offered

This beautifully presented Underslung is one of the finest examples in existence. It was a treasured part of the Harrah's Auto Collection and was not sold until after William Harrah's death, at one of the famous auctions of the mid-1980s. The car was sold to a European collector, in whose collection it remained until about eight years ago when it was acquired by its present owner.

The Underslung was carefully restored by Harrah's Auto Collection with their typical attention to authenticity and correct color schemes. Most importantly, the restorers left the magnificent original red leather interior in the car. Today this interior survives in beautifully preserved condition and is a focal point of this magnificent machine. The car has been kept in running condition though has only been used lightly in the years since the Harrah sale.

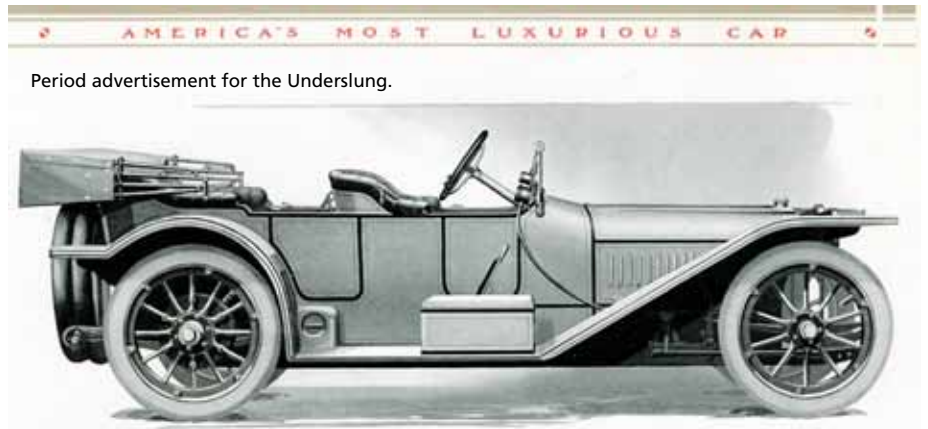
The last of the American Underslugs, the big 1914 models were equipped with the Teetor-Hartley six-cylinder powerplant mated to a tall four-speed gearbox. The "T-head" motor was rated at 60hp and equipped with twin-plug ignition and an electric self-starter system. The chassis is 132" long and the car rides on 37x4 1/2" wheels with room for optional 38x5" tires



on the same rims. The svelte four-passenger body perfectly compliments the sporting and purposeful look of the car. Only three of these big six-cylinder models survive today and one resides in the renowned Nethercutt Museum.

The 1914 model offers a desirable set of features for modern touring. The powerful and





flexible six-cylinder motor combined with the tall gearing and four-speed transmission make for excellent high speed road manners. The 1914 models are the only Underslugs equipped with factory electric starting equipment, a real bonus for those less enamored with starting handles. The attractive nickel-plated lighting equipment is all electric, making it possible to extend your tours into the evening.

Today an American Underslung is one of the most sought after and legendary pre-war automobiles. American Underslugs have been cherished parts of the most distinguished collections since the beginning of the hobby. Today, examples reside in the Simeone Foundation Museum, the LA County Museum collection, the Nethercutt Collection, the Seal Cove Auto Museum, and the JWR Museum. With so many of the remaining examples tied-up in long-term museum ownership, it is rare

indeed to come across a great example that can be bought.

One of the ultimate machines of its day and highly sought after both for its looks and advanced technical specification, the chance to purchase a great Underslung is an exceptionally rare thing indeed.

\$550,000 - 700,000



1964 Morgan +4+ Coupe

Chassis no. A5558

Engine no. CT23992ME

2,138cc OHV Inline 4-Cylinder Engine

Two Weber Carburetors

Approximately 140bhp at 4,650rpm

4-Speed Manual Transmission

Sliding King Pin Front Suspension - Solid Rear Axle

Front Disc - Rear Drum Brakes

- * The 5th of 26 +4+ models produced
- * Originally owned by Morgan racing legend G.B. Sterne
- * Comprehensive restoration by Morgan West
- * Numerous Concours Best in Class awards
- * Three owners from new



The Morgan +4+

When the Plus-Four-Plus was introduced at the 1964 London International Auto Show, it was greeted by a chilly silence from the Morgan faithful. Yet, it would prove to be the key to the company's survival – and today is a much-sought-after rarity. The new Morgan, so different in appearance from the classically-styled Plus-Four roadster, disappointed wind-in-your-face “Mog” loyalists, who devoutly believed that the roadster's primitive inflatable bladder seats and less-than-forgiving sliding pillar/leaf-spring suspension made Mogs the one true remaining British sports car.

Company president Peter Morgan was determined to turn the page and bring the company his grandfather had founded at Malvern Link a half-century earlier into the modern era. While the Plus-Four-Plus was built on the standard Morgan tube-framed roadster

chassis, it would feature – rather than a wood-framed open body clad with steel panels – a fiberglass two-seat coupe body with an unusual “bubble” top, fabricated by the firm of E.B. (Staffs) Ltd. in Stoke-On-Trent. The tall, rounded roof was shaped, as Morgan lore would have it, to accommodate Mr. Morgan, who stood six-foot-four, and sensibly insisted that he be able to enter, exit, and drive the car comfortably. There were proper bucket seats, a full complement of instruments, a wood-rimmed steering wheel, and some space for luggage. The Morgan faithful were having none of it. Orders began to dry up and the factory was forced to abandon its plans for an initial production run of 50. This reversal, however, proved a blessing. Fearful that the new model signaled the end of what they had worshipped for decades, prospective Morgan buyers hurriedly jumped on the waiting list for

a new Plus-Four roadster. This provided the firm with desperately-needed cash, thus ensuring its long-term survival. Only 26 coupes were completed and sold over a three-year period, many of them to U.S. and Canadian enthusiasts, and while almost all exist today, it would be hard to imagine another so attractive as this lovely example.







The Motorcar Offered



Chassis no. A5558 was the fifth example produced, delivered December 24th, 1963. It was originally painted black with a red leather interior, and was fitted with a Triumph TR4 four-cylinder engine of 2138cc displacement. Backing up the motor was a Moss four-speed transmission with synchronizers on the top three

gears. A5558 was shipped to Morgan's distributor for Western Canada, George Beatty Sterne (1912-1990). Sterne, of Sidney, British Columbia, would use this Plus-Four-Plus as his daily driver. Although Sterne was not widely known in the broader automotive community, he was a demon behind the wheel of his race-prepared Morgan roadsters, which he began to campaign in 1956. Sterne's Morgans were all but unbeatable over his 20-year track career, taking home more than 400 trophies and numerous championships.

In 1974, Sterne sold A5558 to Dr. David Reid of Princeton, B.C. The car had amassed but 23,000 miles. The Doctor repainted the coupe Robin's Egg Blue light blue, dubbed it "Eggbert", and added another 20,000 miles. In early 2004, the car was acquired by Dennis Glavis of Morgan

West, in Santa Monica, California, who handed the car over to noted marque expert Pierre Brun for a comprehensive nut-and-bolt mechanical and cosmetic restoration. The body was stripped and repainted in an elegant two-tone dark blue over red, and the interior reupholstered in new red leather. Chrome wire wheels were installed, along with a pair of period-correct Lucas driving lamps. The original engine was completely rebuilt to twin-Weber-carbureted Super Sport specifications – good for about 140hp, according to the consignor – and an auxiliary electric fan was mounted to ensure cool running in all traffic conditions. Current recorded mileage is 48,711.

The restoration was completed in April of 2007, in time for its debut at the Los Angeles Concours d'Elegance, where judges awarded it First in Class and it was runner-up for Best in



Show. A5558 then established itself as one of the finest Morgans in the country with a Best in Show at MogWest 25, besting 78 other Morgans. The car continued to rack up wins: Best in Class at the 2007 Carmel Concours-On-The-Avenue, 2007 Newport Coast Concours, 2008 Beverly Hills Concours For Charity, and the 2010 St. Regis Concours at Dana Point.

This rare and wonderful Morgan, restored to the highest cosmetic and mechanical standards, is currently registered in California, and is supplied with a tool kit, owner's manual, and supporting documentation.

\$180,000 - 220,000



1912 Cadillac Torpedo Touring

Chassis no. 42981

Engine no. 67561

286ci L-Head 4-Cylinder Engine

Single Carburetor

32.4bhp, Twin-Plug Dual-Ignition System

3-Speed Sliding-Gear Transmission

Front Semi-Elliptic Springs, Rear Three-Quarter Elliptic Springs

Rear Mechanical Brakes, Hand and Foot

- * *Important milestone American motorcar*
- * *First production car with self starter*
- * *Fitted with rare and sporty Torpedo coachwork*
- * *Popular HCCA touring car*
- * *Beautifully restored example*



The 1912 Cadillac



The first multi-cylinder Cadillac was their 4-cylinder model introduced in 1905. It was a bit primitive in construction upon its unveiling, but Cadillac knew they had to move on from the single-cylinder motors they had become known for. The 4-cylinder engine was truly refined in 1909 with the introduction of the 30 horsepower Model 30. The Model 30 still bore much of the

distinctive engineering from the single-cylinder engine, such as the copper water-jackets and unique carburetor, but the new engine was nevertheless a major step forward. With this new model, Cadillac was able to offer a relatively powerful and good performing car, at an excellent price. This combination made the car popular from the start and still keeps the car popular today on antique car tours.

Each successive year after its introduction saw the Cadillac 4-cylinder model gradually upgraded. The engine's displacement was increased, and the car was more refined throughout. The big innovation for 1912 was the introduction of the self starting system, a first for a production car. This innovation is so central to Cadillac's legacy of being at the forefront of automotive design that it inspired the name for the Cadillac-LaSalle Club's publication *The Self-Starter*.

Pioneered by legendary automotive engineer Charles Kettering, the idea was put into motion after the death of a good friend of Mr. Kettering, caused by a starting handle injury. Kettering's innovation combined the generator and starter into one unit, and proved highly effective. The partnership between Kettering and Cadillac resulted in a crucially important milestone in automotive history; it may not seem like such big news today, but at the time it revolutionized the ease with which an automobile could be readily operated.

1912 also saw the introduction of a variety of attractive new coachwork designs, such as the sporting open Torpedo Touring version offered here - a sleek and sporty four passenger tourer that took full advantage of the Cadillac's good performance. The Torpedo was able to keep a sporting look while integrating front doors for better weather protection and passenger security.



The Motorcar Offered

This attractive example has been subject to a complete restoration both mechanically and cosmetically. The result is a wonderful machine, evocative of its period, and taken to a level rarely seen on one of these cars. The car has beautiful and correct leather work done by noted upholsterer and early Cadillac expert Loren Birch. The electric self starting system works perfectly and the car starts and runs well. The trademark copper jacketed cylinders are fully polished and are the centerpiece of the finely detailed engine bay. Since restoration the car has received multiple awards at the New Port Concours D'Elegance and was selected to be exhibited at the Larz Anderson Auto Museum as part of their exhibition of landmark American automobiles.

The 1912 Cadillac is an important part of American automotive history and deserves a

place in any important historical collection. Known for being exceptional tour cars, the 1912 models with their electric starter are quite user friendly. This a great opportunity to acquire an important Cadillac restored to an exceptionally high level.

\$75,000 - 100,000
Without reserve



108

1948 Ford Super DeLuxe “Woodie” Station Wagon

Chassis no. 899A2254882

239ci V8 Engine

Single Holley Two-Barrel Carburetor

100bhp at 3800rpm

3-Speed Manual Column-Shift Transmission

Front Solid Axle, Rear Live Axle

4-Wheel Drum Brakes

- * *Fine example of one of the last true Woodies*
- * *34,033 indicated miles*
- * *Carefully stored for most of its life*
- * *Professionally refinished to very high standards*
- * *Final year of all-wood bodied wagons*



The 1941 - 1948 Ford

Ford introduced their last pre-war model in 1941, with a design by Bob Gregorie. The 1942 Fords were the last produced before civilian production was shut down in favor of supporting the war effort. For the return to civilian production in 1946, the design was refreshed, with the final 1947 refresh lasting until the 1949 model year. While the styling was long-lived, it still inspired others – the Swedish Volvo 444 being one such vehicle apparently influenced by Ford's styling.

For the woodies built at the Iron Mountain plant, Ford sourced their wood from their own forests in northern Michigan. They also milled the wood, and built the bodies. Apparently, they let easy access to timber go to their heads, because it appears everywhere in the car – exterior panels, interior door panels,

even the interior roof was finished with wood slats. Curiously, the dash had a painted-on simulated wood finish.

The 1948 Ford was a car of lasts: the last to have a full wooden body, the last built during Henry Ford's lifetime, the last US iteration of the flathead, the last with a crank option to start (one end of the lug wrench could be inserted through the grill to crank the engine over if your battery died). In spite of all the historic milestones, they were very capable drivers. According to period reviews, these were among the best cruising cars, and can comfortably manage freeway speeds allowing them to be usable still today. However, the station wagons were no doubt most comfortable in small town settings; running to the depot, hauling equipment, or going to the market.

The Motorcar Offered



With a recent body-off paint job in dark green on the original metal, and a newly varnished wooden body, this Ford presents excellently and shows the pride of its current longtime owner. It's also still young in mileage, with a mere 34,033 miles indicated on its odometer,



believed to be original mileage from new. As such, the driving experience closely mirrors what a Ford owner in the early 1950s would have felt.

The Woody has been well-kept mechanically through the years, having been in the ownership of its current caretaker for many years. During his ownership the Woody has been a hit at local shows, and enjoyed on the road as Ford intended.

The flathead 239 V8 and three-speed column-shift transmission will keep one moving along at a good clip, and a period roof rack offers plenty of room for luggage when the time comes to get the family in the car for a back roads vacation.

While you're driving, listen to period music (or period static!) on the original radio. When the day's driving is done, use the original spot light to scope out a camping spot. On weekends, toss some saddles or clubs in the back and take it to the country club for some relaxation. A quintessential American icon, this woodie is reported by the vendor to be an excellent driver, and should provide many more happy miles over the years.

\$130,000 - 150,000

109

Ex-Doris Duke, James Melton and Dr. Samuel L. Scher
1910 Peerless Model 29 Park Phaeton/Victoria
Coachwork by Brewster & Co.

Chassis no. 16124
Engine no. 5095

410ci Side-Valve 4-Cylinder Engine
3-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
Rear Wheel Contracting Band Brakes

- * *Exquisite Brewster bodied Peerless*
- * *Illustrious ownership history .*
- * *Offered from Private European Museum collection*
- * *Formal Victoria coachwork by Brewster*
- * *A very authentic example with many original finishes*



Peerless Automobiles

Peerless started in Cincinnati in 1874 as a manufacturer of clothes wringers, clothespins and washboards, later moving to Cleveland and becoming the Peerless Manufacturing Company. Peerless was the world leader in laundry equipment, but management was keen to expand and perceived new opportunities in bicycles; production started in 1891. Success followed but by 1900 it became obvious that the new opportunity lay in automobiles.

Louis P. Mooers was the man chosen to lead this effort. Peerless licensed De Dion-Bouton designs, building both tricycles and 4-wheeled motorettes with single cylinder De Dion engines. Mooers quickly moved beyond the lightweight DeDion machines, and by 1904 had built a 60hp four-cylinder Peerless for competition for the company's new driver, Eli

"Barney" Oldfield. Called the "Peerless Green Dragon", it would define Peerless's reputation for high performance and quality in a series of barnstorming appearances which enhanced both the company's reputation and Oldfield's.

Peerless also demonstrated its reliability in the early Glidden Tours, setting perfect scores in 1906, 1907 and 1908. In 1907 Peerless introduced its famous slogan, "All that the name implies", and it worked assiduously at living up to it.



The Motorcar Offered

This Peerless, is in every respect 'All that the name implies' and more, with an incredible pedigree.

It is custom bodied by one of the foremost names of the day, Brewster & Co. in New York City, which at the turn of the 20th century was the coachbuilder of choice for New York society. The quality of Brewster's workmanship was legend and in 1925 it was acquired by Rolls-Royce.

The formal Victoria body is an eloquent adaptation of formal horse-drawn coachwork to an automobile chassis. The elevated seat for driver and footman are separate, in both place and caste, from the privileged, remote, partially concealed seat in the rear. The style was, as its name indicates, popularized by Queen Victoria and is one of the most enduring styles of the era.





The Peerless as featured in *Life* magazine.



This particular Peerless Victoria was owned before the war by tobacco heiress Doris Duke. In an era pre-dating the stardom of movie actors, Doris Duke was a fascination for the press, who dubbed her 'the richest girl in the world' reflecting the fact that at age 12 in 1925, she had inherited the majority of her father's \$80 million fortune.

This aspect of its history is endorsed by a 1938 photo of the car in *Life* magazine, while stored at garage in Somerville, New Jersey, which was very close to Duke Farms. The image is captioned with a quote from the garagiste that "It belongs to Doris Duke Cromwell. It's a family heirloom, a 1910 Peerless and she has it insured for \$10,000, using it about once every six months for a drive around her estate". He went on to comment "But we never know when she will use it, so we wash it every day"!

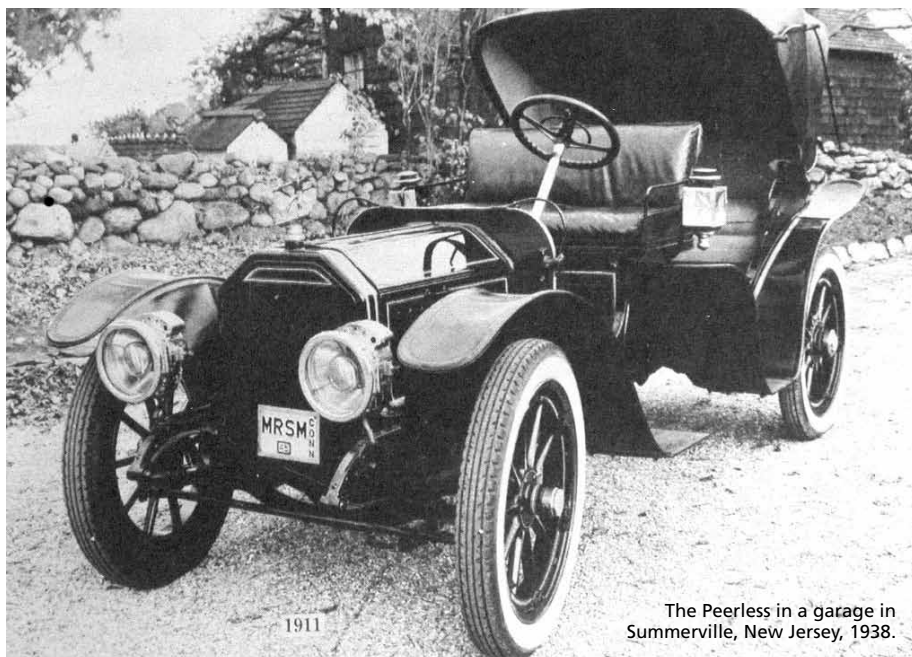
The mention of the car being a family heirloom suggests that the Peerless may indeed have been owned by the Duke family from new, particularly given its Brewster coachwork. But, since Doris Duke's husband James Cromwell was a Vice President of the Peerless Motor Car company, it is possible that the car had its ancestry on that side of her family.

Duke's ownership is further verified by its next owner, the famed opera singer and car collector James Melton. In the 1954 book *Bright Wheels Rolling* he wrote with Ken Purdy, his Peerless Victoria is described as follows:

"Here's a different bucket of bolts altogether: a Peerless of 1911 with a Victoria body. For sheer elegance and grace, I know of few automobiles that can match this lively carriage, which I acquired in 1946 from Doris Duke Cromwell

[heiress to the Duke tobacco fortune and later married to Porfirio Rubirosa]. I'll always remember bringing this car home. With a friend, Paul Louis, I had gone to Mrs. Cromwell's home in New Jersey [the famous Duke Farms in Somerset] to get this car and another Victoria, on a Dodge chassis, and we drove them home across the Jersey Skyway in a pouring rain, I was driving this one, definitely not a wet-weather automobile. I kept thinking of a line I had once seen in a Locomobile advertisement: 'Nothing is quite as impressive of elegance as an exposed chauffeur.' Elegant – maybe. But miserable, for sure."

Melton sold the Peerless to another famed collector, pioneering plastic surgeon Dr. Samuel L. Scher, and in a 1964 article in *Veteran and Vintage Magazine*, detailing a visit to Dr. Scher's garage in Mamoroneck, New York, noted historian Michael Sedgwick references Dr.



1911

The Peerless in a garage in Summerville, New Jersey, 1938.



Scher's ' 1910 Peerless park phaeton formerly owned by tobacco heiress *Doris Duke*'.

When Dr. Scher made the group sale of a large part of his collection to noted Maine-based collector Richard C. Paine, Jr., the Peerless was included, joining another of the most prominent collections in America at that time.

Some 41 years later, on the death of Richard Paine, the car was auctioned by Bonhams, at which point it was acquired by the present Private European Museum Collection.

While in Dr. Scher's custody, the car rewarded him with an AACA National First Prize, suggesting that it had recently been restored at that time, however, close inspection of photos of the car back as far as the 1930s suggest that it has had sympathetic restoration or

refurbishment, but may in many respects still wear its original finishes. It is likely that the cloth trimmed rear cabin section, cape cart top and leather fenders are the originals.

Today, the car features highly unusual and very attractive Peerless-branded acetylene headlights made by Atwood, Dietz Empire Junior kerosene sidelights, an Atwood kerosene taillight and a Peerless bulb horn. The patent leather mudguards are old and have been carefully refinished to preserve their aged pebbled surface. The Victoria tonneau is finished in Brewster Green and upholstered in beige broadcloth while the rest of the Peerless is finished in black with Brewster Green wood spoke wheels. Now fitted with a town cap atop its radiator, it once wore a Surfer hood ornament, as a reference by Doris Duke to her Honolulu home.

This is one of the most elegant, refined and attractive formal automobiles of the first decade of the century. Built to the uncompromising standards of Peerless, it is an appropriate carriage for the socialite daughter of one of America's great fortunes. Its elegance and imposing presence make it a centerpiece for any collection and a welcome participant in the most formal parades, tours, events and Concours.

\$300,000 - 350,000
Without reserve

2006 Ford GT

VIN. 1FAFP90S66Y401063

5,408cc Supercharged DOHC V8 Engine
Electronic Fuel Injection
550bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- * *One owner and fewer than 1,000 miles from new*
- * *Never painted or damaged*
- * *Desirable factory options fitted*
- * *Late example from the final year of production*
- * *Offered with the original window sticker, owner's manuals and all factory delivered accessories*



The Ford GT

Mustangs, Thunderbirds and F-series Pickups are all legendary Fords that have populated America's highways for decades. Numbering in the millions, they are recognizable to just about everyone. For motorsport fans or those familiar with Ford's racing heritage, however, there is an equally iconic 'halo' model that best represents the technological capabilities of the marque: the legendary Ford GT40 and its modern supercar counterpart, the Ford GT.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT went into production in 2004 as the modern, road-going interpretation of the GT40 endurance racing car, famously known for beating Ferrari four times in a row at the 24 Hours of Le Mans in the late 1960's. The

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

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

The Motorcar Offered



Even though the first Ford GT is hardly 10 years old today, it is increasingly difficult to find a true, one-owner example. Many cars were traded by speculators when they first arrived at selected Ford dealerships, going from owner to owner within a few years. Presented here is a true one-owner Ford GT



with less than 1,000 miles from new. Purchased by the San Diego, California based consignor in June 2006 from Frontier Ford in Anacortes, Washington, the GT was finished in Mark IV Red Clearcoat with the optional painted white racing stripes, and fitted with optional lightweight forged aluminum wheels, red painted brake calipers and an AM/FM radio with CD player. Built in the final production year, it is a fine example of the model.

Remaining in the vendor's extensive collection of classic and collector cars - which spans from the 1930s until the 2000s, the GT has been serviced as needed, though very few miles have been covered. Offered with all factory delivered accessories in place, owner's manuals and the original window sticker, it will be hard to find a better kept example of the Ford GT. Already considered among the

finest collector's motorcars, one can just imagine what kind of attention this modern supercar will command in a few decades time. **\$225,000 - 275,000**



1952 Mercedes-Benz 300 Cabriolet d

Chassis no. 186.014.02905/52

Engine no. 08242/52

2,996cc SOHC Inline 6-Cylinder Engine

2 Solex Carburetors

115bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

* *Exceptional award winning restoration*

* *One owner until 1999*

* *Matching numbers example*

* *Presented in factory delivered livery*

* *The top-of-the-line 300 model*



The Mercedes-Benz 300 'Adenauer'



One of Mercedes-Benz's first all-new designs of the post-war era, the 300 debuted at the Frankfurt Auto Show in 1951 and would succeed in re-establishing the Stuttgart firm in the front ranks of prestige car manufacturers, marking a return to the Mercedes tradition of building high-performance luxury automobiles.

Custom built by Mercedes-Benz's most experienced craftsmen, the 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds.

It was the car of choice among West German government officials, and throughout Europe and the USA was widely favored by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300 saloon/limousine's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer. Priced at DM 24,700 in 1954, the 300 Cabriolet d version was among the world's most expensive automobiles of its day.

The Motorcar Offered

A most worthy upholder of the *Grosser Mercedes* tradition of pre-war years, this rare Cabriolet d is one of only 262 built during 1952, out of a total production of 591. According to a copy of the original Mercedes-Benz *wagenkarte* (build sheet), this exceptional example came off the production line at the Stuttgart factory on New Year's Eve in 1952. The new 300 Cabriolet d was finished as seen today, with a medium green (DB221) exterior over green leather interior, and was fitted with a matching green convertible top. It was optioned with the top-of-the-line Becker *Nurburg* III radio, an expensive option in the early 1950s. It was delivered to the newly opened Hoffman Imports of New York, a Mercedes-Benz agent soon to become very important for Mercedes-Benz.

After arrival at Hoffman's, the car was sold to its first owner, Mr. Franklin Eli of Buffalo, New York. The fine Mercedes-Benz must have been a much cherished possession of Mr. Eli's, as he would



keep the car, driving it just over 66,000 miles, until placing it in storage in 1969. In fact, Mr. Eli kept the car until his passing in 1999, when the one-owner 300 was inherited by his nephew, Mr. James Eli. Although a very original and well-kept automobile, the aging Mercedes-Benz was in need of restoration. James Eli therefore entrusted restoration to the award winning shop Warren L. Riter and Sons, with the task of returning the classic back to as-delivered condition. Photos of the car on file prior to restoration attest to just how original and intact it was.

The restoration was extensive and took place over the next 12 years, during which time the Adenauer was purchased by the consignor. Towards the end of this painstaking restoration, the car was shipped to California, where the mechanical aspects of the car were serviced by the experts at Mercedes-Benz Classic Center in Irvine. After completion in 2012, the 300 Cabriolet d was shown at the

renowned St. John's Concours of America, where it was deservedly awarded first in class. Earlier this year, the car was also shown at the Amelia Island Concours, again resulting in an award. The car's presentation remains nothing short of breathtaking, with exceptional wood trim, superbly finished interior and exterior in the car's original color combination, and the fine and rare optional Becker radio fully restored.

Offered with a desirable assembly of Mercedes-Benz 300 spare parts, this exceptional 300 Cabriolet d is an exquisite example of Stuttgart's finest postwar luxury model; it is ready to be shown at Concours d'Elegance events or driven on the weekends, an experience that can be comfortably shared with family and friends.
\$275,000 - 325,000

Please note that this vehicle is titled with chassis number 0290552



112

Ex-Doris Duke

1938 Packard Twelve Custom Landaulette

Coachwork by Rollston

Chassis no. 16082025

Engine no. A600504

473ci V12 Engine

175hp at 3,200rpm

3-Speed Synchromesh Manual Transmission

Independent Front Suspension - Solid Rear Axle

4-Wheel Vacuum Boosted Hydraulic Brakes

- * *One of a kind Rollston coachwork*
- * *Delivered new to Doris Duke*
- * *Top-of-the-line 1608 Twelve with attractive Landaulette top*
- * *Recently fully restored*
- * *One of the best driving classics*



The Packard Twelve



Today many regard the Packard Twelve as second only to Duesenberg as the finest American car of the classic era. Many would even argue that Packard surpassed Duesenberg in styling and some engineering details. Certainly, a single drive in a Packard Twelve is sufficient to convince even the most stubborn doubters of its greatness.

Packard beat its rivals to the big V engine wars by decades. They introduced their first twelve cylinder car in late 1915. The original Twin Six was an engineering *tour de force* and placed Packard on a level that was difficult for its rivals to emulate. This engine was eventually replaced by another Packard masterpiece: the straight eight in 1924. With Cadillac's introduction of the V16 in 1930, Packard knew they needed a big V to compete. For 1932 they introduced a new masterpiece: the Twelve, or as it was called for 1932 only, the Twin-Six. This engine was as beautiful to behold as it was to hear run. The motor had an architectural look many thought would be employed only by the likes of Bugatti and Voisin. The faceted edges of its complex valve covers would become an instantly recognizable icon of the classic era.

For all its exterior beauty, the real beauty was in its exquisite driving performance. The

motor felt as if it had limitless power while at the same time being smooth and whisper quiet. Even today, drivers do not feel at a disadvantage on any modern road or highway with a Packard Twelve. Like many great innovations of 1932, they were introduced into a most depressed automobile market. The year 1932 would be Packard's lowest production year of the period and would spell the end of many great American marques.

Packard was able to adapt and survive throughout the difficult years of the Great Depression. The Twin Six became the Twelve in 1933 and survived until 1939. In these years the Twelve would serve as the basis for some of the most spectacular and coveted custom coachwork of the classic era. The Packard Twelve bodies by Dietrich and LeBaron are considered masterpieces of automotive styling.





The Motorcar Offered



Any custom Packard Twelve is a special machine. When it has one of a kind coachwork by Rollston and was commissioned by the world's wealthiest woman it is truly special. This one-off custom Rollston Landaulette was ordered new by millionaire heiress Doris Duke.

Doris Duke was the child of James Buchanan Duke and Nanaline Holt Inman (the Peerless

owned by James Duke is also in this auction). James Buchanan Duke died in 1925 and Doris (aged twelve upon his death) inherited a good share of her father's tobacco fortune, valued at between 60 and 100 million dollars.

The family had residences in Hillsborough Township, New Jersey; Manhattan; and a mansion, "Rough Point" in Newport, Rhode Island.

Duke ordered this custom Packard in 1938 to serve as a chauffeur-driven car to shuttle her between New Jersey and her Newport mansion. The car did make many trips into New York City and numerous souvenirs of New York nightlife were found in the car during restoration.

The Packard was acquired by its owner about a decade ago. The car had been sitting for years and was in need of a full restoration. It had been discovered in New Jersey, not far from Duke Farms, and still wore the DDC emblem on the rear door.

Restoration was entrusted to the highly experienced hands of Ray's Auto Restoration in Webster, Massachusetts. A specialist in classic era cars and Packards in particular, Ray's began the job of reviving this historically important machine. No expense was spared on the restoration. In the end bills totaled over \$400,000; the results are impressive.

The car has only recently been finished and is yet to be shown at any major event. Great



Doris Duke in her Packard.



attention was paid to historical correctness. The original black with tan broadcloth color scheme was used. Every effort was made to preserve what was present on the car instead of replacing or using items from donor cars. The car is reported to run and drive well and has covered quite a few miles since its recent restoration.

The Rollston coachwork is a standout for the era. The thin windshield and body lines are a vast improvement over Packard's factory offerings for 1938. The distinctive Landaulette top is fully functional and opens and shuts precisely. The interior features a radio set in the passenger compartment and a full bar with all the original crystal, sure to come in handy while being driven by your chauffeur.

This fully custom Packard Twelve is a wonderful machine. With its rich history and unique coachwork, it should have a long career of shows and concours ahead of it, and possibly a number of tour miles as well.
\$475,000 - 550,000



1967 Ferrari 330GTC

Coachwork by Pininfarina

Chassis no.10105

Engine no.10105

3,967cc SOHC V12 Engine

Triple Weber Carburetors

300hp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Matching numbers example with air conditioning*
- * *History report by Marcel Massini available*
- * *Extensive recent servicing by Patrick Ottis*
- * *In the same ownership since 1975*
- * *Complete with books and tools*



The Ferrari 330GTC

Intended to fill a gap in Ferrari's line-up between the four-seat 330GT 2+2 and the racer-on-the-road 275GTB, the two-seat 330GTC debuted at the Geneva Motor Show in March 1966 and was essentially a closed version of the 275GTS. Pininfarina's understated coachwork combined elements of the latter at the rear, with touches of the 500 Superfast at the front.

Beneath the 330GTC's bonnet resided the 4.0-liter, 300bhp version of Ferrari's familiar 60-degree V12, as used in the 330GT 2+2. The short (94.5" wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by means of wishbones and coil springs. First introduced on a road-going Ferrari (the 275GTB)

in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created a better balanced car and one that gave its driver, 'the wonderful sense of knowing just exactly what's going on between one's posterior and the pavé.'

Much development work had concentrated on the reduction of noise levels in the cabin, which was luxuriously equipped in the best Gran Turismo manner: leather seats, electric windows and heated rear screen were standard; radio, air conditioning and Borrani wire wheels the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330GTC to be the finest of high-speed conveyances for two people and their luggage.

The Motorcar Offered



This breathtaking 330GTC was completed in 1967, and according to Ferrari historian Marcel Massini, was dispatched to the Bologna Ferrari dealer Motor S.a.s., delivered in silver over black with air conditioning. While its original owner





was not recorded, the original warranty booklet still with the car indicates that it was serviced on three occasions through 1968 at a Ferrari – Peugeot service facility in Rome. By 1974 the GTC was in the hands of a Sig. di Stefano Sergio in the town of Pizzoli, Province of L'Aquila, Italy, as confirmed by period insurance certificates still with the car. At this time the car was registered on Italian license plate AQ 93583. In April 1975 the car was imported to California, having been purchased by William C. Morton of San Carlos, California. Morton, along with his wife Judy, would enjoy the car for many years, during which time it was kept in fine running order and exercised often, including several appearances at the Virginia City Ferrari Hillclimb – '10105' was reported to have held Virginia City class records during this period. Following the passing of Mr. Morton, his widow kept the Ferrari. As luck would have it, she later remarried a fellow

vintage racer, and the GTC has remained in their family ever since.

Starting in 2001, a thorough restoration was undertaken to bring the GTC back to its original splendor. This work included an engine rebuild performed over a three-year period by marque specialist Brian Crall. The upholstery, including seats, carpet, interior panels, and trunk were redone using original Ferrari materials; this work was carried out by Stewart Tifft. Paint and chrome was entrusted to Brian Moore Restorations. A set of stunning Borrani wire wheels were shod in correct Michelin XWX tires and fitted to the car after the wheels had been rebuilt by Zenith Wire Wheel. The original set of Campagnolo alloys accompanies the car.

Finally, in 2011, the GTC was entrusted to Ferrari expert Patrick Ottis for a thorough and final

sorting, the result being a turnkey 330GTC that can be enjoyed and driven with confidence. Since this restoration was completed, the GTC has been driven some 1300kms by its owners. When recently tested by a Bonhams specialist, it was found to be a delight to drive, with good power, tight suspension and steering, a transmission that is a delight to use thanks to its





signature Ferrari gated shifter, and brakes that haul the car down from high speeds with confidence and poise.

A stunning example of the legendary front-engine V12 330 GTC, this is a “no stories” car with a well-understood history, that has had the benefit of one family ownership for nearly 40 years. Offered with a full set of original tools, as well as books, the full set of five original Campagnolo alloy wheels, and its original cooling fans, this GTC presents as a complete historical package. Presented in its original color combination, here is a car that affords its new owner the chance to participate with pride in various Concours events, or indeed to enjoy its sensational driving experience on any number of historic tours.
\$450,000 - 550,000



1948 Lincoln Continental Cabriolet

Chassis no. 8H181792

305ci L-head V12 Engine
 3 Holey Carburetors
 Approximately 150bhp at 4,000rpm
 3-Speed Manual Transmission
 4-Wheel Leaf Spring Suspension
 4-Wheel Drum Brakes

- * *Beautifully restored example of Lincoln's top-of-the-line model*
- * *Tastefully upgraded with period tri-carb setup*
- * *Elegant black over red livery*
- * *Smooth twelve-cylinder power*
- * *CCCA Full Classic™*



The Lincoln Continental

The idea to develop a top-of-the-line, exclusive Lincoln model struck Edsel Ford in the late 1930's. Targeted to compete with the dazzling European models from companies such as Delahaye and Alfa Romeo, the prototype Continental, as it was fittingly named, was a one-off built for Mr. Ford's personal use. The prototype, designed by Ford's legendary chief stylist Eugene T. "Bob" Gregorie, was an elegant convertible, or "cabriolet" as they liked to call it, boasting a long streamlined hood and fenders which elegantly shrouded its 12 cylinder power-plant.

Introduced to the public in 1940, the new luxury sedan was the finest model in Dearborn's offering, and nothing short of a sensation. The 1940-41 Continentals shared their pointed prow and curvaceous fender shapes with the streamlined contemporary

Lincoln Zephyr; 1942 brought a complete redesign featuring more squared-off fenders. As the only post-WWII American cars powered by a twelve cylinder engine, it is not surprising that these Lincolns were expensive - the list price for the 1948 Continental Cabriolets was \$4,746, more than two and a half times the cost of a Ford V-8 Convertible.

During 1951 the Museum of Modern Art included a first-generation Continental in an eight-car exhibit honoring automotive design excellence, and collectors have been recognizing the 1940-1948 Continentals as collector cars from the early days of the hobby. Considered a *Full Classic* in the Classic Car Club of America rulebook, the cars' continuing popularity inspired the after-market accessory "continental kits" of the 1950s.





The Motorcar Offered



The Continental offered here is one of just 452 Cabriolets produced for 1948, the final year for the first-generation design and the last Continental until the Mark II was introduced in 1955. Finished in black over a red interior, this beautiful Continental exudes elegance and class.

The Continental underwent restoration in 1985, by Redwood City, California based restorer Rob Marconi. The car remained in California, and in 1992 was purchased by Donald Bauer. Fitted with tall, white-wall tires the Lincoln has a period-correct profile. The beautiful brightwork contrasts nicely with the rest of the car, and a tan canvas top is in place should the skies open up on a CCCA Caravan or similar tour. Offered from a Southern California collector with a taste for the finest pre- and post-war collector cars, this fine Continental Cabriolet deserves careful consideration.

\$75,000 - 95,000



1954 Fiat-Stanguellini Berlinetta

Coachwork by Bertone

Chassis no. 103TV*071366*

Engine no. 103.000*073540*

1,089cc OHV Inline 4-Cylinder Engine

Single Weber 40DCO3 Carburetor

Approximately 60bhp at 5,500rpm

4-Speed Column-Shifted Manual Transmission

Independent front suspension with rear live axle and strut dampened semi-elliptical leaf springs

4-Wheel Hydraulic Drum Brakes

- * One-off coachwork with roots to the Alfa Romeo B.A.T. series
- * 1954 Paris and New York Auto Show feature
- * Three owners from new
- * Recent concours restoration
- * Shown at the Pebble Beach Concours d'Elegance



The Fiat 1100, Stanguellini, and Bertone

With the introduction of Fiat's *nuova* 1100 model in 1953, Italian tuners quickly realized its tuning potential and thus was born a cottage industry of light-weight racers using the 1100s robust mechanicals as their base. An entire generation of Italian *etceterini* can trace its existence to this model.

1954 saw the introduction of a high performance TV (*Turismo Veloce*) version, offering about 50bhp when base models had only 36. These models proved very popular for long-distance road races; 1956 saw over 100 of this model entered in the Mille Miglia, alongside an untold number of Fiat-based specials.

The 1100 also offered a platform for more luxurious and exclusive GT cars with unique coachwork applied by Italy's finest *carrozzerie* and tuned for additional performance.

Stanguellini, best known for its Fiat-based front-engined Formula Junior single-seaters, had its roots in pre-war European racing and became closely associated with the Fiat brand, thanks to constant modification and tuning on Fiat engines. While most efforts focused on competition applications, a limited number of road cars also bore the Stanguellini badge.

Nuccio Bertone's rise to the forefront of the Bertone organization was cemented in 1954 with the introduction of his sensational Alfa Romeo Giulietta Sprint at that year's Turin Motor Show. Bertone's association with that marque had attracted international attention with the first of the aerodynamically styled, visually sensational Berlinetta Aerodinamica Tecnica (BAT) show cars, the Alfa Romeo BAT 5, introduced in 1953. This series would see a further two cars, the BAT 7 and BAT 9,

introduced in 1954 and 1955, respectively.

An observant connoisseur may well assume that the car offered here shared space in Bertone's workshops with one or more of these seminal Bertone BAT designs.





The Motorcar Offered

Clothed in coachwork penned by Franco Scaglione and constructed by Bertone, it is little wonder that this unique coupe carries many hallmarks to the famous Alfa Romeo B.A.T. Series that were styled and built by the same team of Scaglione and Bertone. The neat, little tail fins, headlights frenched into the grill, fastback styling and split rear window are all common themes between this car and the B.A.T.s.

A one-off prototype reportedly built for the 1954 Paris and New York Auto Show, beneath the sexy hand-formed and gas welded aluminum coachwork was a Stanguellini-tuned Fiat 1100TV-based engine and a chassis and suspension layout that was also tuned by Stanguellini. It is reported that the car was purchased off the New York Auto Show floor by legendary American sportsman and racer Briggs Cunningham as a gift for his wife Laura.

Mrs. Cunningham kept the car only briefly before selling it to Indianapolis 500 driver Luciano Tonino—an Italian who had settled in New Jersey—in 1955. Tonino had acquired the car as a wedding gift for his little brother Alciente—certainly a better present than a new blender or waffle iron! Alciente must have thought so, as he kept the car for over half a century. In September 2006, the Fiat moved onto the vendor, its third owner, in complete and unrestored condition. Shortly after acquisition a four-year, Concours quality, ground-up restoration was begun by Joe Ventura Restorations in San Diego, California with engine and transmission work completed by Jere Brown.

The completed car, finished in pale yellow over grey cloth and tobacco piping, debuted at the 2010 Pebble Beach Concours d'Elegance and

returned to the Monterey Peninsula the next year for the Concorso Italiano where it won both Best in Class and Best in Show.

Presenting beautifully today, with jewel-like details throughout, the Stanguellini coupe is as clean underneath as it is on top, having been very well kept since the completion of its restoration.

With race-proven heritage, stylistic roots that trace to some of the most stunning and beautiful cars ever built, and a restoration that has produced invitations to the most sought after events—and with the potential for welcome entry to many desirable tour events—this sporty Fiat-Stanguellini is a concoction of Italy's finest automotive ingredients, circa 1954.

\$150,000 - 200,000

1959 Triumph TR3A

Chassis no. TS50416L0

Engine no. S50508E

1,991cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

100bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc Brakes - Rear Drum Brakes

- * *Beautifully restored example*
- * *Concours award winner*
- * *Recently serviced*
- * *The classic Triumph sports car*
- * *Fun weekend companion*



The Triumph TR3

Lacking a sports car capable of competing with those of MG and Jaguar, Triumph started developing a new sports car, the TR2, which it displayed proudly at the Geneva Motor Show in March 1953. An enormous success both at home and abroad, it was to be expected that its successor - the TR3 - would represent evolution rather than revolution.

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. Changes to the 2.0-liter engine boosted power from 90 to 95bhp, but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956; then in August, Girling front disc brakes were introduced. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille

incorporating sidelights/indicators, and locking door and trunk handles plus an improved interior. Today these charismatic Triumph sports cars remain popular for their usability, ease of maintenance, good looks and the fact that they are immense fun to drive.



The Motorcar Offered

Offered here is wonderful example of the TR3A model. A left hand drive example, this Triumph was most likely delivered new to the US. A comprehensive restoration was performed about 10 years ago. It appears every area of the car was attended to; interior, top, exterior paint, chassis and engine compartment. Finished in a classic bright red, the car is elegantly fitted with chrome wire-wheels mounted with period looking white-wall tires. The interior is neatly appointed in a darker red, with contrasting white piping. In addition to owning this wonderful TR3A, the new owner can also look forward to a scheduled feature in the October issue of *Automobile* magazine about this car. A great car for weekend drives and Concours showings, here is a fine example of one of Britain's most iconic roadsters.

\$30,000 - 40,000

Without reserve

The "Harley Eater" privateer track bike 1921 Indian Board Track Racer

Engine no. 71R956

61ci M-Type Powerplus V-Twin Engine
1 Schebler Carburetor
Approximately 35bhp
3-Speed Transmission
Chain Primary & Final Drive

- * Ex-Noel McIntyre, mechanic for Guy Urquhart
- * Ex-Harry Sucher, noted collector and historian
- * One of the most successful privateer racers on the West Coast
- * Featured in numerous books and magazine articles
- * Approximately 35bhp in a shortened chassis



The Motorcycle Offered

In its prime this Indian was almost unbeatable. Built by Noel McIntyre, it would become known as the "Harley Eater" for its string of victories on Southern California tracks in the 1920s and '30s. McIntyre, a mechanic at Guy Urquhart's well-known Indian dealership in San Diego, would gain fame as the tuner for Floyd Emde's Daytona-winning Big Base Scout in 1948. After hours, he crafted his own race bike, starting with a short 1921 Scout frame to which he grafted a 61ci Powerplus motor, the hot-rodded "big valve" 1000cc job, using the bigger engine's lower frame cradle and half-girder front fork. The resulting special had twice the horsepower of a Scout and stripped down to bare essentials weighed just 285 pounds. It was a fearsome combination that bested most of the arch-rival Harley-Davidsons it ever came up against. With its big power, short wheelbase and steep steering head angle, the Harley Eater was a handful even for an expert like McIntyre. With less experienced riders in the

saddle, the bike turned lethal, or so the story goes, killing its next two owners. For whatever reason, the bike was parked for the following 30 years, shuffled from one owner to the next. At some point the motor was yanked and other parts went missing as so often happens with out-to-seed racers. Luckily, in 1969 the rolling chassis crossed paths with Mr. Harry Sucher, collector, historian, and author of definitive histories of both Harley-Davidson and Indian, who instantly recognized the old Harley Eater despite its missing motor and years of neglect. He rescued the wreck from an uncertain fate; even better, he had in his garage the clutch, gearbox and most importantly an M-type 61ci Powerplus engine to make the famous bike whole once again. The resurrected Indian remained in Sucher's stewardship until 1989, when it was sold to a collector of racing motorcycles. The current owner acquired the bike from that collection in 2000 and immediately undertook an eight-month restoration to its

present incarnation. This is an important American motorcycle, built and raced by one man with great success, saved from obscurity by one of the keepers of the flame, then cared for and restored to its former glory by two sympathetic collectors.
\$90,000 - 110,000

Offered on a Bill of Sale



1954 Austin-Healey 100 BN1

Chassis no. BN1-L/157169

Engine no. 1B213876M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 4,000rpm

3-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- * *Exceptional restoration by Richard Jenkins*
- * *Finished in its factory delivered livery of Spruce Green over Green*
- * *Eligible for the finest Concours or rallies*
- * *Factory delivered with larger 1 ¾" SU Carburetors*
- * *Offered with Heritage Certificate*



The Austin-Healey 100

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance sports car targeted for the US market, the car featured beautiful flowing bodywork and an adjustable lay-down wind screen, giving the low Roadster a particularly sporty profile. Fitted with a large, torquey 2,660cc four-cylinder engine, the light and streamlined Healey 100 was a genuine 100mph-plus car. A three-speed gearbox was equipped with overdrive in both 2nd and 3rd gears, essentially giving the car five speeds. Soon after arriving on US shores, the sleek Austin-Healey 100 became the sports car to own among young Americans, and remains one of the most characteristic Roadsters ever produced.

The Motorcar Offered

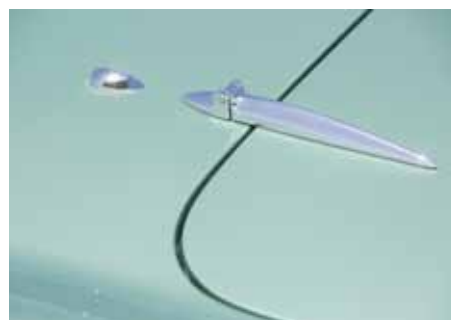


Completed at the Austin-Healey works in June 1954, this left-hand-drive 100 was finished as seen today, sporting a *Spruce Green* exterior over a green interior and top. Specified for the North American market, the Roadster was fitted with miles-per-hour and Fahrenheit gauges. Furthermore, the records from British Motor

Industry Heritage Trust indicate factory-delivery with larger, 1 ¾ inch SU carburetors, allowing the torquey four-cylinder to breathe more freely.

The car was delivered to the Austin Motor Company of America, from where the new 100 went to its first owner. Believed to have spent most of its life in dry climates, the Healey was owned by Reno, Nevada resident Mr. Byers in the early 1980s, before being sold to a Tahoe Vista, California resident, Mr. Caron, in 1982. Later, the aging Healey was taken off the road, and stored until purchased by a Colorado resident, who would later sell the car onto the consignor.

A complete car, still intact with its original chassis, engine and body tags, and with its original engine and transmission in place, the Healey was a perfect candidate for a



thorough restoration. The man for the job was Richard Jenkins, a noted southern Californian restorer with renowned expertise in British cars, having trained at Jaguar Cars, Ltd when E-Types were new cars.

The Concours-quality restoration undertaken by Mr. Jenkins included an engine rebuild with new high compression pistons, bearings, oil pump and timing chain, and refurbishment of all ancillaries. The transmission, suspension and brake system also were restored to factory correct standards. The original body and chassis was carefully stripped and prepared before being repainted and reupholstered. Bright work was finished by Sherms plating, and a new wiring harness was installed. The original Dunlop wire wheels were restored to the correct silver, and mounted with period-correct Dunlop RS5

tires. An exceptional restoration through and through, this is arguably one of the best presented Healey 100's available anywhere, and would be a welcome contestant at most Concours, or a great companion on rallies such as the California Mille. One could easily install a 4-speed transmission from a later BN2, but with overdrive on 2nd and 3rd, many Healey enthusiasts are just as happy with the early three-speed box. Offered with its Heritage Trust Certificate and many photos from the extensive restoration, this superb 100 deserves a close look.

\$95,000 - 125,000

1932 Marmon V16 Victoria Coupe

Chassis no. 16143718

Engine no. 16700

500ci OHV V16 Engine

200bhp

3-Speed Manual Transmission

Front and Rear Leaf Springs

4-Wheel Drum Brakes

- * *In the present ownership since 1969*
- * *One of only 390 Marmon V16s built*
- * *AACA Full Classic™*
- * *Handsome Victoria coachwork by LeBaron*
- * *1 of 9 Victorias known to exist today*



Marmon and the V16

'The Marmon Sixteen looks like no other car. It borrows little from the past. It will lend much to the future. It is the one example of unhampered co-ordination of effort by artist and engineer.' - Marmon advertising, 1931.

The Marmon car was built in Indianapolis, by Nordyke & Marmon. The firm had produced flour-milling machinery for more than half a century before automobiles came along. Family scion Howard Marmon built their first car in 1902. This brilliant, highly regarded engineer would lead the Marmon company to worldwide fame and acceptance.

In 1911, the first Indianapolis 500 race was won by a Marmon "Wasp" racer. By the 'teens and '20s, a sporty Marmon was quite the proper car for any occasion. When the depression started to bite in the late 1920s, Marmon dug in and reached for



the top, bringing the V16 engined automobile that they'd begun designing in 1927 to fruition. The model debuted in 1931. Extensive use of aluminum in the construction of the power unit meant that even with its sixteen cylinders, and capacity of over 8 liters, the engine's comparatively modest 422kg weight for its era provided an extremely good power to weight ratio. The power output at 200hp made it the second most powerful engine available, ahead of Cadillac's V16, but comfortably shy of Duesenberg's extra 65 horses.

Matching the quality of its highly advanced mechanical aspects, Marmon offered its clientele eight individual coachwork designs all styled by LeBaron. A quality product never did come cheap in the auto industry, as such Marmon needed to sell their marvel for \$5,000. In the early 1930s that proved to be a tall order and they were to deliver just 390 V16 cars from 1931 to 1933, before lack of sales forced them into bankruptcy. However, true to form, from those ashes the company went on to produce Marmon-Herrington 4-wheel drive conversions for decades.

Designated a Full Classic™ by the AACA, today the V16 Marmon continues to be marvelled at for its engineering prowess, and to earn its justifiable position in history, reflecting its importance they are understandably coveted and reside in some of the great collections across this country and around the world.



The Motorcar Offered

Of the eight coachwork designs offered one of the best proportioned is the Victoria Coupe as evidenced here. Despite a length of more than 18 feet, the styling manages to make the car appear squat, sporting and muscular.

According to the 2011 Marmon Sixteen Roster, the car was originally delivered to Mrs J.V. McKnight of Camp Springs, Maryland, as supported by a copy of a questionnaire to that organization in 1962, when then owner Charles M. Rothstein of Falls Church, Virginia referred to McKnight as the 'Previous and original owner'. The car does have a Florida title badge nailed to its floor, consistent with 1920s/1930s practices, which suggests an early ownership prior to McKnight's may have occurred. The mileage noted in 1962 was just 35,329. On Rothstein's death the car passed to a local collector, B. Bailey in Falls Church.

A few years later in January 1969, the Marmon was purchased by the current owner's family, who drove it home, returning to Maryland ownership where it has resided ever since. A selection of photos taken at this point show that the car was in original order and had never been cosmetically refurbished, still wearing a black scheme, with red wheels.

Over the course of the last 44 years, the car has received two professional repaints and is today presented in a rich gray scheme which is naturally highlighted by the chrome features of the design. In recent times, the car's interior has been fully retrimmed in deep burgundy leather, which contrasts well with the body color, and its roof has been renewed in black grained fabric. It is nevertheless a low mileage example, showing just over 37,500 on the odometer, and being in thoroughly original and correct order. When inspected at the time of

photography the car was shown to be running and driving well.

A great way to sample this legendary model, there is little to compare to the V-16 experience this Marmon provides.

\$200,000 - 250,000

Please note that this vehicle is titled under its engine number



120

1970 Porsche 911S 2.2 Coupe

Chassis no. 9110301243

Engine no. 6301675

2,195cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

180bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Exceptionally well-presented 911S*
- * *Matching numbers*
- * *Presented in the original color combination*
- * *Low-mileage, California car*
- * *Offered with Porsche Certificate of Authenticity*



The Porsche 911S

The first of many high-performance versions of the newly introduced 911 arrived in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2-liters.

By this time, the 911 models had established itself as one of Europe's most refined and enjoyable sports cars for the road, and also as a serious weapon on the racetrack in production-based formulae.

To have a Porsche 911 as a road car made a statement - you knew about the best things in life. Just take *the king of cool* for instance; in the opening scenes of the cult movie *Le Mans*, Steve McQueen is seen charging around French country roads in a 2.2-liter 1970 911S - the glorious sound of its flat-six and virtually open fuel injection intakes are remembered by most who have seen the movie. It's perhaps no surprise that McQueen kept one for his own personal use long after filming was over.

These 2.2-liter 911S models are nowadays considered one of the most sought after pre-1973 911's, offering a very flexible torque-curve, yet retaining the light, rev-happy feel of the earlier 2.0-liter models.

The Motorcar Offered



Finished at the Zuffenhausen Porsche plant on March 25th, 1970, this excellent top-of-the-line S model was specified as a US delivery car, fitted with the comfort package, tinted glass, and an antenna, and finished in the classic color of silver metallic (8080) with a black leatherette interior. The 911 is believed



to have been purchased new by a California resident, and retained its original blue and yellow California license plates up through the 1990s. Receipts from various Porsche specialist shops in Northern California indicate the 911 being owned by Rocklin, California resident, Frank Lagrasso in the mid-1990s; indicated mileage during this period was only 47,595 miles, a figure that is believed to be original. By the turn of the millennium, the 911 was owned by David Johnson of Petaluma, California, who would continue the devoted maintenance and service plan this car had enjoyed through the past 3 decades. During Mr. Johnson's ownership the 911 received a set of the period correct Hella driving lights, neatly fitted though the horn grilles, as well as a set of original 911 sports seats, a period correct option that certainly improves the driving experience.

By 2007 the car had come into the possession of San Jose resident Richard Diehls, who would continue preserving the largely original and low-mile Porsche. During Diehls' ownership, Porsche specialist Jerry Woods went through the car both cosmetically and mechanically, refurbishing and servicing it as needed. During this time, Harvey Weidman refurbished the original Fuchs wheels, and new Michelin XWX tires were installed. Purchased by the current owner in 2009, an East Coast connoisseur with a taste for the very best, this low-mileage 911S has remained in excellent care. Noted restorer Mark Allin of New Hampshire based Rare Drive, Inc, has since performed a full engine-out service, and treated the trim to new anodizing. The refurbishing work by this award winning restoration shop totals nearly \$20,000 in receipts.

Offered here is a truly exceptional example of the iconic 911S, one of the best driving sports cars ever built. Both cosmetically and mechanically this car stands out, and would be a strong contender at any PCA judged event, or a superb entry for rallies and tours.
\$150,000 - 180,000



1963 Mercedes-Benz 300SL Roadster

Chassis no. 198042.10.003202

Engine no. 198982.10.000164

2,996cc SOHC Alloy Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Desirable European delivery, alloy block, disc brake 300SL*
- * *Matching numbers example*
- * *Known ownership history since new*
- * *Excellent restoration by Mike Passarelli*
- * *Offered with both hard and soft tops, extensive history file, books and tools*



The Mercedes-Benz 300SL Roadster

Max Hoffman rarely missed an opportunity. The impresario of imported cars on New York's Park Avenue built the U.S. presence of most European brands after World War II - Jaguar, Allard, Alfa Romeo, Lancia, Mercedes-Benz and more - and when Mercedes-Benz won the Carrera Panamericana in 1952 with a W194 300SL coupe driven by Karl Kling, Hoffman seized the moment.

He approached Mercedes with a radical idea: take the racing-derived tube frame W194, with its high performance 3-litre engine, and create a roadgoing sports car aimed at the upper-end of the aspiring US sports car market. It was an audacious move, but Hoffman had a highly developed sense of the U.S. market and backed up his suggestion with his checkbook. He placed an order for a thousand luxury high performance coupes based on a more civilized version of the W194.

Mercedes-Benz, still valiantly trying to shake off the devastation of the war and the weak European market, took him up on it and the 300SL was born.

Hoffman had proposed a relatively direct transformation of the multi-tube framed W194, retaining its characteristic roof-hinged doors, 45° canted triple-carbureted single overhead camshaft inline six cylinder engine, but the innovative engineers at Mercedes-Benz weren't satisfied with such a simple transformation. Improvements to the 300SLs usability were made throughout the car, yet it was obvious that this car was derived from a racing car. As aerodynamics played an important role in the car's speed, the Mercedes-Benz engineers would place horizontal "eyebrows" over the wheel openings to reduce drag. With fully independent suspension, a close-ratio gearbox with straight

cut gears and the first fuel injection system ever offered in a production automobile, the 300SL was a technological tour-de-force. When introduced in Coupe form to the US market at the February 1954 New York Auto Show, it became an instant sensation.

After selling some ~1400 300SL Coupes, Mercedes-Benz required a solution for customers desired an open sports car – something more user-friendly on a hot summer day. Introduced in 1957, the 300SL Roadster would effectively replace the Coupe, or "Gullwing" as it was commonly known. At a price of \$11,000, the new Roadster was more expensive than the outgoing Coupe, but nonetheless a great success.

Based on the same chassis as the Coupe, the Roadster incorporated differences included larger front fenders, larger headlights, a smaller





The Motorcar Offered

grille and an attractive chrome spear down the side. To maintain rigidity, the Mercedes-Benz engineers strengthened the tube frame chassis. The rear suspension was revised with a single-point swing axle featuring an additional spring, for better stability during high-speed cornering. The top speed would remain at 150mph plus, truly staggering in its day.

Further improvements were made throughout the Roadster's production run, most importantly the upgrade to 4-wheel disc brakes for the 1960 model year, and ultimately the change to an all alloy engine near the very end of the production run. These final cars benefited from the much improved disc brakes and a better balance overall due to the significant weight savings of the lighter alloy engine. Today, these last of the breed 300SLs remain the rarest and most collectible iteration of this hugely successful sports car.



Offered here is a very fine example of one of these final 300SL Roadsters, incorporating all of the desirable improvements over the earlier models. One of just 26 300SLs built in 1963, this Roadster was completed at the Mercedes-Benz factory in March of that year. It was finished in DB050 (White) over red upholstery. It was fitted with a hardtop, supposedly painted red, and wore Dunlop white-wall tires. The car was destined for France, and invoiced by the French Mercedes-Benz importer, Royal-Elysees, S.A. to

its first owner, Monsieur J. Dharma Teja on May 9, 1963. Monsieur Teja is believed to have been a frequent traveler and possibly a dual-citizen of both France and the US, as he paid for the car in US dollars, \$6,700 cash, and had his residence at the upscale Parisian Hotel Prince de Galles, just off the Champs-Élysées. The 300SL bore French registration no. 383 TTA 75. Monsieur Teja would keep the car until at least 1968, when it was purchased by Monsieur Edward Ennis, of Cannes, France. One can imagine the luxurious Roadster traveling the coastal roads of the Cote d'Azur in those years, surely something that would be nice to do again one day.

In 1977, with 37,000 kilometers on the odometer, the Roadster was exported to the US, and registered by Ennis's wife, Dorothy Ennis, in Lido Beach, Long Island, New York. The car passed to Boonton, New Jersey resident, Mark



Derish later in 1977, before being purchased by Mission Hills, Kansas, resident Thomas Congleton in June 1978. Congleton would have the 300SL serviced at renowned Mercedes-Benz specialists Alex Dearborn in Marblehead, Massachusetts. Many receipts and correspondence from this period are retained in the car's accompanying history file. An early member of the Gullwing Group, Congleton eventually sold the 300SL in 1984, at which time it was still in its original white color. William Samples of Dallas, Texas, was the proud new owner, and wasted no time in contacting the Mercedes-Benz factory to receive copies of the factory build sheets. The 300SL remained in Mr. Samples ownership until the late 1990s, when it was purchased by Rancho Palos Verdes, California resident Egon Hageman. From here the car passed through the hands of Mercedes-Benz broker Peter Thomas before settling in Scottsdale, Arizona with John Wright.

During Wright's ownership, the aging 300SL was treated to a thorough restoration by noted Mercedes-Benz restorer Mark Passarelli of Cave Creek, Arizona. The exterior color chosen was the period correct Mercedes-Benz color Light Green Poly (DB274), with the factory hardtop painted a slightly darker shade of green. The soft top was finished in a dark green, also correct for a 300SL. The interior was redone in red leather, as this car was delivered when new, and with matching red carpets, seatbelts and luggage fitted in the trunk. The completed car was absolutely stunning, and Passarelli's attention to detail and historical correctness is quite evident.

Several years later, the 300SL was purchased by the consignor, a southern California collector with a taste for the best of the best. It has since resided in his climate controlled facility, benefiting from devoted in-house maintenance, and most

importantly a scheduled driving program. Most recently, in 2013, the 300SL was thoroughly serviced by Hjeltne Restorations in Escondido, California to ensure that it performs and shows just as it should. Still intact with its kilometer per hour speedometer and European headlights, this fine last-of-the-breed 300SL is accompanied by an extensive history file containing copies of the Mercedes-Benz *Wagenkarte* (build sheet), copies of the first bill of sale from the French importer to its first owner, an abundance of correspondence through the years from previous owners, copies of old titles and registration cards, and an abundance of receipts. This exquisite alloy block and disc brake 300SL stands out for its rarity and outstanding presentation, and must be one of the finest ways to check 300SL ownership off one's bucket list.
\$1,100,000 - 1,400,000

Please note that this vehicle is titled as a 1962

1962 Lotus 22 Formula Junior

Chassis no. 22 J 5
Engine no. 12V14

1100cc Cosworth 109E Inline 4-Cylinder Engine
2 DCOE Weber Carburetors
112.9hp at 8200rpm
Hewland MKVIII Transaxle
Magnesium “wobbly web” Wheels
4-Wheel Girling Outboard Disc Brakes

- * *Championship winning Lotus design*
- * *Freshly built Ivey/Richardson engine*
- * *Eligible for the The Goodwood Revival, Monaco Historic Grand Prix and Monterey Reunion events*
- * *Restored to a very high standard/ race ready subject to individual setup requirements*
- * *Beautifully finished in Linden Green*



The Lotus Type 22

The Lotus Type 22 succeeded the highly successful Type 20 design for 1962, as was the policy at Lotus at the time for annual upgrades to its model line. Improvements included a much stiffer multi-tubular space frame, through the use of a thicker gauge metal, a double skinned bulkhead and other chassis tweaks that improved rigidity. Girling disc brakes (now outboard) were now standard front and rear. The front suspension remained largely unchanged, while the rear suspension now followed the practice of the Type 21 Formula One design, with the driveshafts not being used as the upper location point for the suspension and with the addition of an upper camber link.

Power for the new 22 design came from the 1100cc Ford Cosworth MKVI engine which was placed in the chassis at a 30 degree angle on the

right side to lower the bodywork for improved aerodynamics – at that time the engine was guaranteed to produce 100hp.

At the time *Autosport* magazine wrote about the “absolutely staggering” flexibility of the engine and the “phenomenally high” cornering speeds.

The legend of the 22, arguably the most successful of all Junior designs, was cemented during the 1962 season when Peter Arundell scored an incredible 18 wins from 25 starts, including the Monaco Grand Prix warm up race. This feat remains a record for the highest number of wins in a single season by one car in any FIA sanctioned international racing series. Interestingly Arundell's car, chassis 22 J 2, is just three numbers from the car presented today.

The Motorcar Offered



22 J 5 was dispatched to New York Lotus dealer Sy Kaback's Grand Prix Imported Cars, although there is unsubstantiated suggestion that 22 J 5 was raced by Lotus before being sold new to Kaback! Interestingly, it was ordered with an oversized aluminium gas tank for use at Sebring; this tank remained with the car until restoration started in 2008. Little is known about the interim years until it appeared in Bonhams November 2008 auction that featured the John Dawson-Damer Collection of Lotus Racing Single-Seaters. At this point the old 22 was in need of a complete



restoration. Upon inspection it was determined that the original chassis frame was compromised beyond its intended use as a competitive front line contender, therefore as with numerous spaceframe racing car designs a new frame was constructed – naturally and for historical correctness the old frame and bodywork together with the aforementioned long distance tank were retained and can be claimed by the buyer.

22 J 5 was restored over a four year period using all four corners and brought up to the stunning condition that we see today. The Richardson engine was a spare built for a friends' Type 27 and this has been taken apart and reassembled by the respected Ivey Engines Inc. of Portland, Oregon. Dyno sheets on file show 113hp at 8200rpm with maximum engine speed of approximately 9100rpm. This motor has seen only a five-lap shakedown run at Portland

International Raceway in July of this year. The car is finished in Linden Green, a nod to the vendor's idol, Innes Ireland. Upon seeing the finished 22 J 5, the organizer of the Historic Festival at Lime Rock Park promptly offered a place on the grid for the Formula Junior race.

There is little doubt that Lotus produced some of the most exquisite single-seater racing cars ever seen, including the Types 20, 21, 22, 24 and 25. These cars were driven by legends and they won championships; Lotus drivers, so revered today, included Arundell, Taylor, Ireland and of course the great Jimmy Clark.

22 J 5 – subject to individual setup requirements – is ready for front line use again and is eligible for some of the greatest motor racing events in the world including The Goodwood Revival, Monterey Reunion (the Formula Junior group will

be competing this weekend for the Bonhams 1793 Cup) and of course the Monaco Historics. In fact, as single seater racing cars go, it is more a question of which events to sit out, as so many welcome these highly important formula racers. **\$125,000 - 175,000**

Offered on a Bill of Sale



1947 Tatra T87 Sedan

Chassis no. 69324

Engine no. 222233

2,970cc SOHC air-cooled magnesium alloy V8 engine

Single downdraft carburetor

75bhp at 3,500rpm

4-Speed manual transmission

Independent front and swing-axle rear suspension

4-Wheel hydraulic drum brakes

* *Offered from a Private Collection*

* *Iconic Ledwinka design*

* *Extensive restoration*

* *Striking color combination*

* *Rare V8 powered Tatra*



The Tatra

The name of Tatra is forever linked with that of Hans Ledwinka, one of the most original engineers ever to turn his attention to automobile design. Tatra's chief engineer, Ledwinka began experimenting with the application of low-drag aerodynamics to passenger car design in the early 1930s in collaboration with his colleague Erich Übelacker and Zeppelin aerodynamicist, Paul Jaray.

In 1934 the first of Tatra's 'aerodynes' appeared; this was the T77, the world's first series-produced car designed with aerodynamic efficiency as the foremost consideration. Tatra's advertising hailed it as 'the car of the future', and when compared with its contemporaries the T77 must have looked like it had come from another planet. Just as advanced beneath its streamlined skin, the T77 featured Ledwinka's trademark, independently-suspended backbone

chassis and was powered by a 3.0-liter air-cooled V8 engine mounted at the rear, while the extensive use of magnesium alloy for the engine, gearbox, suspension and body kept the weight down to 1,700kg (3,700lb). Although its 60bhp engine was relatively modest in output for a large, six-seater, luxury car, the T77's staggeringly low drag coefficient of around

0.21 meant that it was still capable of reaching 145km/h (90mph). A conventional car would have required twice as much power. In 1934 the T77 was superseded by the T77A, which benefited from a 3.4-liter engine and higher (150km/h) top speed.

Although the T77 was fast, economical and comfortable, the handling had sometimes come in for criticism. Introduced in 1936, Ledwinka's response was the T87, which was both shorter and lighter than the T77. Powered by a 3.0-liter V8, the T87 was good for a top speed of 160km/h (100mph). The model resumed production after WWII and was produced up to 1950, by which time a little over 3,000 had been sold.

The T87 is one of the most advanced cars of the period and was well ahead of its time, combining streamlining with a radical layout that is believed





The Motorcar Offered

to have influenced Dr. Ferdinand Porsche's design of the Volkswagen Beetle. The similarities were so apparent that Tatra subsequently sued the German company for infringing 11 different patents. The aerodynamic exterior, incorporating a 'cyclops' third headlamp, rear fin and full unibody construction with belly pan, allowed the T87 to cruise the new highways of Europe at speeds approaching 100mph.

Very few Tatras have ever made it to the United States and there are an estimated ten T87s in the country today – one example can be found in Jay Leno's suitably eclectic Big Dog Garage, one graces the foyer of Peter Mullin's spectacular museum (the only non-French marque exhibited there). Other noted owners have included Ernst Heinkel, Felix Wankel, Erwin Rommel, John Steinbeck, King Farouk of Egypt and Sir Norman Foster.

Long desired by the current owners, this example was sourced in Canada in somewhat dilapidated condition by North American marque specialist Alex Veronac. A comprehensive restoration commenced with him in Canada and then continued and finished in the U.S. at Burnham's Garage in Delanson, New York. This included refurbishing the bodywork in the original green livery and renewing the interior upholstery with matching green leather, overhauling the mechanics and sourcing any missing detail parts. All told the costs of restoration were some \$150,000. Since its rebuild the car has been lightly exercised and in doing so has gained a little age. It should also be noted that its cabin is not carpeted.

At the time of cataloguing and photography, the Tatra was exercised and proven to be 'on the button' and eminently usable. For the precise

gearshift and responsive performance, let alone the head turning it creates, it is certainly an enjoyable driving experience.

Unquestionably one of the truly iconic and most influential automobile designs of all time, this is a rare opportunity to acquire a T87.

\$125,000 - 150,000

1966 Ferrari 330GTC

Coachwork by Pininfarina

Chassis no. 09125

Engine no. 09125

3,967cc SOHC V12 Engine

Triple Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

- * *Cosmetic restoration by Wayne Obry's Motion Products*
- * *Factory delivered US market car optioned with air conditioning*
- * *Recent mechanical overhaul by RPM*
- * *Matching numbers example*
- * *Documented by Ferrari historian Marcel Massini*



The Ferrari 330GTC

'At the top - at the absolute top - in the automotive enthusiasts' hierarchy of the cars of the world, there is only one. Ferrari. Is there really any question?' Thirty-plus years after *Car & Driver* magazine voiced that rhetorical inquiry the answer, of course, remains the same. And the car that prompted that eulogy? The Ferrari 330GTC.

The two-seat 330GTC debuted at the Geneva Motor Show in March 1966 and was essentially a closed version of the 275GTS. Beneath its bonnet resided the 4.0-liter, 300bhp version of Ferrari's familiar 60-degree V12, as used in the 330GT 2+2. The short (94.5" wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all

round by means of wishbones and coil springs. First introduced on a road-going Ferrari (the 275GTB) in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created an inherently better balanced car.

Much development work had concentrated on the reduction of noise levels in the cabin, which was luxuriously equipped in the best Gran Turismo manner: leather seats, electric windows and heated rear screen were standard; radio, air conditioning and Borrani wire wheels the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330GTC to be the finest of high-speed conveyances for two people and their luggage.

The Motorcar Offered



This delightful example of a proper front-engine, V12 Ferrari was completed in October 1966 and was destined for the United States, where it would be sold to its first owner, W. David Tallmadge of New York, New York. Originally finished in *Argento* silver over red, '09125' boasted factory air conditioning as an option.





According to the accompanying history report by Ferrari historian Marcel Massini, Tallmadge kept the car for at least a decade, though as of 1970 he had relocated to Santa Monica, California according to period Ferrari Owners Club membership rosters.

By the summer of 1976 the GTC was being advertised for sale in the Ferrari Market Letter in "completely original and immaculate condition" for \$13,400, complete with Blaupunkt AM/FM radio. Tallmadge sold the car to Carl Richard Larsen of Minneapolis, Minnesota, who also owned a 1957 250 Boano Coupe #0633 GT. It is not known how long Larsen retained the GTC; in 1990 it was again for sale, by this time owned by Wayne Everard of Wisconsin and showing 41,000 miles.

The car then passed to John Kies, a partner at Wayne Obry's Motion Products, Inc. Kies

marveled at how straight and rust free the car was, showing no sign of any accident damage or body filler. Around this time the car was cosmetically restored by Motion Products, who finished the car as seen today, in burgundy with light tan leather and dark brown carpets and



sitting on Borrani wire wheels. By 1995, Michael Rindler of Beloit, Wisconsin, had acquired the refinished car and showed it at the 32nd Annual Ferrari Club of America National Concours in Columbus, Ohio.

By 2009 the car had covered a reported 53,890 original miles. More recently, in 2010-2011, a comprehensive mechanical restoration was undertaken by RPM Motors of Vermont to the tune of over \$50,000. Receipts for this work are available, and included an extensive engine-out servicing, restoration of the transaxle and suspension, refreshing of the air conditioning, and numerous other maintenance items.

A low-mileage example that has been carefully enjoyed by a handful of enthusiasts, '09125' presents today as a stunning and eminently



usable example of this classic Ferrari road car. During a recent test drive by a Bonhams specialist, the car was found to be quite enjoyable, with an exceptionally good shifter, tight steering, all gauges operating as they should, and cold A/C. The quality restoration performed some years ago is beginning to age nicely, and the present owner has enjoyed the car over the past several years. A delight on the road, and equally as good to look at, '09125' is presented today fresh from a recent tune-up, and seeking a new keeper who wishes to delight in the V12 Ferrari experience.
\$475,000 - 550,000



Please note that this vehicle is titled with chassis number 9125

1925 Locomobile Model 48 Sportif

Chassis no. 19131

Engine no. 19139

525ci Side-Valve Inline 6-Cylinder Engine

Single Carburetor

103hp

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- * *Formerly in the Richard C. Paine, Jr. Collection*
- * *One of the most exclusive and expensive cars of its day*
- * *Highly advanced technical specification*
- * *Recently sorted and serviced*
- * *Largely original example of one of America's finest motorcars*



The Locomobile Model 48 Sportif

Locomobile, like most other manufacturers, stumbled in the early Twenties, hit by both the post-WWI recession and the glut of military trucks which came on the market after the war, decimating sales of its Riker truck line. It fell into the hands of Hare's Motors and when that grandiose house of cards collapsed, it was acquired by Billy Durant, determined to create a competitor to General Motors which had been wrested from his control by the banks. The victim of inspired mismanagement and manipulation, Locomobile entered receivership in 1929, ending the saga of one of America's earliest and best automobiles.

The Model 48 was designed by Andrew Riker and introduced in 1911. It would remain in production almost until the end of the marque's existence, yet today very few survive. Of undoubted quality and

construction, some maintain that the Model 48's low survival rate was due to the quality materials lavished upon it. Old Locomobile 48s were simply too valuable as scrap to be preserved as old automobiles.

The centerpiece of Riker's Locomobile 48 was its 6-cylinder engine, a massive affair with bore and stroke dimensions of 4½" x 5½". The iron T-head cylinders were cast in pairs and bolted to a bronze crankcase, which contained a drop-forged alloy steel crankshaft that was both statically and dynamically balanced and rode in seven main bearings. An aluminum intake manifold mated up with a bronze-bodied carburetor while the gearbox casing was cast in manganese bronze. The exhaust valves were chrome-cobalt steel. Coil and battery ignition ignite dual ignition through a pair of 6-cylinder distributors.

The Locomobile Model 48's chassis members were pressed from chrome-nickel steel, then heat treated and hot-riveted together, and rode on chrome-nickel-tungsten steel leaf springs, semi-elliptical in the front and 3/4 elliptical at the back. It stood by 4-speed transmissions when all competitors had only three forward speeds. There were no shortcuts taken in the Model 48's materials, construction methods or finishes.

Although Locomobiles were regularly bodied to clients' wishes by independent coachbuilders, most designs came from Locomobile's own Custom Body Department under the direction of former Kellner designer J. Frank de Causse. Locomobile had no body building facility of its own, allowing the company to choose the best coachbuilders while specifying that the coachbuilder's nameplate not be affixed. De Causse's style





The Motorcar Offered

was simple, individual and distinctive but also has stood the test of time to be recognized as some of the best design of the period.

The most elegant of all de Causse's designs was the "Sportif" tourer, a dual cowl design that may have been the first of its kind. Perfectly complementing the Model 48's strength and quality, it is a classic expression of restrained elegance. Its style, quality, performance and reliability explain why this magnificent automobile stayed in the Locomobile catalog for a decade and a half. Although it was continually updated and improved, it was such a fine automobile that it remained fresh and attractive to an exclusive clientele which wanted only the highest quality and cared little for passing whims of fashion. It sold for \$7,400 in 1925, a price that was rivaled only by the Stevens-Duryea Model G.



This 1925 Locomobile Model 48 Sportif Tourer is one of few survivors of this elegant classic. It does not appear ever to have been restored, receiving only sympathetic attention to its cosmetics and mechanical maintenance consistently and as needed. Finished in

olive green with black fenders, the interior upholstery and trim are black leather and it has a beige cloth top. The body-color wood spoke wheels have black wall tires. Being one of the last of its model it benefits from continuous improvement, particularly the foot-operated four-wheel drum brakes and handbrake operating on separate concentric rear wheel drums, and the 12-16 volt high voltage primary electrical system.

All Locomobiles were sold only one way, fully equipped, and this is no exception. In addition to the Bausch & Lomb drum headlights it has dual windshields with large folding wind wing panels and canvas wind skirts on the rear windshield, a folding footrest, and dual spares mounted behind a luggage shelf between the rear fenders. An accessory "Sunoco Vapor



Lubricator" has been added to the engine which also has a four-note exhaust whistle. The folding windshield has a single vacuum operated wiper.

Acquired by the vendor at the Bonhams auction of the Richard C. Paine, Jr. Collection in 2008, the Locomobile has undergone extensive maintenance to prepare it for touring and shows. The radiator was rebuilt at great expense, while the fuel system was renewed, the carburetor rebuilt, and a full set of six new tires and tubes were fitted (including the dual rear-mounted spares). The clutch was also rebuilt at this time, and the car is described today as being a great running and driving example.

The Locomobile Model 48 Sportif seats only four, an exclusive, luxurious means of transport for the few with the perception

to recognize and appreciate its quality and the resources to acquire them. J. Frank de Causse's Sportif coachwork has met the test of time and is recognized as one of the premier designs of the era, recalling the spirit of the "Roaring Twenties".

A sympathetically preserved, solid, presentable and rare example, it is ideal for a perceptive collector who wants a correct and usable example of the ultimate Locomobile to experience the thrill of its presence and performance. Carefully serviced and re-commissioned, this king of the road has been used very little in its present ownership, and awaits a new owner to experience its delights.
\$150,000 - 200,000

Please note that this vehicle is titled under its engine number



1908 Sharp Arrow Runabout Recreation

Engine no. 2108

393ci L-Head 4-Cylinder Engine

Stromberg Carburetor

40 A.L.A.M. Horsepower

3-Speed Locomobile Gearbox, Shaft Drive

Front and Rear Leaf Spring Suspension

Rear Mechanical Brakes

- * *Faithfully recreated Brass Era sporting car*
- * *Right hand drive*
- * *Known in this form for more than 50 years*
- * *Formerly owned by famed collector Richard C. Paine Jr.*
- * *Offered from Private European Museum collection*



Sharp Automobiles and the Speedster Era

In the earliest days of automobile competition the drivers and their riding mechanics were epic heroes. Their vehicles were essentially unlimited in size or displacement and had no safety equipment; their occupants sat high on top of a limber frame in seats that barely kept them in the cars on curves.

The Vanderbilt Cup was the premier American motorsport venue of the day, though Savannah, Georgia's "American Grand Prize" promised competitors a purpose built road circuit and a \$4,000 prize. The initial race was won by Louis Wagner driving a Fiat. The competitive cars came from European marques like Benz, Renault, Fiat and Isotta-Fraschini. American entries were production-based cars from the likes of Buick, Marquette, Chalmers, Lozier, National and Simplex.

The 1910 Grand Prize race in Savannah was scheduled for a total of just over 415 miles. The race again featured entries from Benz and Fiat with all-star drivers. Among the European specials and American modified stock cars was one American special, the Sharp Arrow of Trenton, New Jersey's William H. Sharp.

Sharp was a photographer who doubled as a driver, and with his brother Fred, he built a sparse, lean racing machine, achieving success in races around New York. Their car was built around a Continental L-head four-cylinder engine and soon its racing success led the Sharp brothers to contemplate series manufacture.

Speed demon that it was, the Sharps named their new marque "Sharp Arrow" and gave it the snappy slogan "Speed King of American Stock Cars." Some 25 Sharp Arrows were

built in Trenton before a planned move to Stroudsburg, Pennsylvania - but before the move could be completed, William Sharp entered the 1910 Grand Prize race in Savannah.

He crashed during the first lap of pre-race practice, killing his mechanic instantly. Sharp died two days after. The Sharp Arrow marque died that day, with its production of Trenton-built cars being its whole history.

The Sharp Arrow is, however, celebrated as the inspiration for one of America's great sports cars, the Mercer Raceabout. Mercer Raceabouts would go on to become a champion of the open road and closed course circuits of the second decade of the century, giving an entire generation of drivers the opportunity to prove their bravery, talent and heroism.



The Motorcar Offered



This sporting Sharp Arrow Runabout is thought to be a faithful recreation of its namesake, built using mainly proprietary components from its contemporary manufacturers. The car is known to have existed in this form for more than 50 years, but attempts to establish its precise early origins have proven unsuccessful.

The car was acquired for its present European Collection ownership from the Richard C. Paine, Jr. Collection in 2007. It was purchased by Mr. Paine from W.J. and Genevieve N. Boden of Pottstown, Pennsylvania, noted pioneering collectors of the 1950s.

It is powered by a 5x5 inch L-head four-cylinder engine of 393 cubic inches, with a Stromberg carburetor and dual ignition by magneto and battery and coil. Right hand drive, it is equipped with Rushmore acetylene headlights and a cowl-mounted Rose acetylene searchlight, but does not have an acetylene generator or Prest-o-lite tank. The two seat runabout body has a pair of bucket seats, dual spare tires mounted at the rear, a luggage or tool box and a cylindrical bolster tank.

The car was restored some time prior to its Paine Collection/Seal Cove Museum display, where it

received limited use. In the present ownership it has remained Museum stored and unused and will require mechanical re-commissioning. Arguably, the addition of lightweight fenders and general detailing would improve its current 'stripped for racing' look.

This recreation is a memorial to an early independent racer, special builder and competitor whose vision helped inspire one of America's most famous and important automobiles, the Mercer Raceabout. The Sharp Arrow story deserves more recognition than it has gotten and this handsome, powerful, sporting runabout has the style and performance to give renewed life to the marque.

\$80,000 - 120,000

Without reserve

Please note that this vehicle is titled under its engine number

1959 Lotus Elite Series I

Chassis no.1089
Engine no.10382

1,216cc SOHC Inline 4-Cylinder Alloy Engine
2 SU Carburetors
75bhp at 6,300rpm
4-Speed ZF Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- * *Expertly restored Elite*
- * *Known history back to the 1960s*
- * *Charming color combination*
- * *A true and pure sports car*
- * *Offered with extensive history file*



The Lotus 14

With the Lotus 14 of 1959 - better known as the Elite - Colin Chapman demonstrated that his skills as a racing car designer and constructor could just as easily be applied to production road cars. The Elite was, nevertheless, conceived with competition in mind, as Chapman had his sights set on class wins at Le Mans and the Monte Carlo Rally.

Just as innovative as Lotus's outright competition cars, the Elite featured a fiberglass monocoque body tub, independent suspension all round (based on that of Lotus' racing monopostos) and four-wheel disc brakes, the rears mounted inboard. Its engine was the four-cylinder Coventry-Climax FVE, a single-overhead-cam unit of 1,216cc producing 75bhp initially, while the gearbox, an MGA unit fitted with an alloy casing and modified bell-housing, was sourced from BMC.

The classically-styled body - the work of stylists Peter Kirwan-Taylor, John Frayling, and aerodynamicist Frank Costin - possessed an admirably low coefficient of drag, though it made few concessions for comfort or noise suppression. That is not likely to have bothered the Elite's customers, for whom its 112mph top speed and superlative handling were of far greater importance than creature comforts. Indeed, so successful was the Elite on the racetrack that the car dominated its class well into the 1960s. Noteworthy achievements include five class victories at Le Mans and two wins in the prestigious 'Index of Thermal Performance'.

The Motorcar Offered



Believed to have been delivered new to the UK home market, the sporting Elite offered here, chassis no. 1089 was finished at the Lotus works on November 11, 1959. In the car's comprehensive history file are records dating back to 1967, with MOT test records from



1970. The car remained in the UK, where it was thoroughly restored by Lotus specialist David Bruzas in the late 1990s. Photos of the car are available from before, during and after the restoration, and show a very well-cared-for Elite prior to its restoration. During the restoration, the gearbox was thoughtfully swapped with a later and highly desirable series II Elite ZF 'box. It also appears that the original engine was replaced with a later unit during the same time.

In 2005, the Elite was exported to Texas, where it was purchased by an avid sports car enthusiast before being purchased by the consignor. Finished in the classic silver-grey color, accented by a darker gunmetal-grey roof, the Elite is presented in the same livery as the car displayed at the Elite's unveiling during the 1957 Earls

Court Motor Show. The chrome wire wheels and yellow Lotus badge offer sporting looks to match the car's sprightly performance. A wonderful model suited for spirited tours or drives, these utterly intelligent sports cars are collected by enthusiasts around the world, and offer much joy for the money.

\$80,000 - 110,000



128

1989 Ferrari 328GTS

Coachwork by Pininfarina

VIN. ZFFXA20AXK0081609

3,185cc DOHC V8 Engine
Bosch K-Jetronic Fuel Injection
270bhp at 7,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- * *Few owners and less than 20,000 miles since new*
- * *Rare and desirable factory color combination*
- * *Major Service performed in 2012*
- * *Beautiful original condition*
- * *Offered with books and tools*



The V8 Ferraris

Introduced as a replacement for the V6-powered 246 Dino, the 308GT4 received an all new, DOHC V8 engine, with a displacement just under three liters. The new engine powered a model-range of Ferraris that still runs to this day at the Maranello works, the current 458 being the latest iteration. With the power-plant placed transversely above the rear axle, these cars proved to be agile handlers, and their relative affordability makes them a great entree to the world of Ferrari ownership. Many V8-models have come and gone over the past four decades; most memorable being the 288GTO model of the mid-1980s, the supercar of its day, and the more usable 308 and 328 models of the same era.

The Motorcar Offered



As specified on the original window-sticker, this elegant 328GTS was delivered new through Ferrari of Houston, Texas, in 1989, the final production year for the model. It was finished as seen today, in *Azzurro* blue metallic over a red leather interior, a rarely seen and striking combination, and fitted with the newly introduced ABS brakes. The car remained in the Houston area with its first owner, who had its first service performed at Ferrari of Houston. With just over 2,000 miles on the

odometer, the blue 328 relocated to Pennsylvania, where it has remained ever since, in the car of one East Coast owner until recently.

Many service records are with the car, attesting to a devoted maintenance plan mostly performed by authorized Ferrari service center Algar Enterprises, Inc. in Rosemont, Pennsylvania. In May 2012, the major service was performed, including replacement of the timing belt and cam cover gaskets, and refurbishment of the water pump. With fewer than 20,000 miles from new, this Ferrari presents exceptionally well today. Offered with the original maintenance and owner's handbooks, the CARFAX report and the original tool roll, this beautiful 328GTS offers open top Ferrari touring in elegant Pininfarina style, at an affordable and attractive price when compared with its older and younger siblings.

\$55,000 - 75,000

1910 Buick Model 10 Touring

Engine no. 21278

165ci 4-Cylinder 'Valve-in-head' Engine
22.5hp
2-Speed Planetary Transmission, Shaft Drive
Semi-Elliptic Leaf Springs Front and Rear
Rear Mechanical Brakes

- * *Renowned reliable touring model*
- * *Formerly owned by famed collector Richard C. Paine Jr.*
- * *Offered from Private European Museum collection*
- * *Rarely seen example of "The White Streak"*
- * *Delightful and affordable entry to Brass Era motoring*



The Buick Model 10

Buick owes two things to its founder, David Dunbar Buick, in addition to its existence. The marque's name is most apparent. Less obvious, but of much greater importance, is its continuous history of "valve-in-head" engines.

Buick formed the underpinnings of Durant's General Motors Corporation; in 1909 and 1910 Buick even outsold the Ford Model T.

At \$850 the valve-in-head four-cylinder Buick Model 10 was priced to compete with the Model T, and it was the best selling Buick model, with over 8,000 sold in 1909 and almost 11,000 in 1910. It was offered in "Buick White" and promoted as "The White Streak" in recognition of its competition successes. Buick advertising called it the car for "men with real red blood who don't like to eat dust."

The Motorcar Offered

This Model 10 features a Touring body style - a compact and lightweight design with ample space for carrying four passengers, and boasting one of few optional extras - a windshield. The current European Museum purchased the car from the Richard C. Paine, Jr. Collection. Paine had acquired it in the mid-1960's from Dr. Samuel L. Scher, whose collection at the time was undoubtedly the finest in America. It is a marvelous example, equipped with Rushmore acetylene headlamps, Solar kerosene sidelights and an E&J taillight. A single spare tire (no rim) is secured to the right running board next to the driver.

It bears an undated (and therefore old) AACA National First Prize badge and its condition more than adequately endorses the good judgment of the AACA judges a half century or so ago. The chassis is dusty but despite that looks like it has hardly been used and will easily be brought back to show quality condition with careful cleaning and

detailing. The paintwork is more than adequate for touring, but a partial disassembly repaint will work wonders on it. The engine is unusually good for its age and is remarkably free of fluid leaks and residue. The upholstery, glass, brass and plentiful varnished wood is very impressive.

Largely unused for many years, it will now require recommissioning to return the Buick to the road. However, with continuous history for the last 40-plus years in the important collections of Dr. Samuel L. Scher and Richard C. Paine, Jr. it will be a valuable addition to any collection and is a wonderful way to experience the quality and performance of one of the great automobiles in Michigan's motor history, the pride of Flint.

\$40,000 - 50,000
Without reserve

Please note that this vehicle is titled under its engine number

1960 Ferrari 250GT Cabriolet Series II

Coachwork by Pinin Farina

Chassis no. 1869GT

Engine no. 1869GT

2,953cc SOHC V-12 engine

Triple Weber Dual-Choke Carburetors

240bhp and 7,000rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension- Live Rear Axle

4-Wheel Disc Brakes

- * Documented from new by
Marcel Massini
- * *Ex-Sheets Dunn*
- * Fitted with the extremely rare and
desirable hardtop from new
- * Very well restored example
- * The vehicle of choice for playboys
and aristocrats alike



The Ferrari 250GT Cabriolet Series II

By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's ongoing stability. Thus the 250, Ferrari's first volume-produced model, was of critical importance, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than twenty cars (see lot 160). The Europa was superseded by the 250GT in 1954, the latter featuring a lighter and more-compact Colombo-designed 3-liter V12 in place of its predecessor's bulkier Lampredi unit. Power output of the single-overhead-camshaft all-aluminium engine was 220bhp at 7,000rpm. Shorter in the wheelbase (by 200mm) than the Europa, the 250GT chassis followed Ferrari's established practice, being a multi-tubular frame tied together by oval main tubes, though the independent front suspension now employed

coil springs instead of the previous transverse leaf type. A four-speed, all-synchromesh gearbox transmitted power to the live rear axle, while hydraulic drums all round looked after braking. Four-wheel disc brakes arrived late in 1959 and a four-speed-plus-overdrive gearbox the following year.



Multiple *carrozzerie* offered different body styles on the 250GT chassis, with Scaglietti and Pininfarina producing elegant open-top spyder and cabriolet models. Exhibited at the 1957 Geneva Salon, the latter's first 250GT Cabriolet was snapped up by Ferrari works driver Peter Collins, who later had the car converted to disc brakes. After a handful of alternative versions had been built, series production began in July 1957, around 40 Series I Pininfarina Cabriolets being completed before the introduction of the Series II in 1959.

Effectively an open-top version of the Pininfarina-built 250GT Coupé, whose chassis and mechanics it shared, the Series II Cabriolet was built alongside its closed cousin until 1962. Overall design followed that of the Coupé, with short nose and long rear overhang, while a more-vertical windscreen provided greater headroom in the generously sized cockpit. As



The Motorcar Offered

well as the aforementioned improvements to brakes and transmission, the Series II cars benefited from the latest, 240bhp V12 with outside sparkplugs, coil valve springs and twelve-port cylinder heads. The 250GT was the most successful Ferrari of its time, production of all types exceeding 900 units, of which 200 were Series II Cabriolets.

1869GT rolled off the production floor in Maranello on March 24th, 1960 and was sent to Pinin Farina's works in Torino for the fitment of its sleek Cabriolet body. Completed in two months, on May 24th, this Rosso Rubino over Leather Naturale Cabriolet, the 31st of 200 Series II Cabriolets built, was sold new with the optional hardtop to Rome, Italy. Remaining in its homeland briefly, the Cabriolet found its way to the US through Luigi Chinetti Motors in Greenwich, Connecticut, before entering the garage of Richard Sotras in Glendale, California.

Sotras kept the car for several years before selling it in 1967 to Los Angeleno Edwin Niles who eventually sold it in 1969 to Joseph Schwan of Pheonix, Arizona. Schwan would keep the car for just over a decade before selling it to prolific Rancho Santa Fe Ferrari collector C.A. "Skeets" Dunn in 1980. In the mid-1980s, Skeets

commissioned a complete restoration of the car to his usual high standards, finishing the car in Pozzi Blue over tan hides. After a decade of enjoyment, Skeets sold his Cabriolet to an important collection in Japan in 1990.

The car reappeared in the States at the end of 2002. Two years later, John Bagioli at Forza Motors executed a complete engine build prior to a successful running of the car in the California Mille. After trading hands again in August of 2004, a further \$10,446.40 in receipts were accumulated at Randy Reid's Antique Auto Restorations just prior to 2010. This work included significant electrical sorting, restoring the fuel tank, installing new axle seals and bearings, fitting new shock links and bushings, body adjustments and new seals, and adjusting the carburetors and valves.

In 2010, the car was sold to Christopher







Thomsen of Denmark, husband of the billionaire LEGO heiress Sofie Kirk Kristiansen and friend of the Danish royal family. Brought back to the United States by its current owner, the car was commissioned to Black Horse Garage in Connecticut for a concours-quality restoration. Led by the owners of Black Horse—well-known Ferrari restorer Frank

Buonanno (who worked with Luigi Chinetti's top mechanic Alberto Pedretti) and his son John—the car has just undergone a respray of its rich Pozzi blue exterior along with installation of new Connolly leather and carpeting. The engine and drivetrain have been fully detailed by Black Horse and the car has just had a full mechanical service and tune.

Turismos. Turning the key brings the throaty Colombo V12 to life and a drive reveals the Ferrari to be well-suited to high-speed sweeping corners or blasting down the Autostrada. Mashing the throttle presses you into the padded leather bucket seats while the disc brakes at all four corners are effective in bringing things back under control. Period-correct Michelin X tires shroud the chrome Borrani wire wheels, allowing for a smile-inducing performance in the curves; just enough grip, not too much! The choice of open air motoring or a quieter buttoned up interior thanks to the optional hardtop make it a true dual-purpose motorcar.

With its ample trunk space, luxurious interior, long-legged V12 mated to an overdrive



Its history from new fully documented by Ferrari historian Marcel Massini, 1869GT still shows very well today, a testament to the high quality of the restoration undertaken in the 1980s combined with the gentle use and careful, meticulous maintenance that the car has received through its life. The elegant and understated color scheme it now wears amplifies the refinement of one of Ferrari's finest Gran



transmission, and the exceptionally rare and desirable optional hardtop, there are few more comfortable and stylish conveniences with which to melt away the miles. Redolent of the dolce vita era, Ferrari's first production convertible was a natural choice for playboys and aristocrats, a silver example serving as David Niven's personal conveyance in the original Pink Panther film and Dominican bon viveur and sometime racing driver Porfirio Rubirosa also choosing one as his personal transport. The chance to join this exclusive club is a rare one; 1869GT is certainly one of the most stylish ways to do so.

\$1,250,000-1,400,000



The ex-Sture Nottorp, Gunnar Elmgren
1951 Aston Martin DB2 Coupe

Chassis no. LML/50/44

Engine no. VB6B/50/1152 (Vantage unit, see text)

2,580cc DOHC Inline 6-Cylinder Engine

125bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- * *One of the first 49 'Washboard' DB2s*
- * *Known history from new*
- * *Custom period coachwork modifications*
- * *Eligible for many retrospective rallies including the Mille Miglia*
- * *Offered for sale publicly for the first time ever*



The Aston Martin DB2

"The fruits of the company's post-war competition experience are now to be seen in a new model, the DB2, which is a 100mph touring car of really individual design. It is designated a sports saloon but is really a streamlined two-three-seater coupé with space for a considerable amount of luggage." *The Autocar*, April 21, 1950.

The new Aston debuted at the New York Auto Show in April 1950 and early cars were reserved for racing, in order to create market presend and endorse their production. Those who were lucky enough to get their hands on a new Aston Martin were usually relatively close to the brand already and represented their top clientele; among the early owners in this country were Bill Spear, Cameron Peck and Briggs Cunningham.

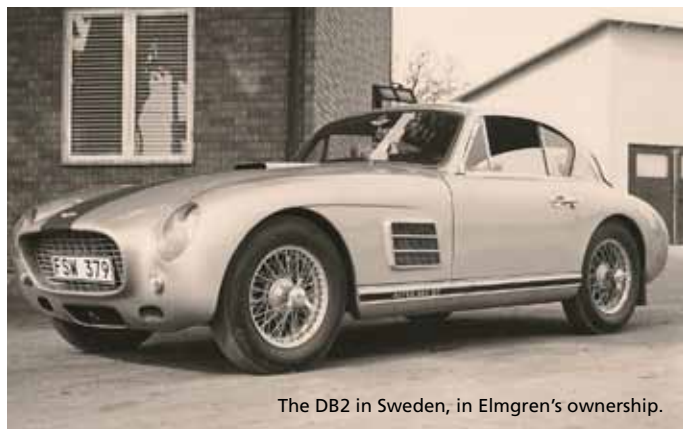
The Motorcar Offered

It is not that surprising that Scandinavian clients were among the first to receive the second David Brown model, it being a wise move for Aston to post them far afield to a market which historically had strong car interest. This car, the 44th to leave the production line and therefore 34th production example, was one such car. It was purchased by Sölve Relve of Goteborg, a wealthy man who is believed to have acquired the car as primary sponsor for its next owner, Sture Nottorp, to drive.

One of Sweden's most famous drivers, Nottorp had an active racing career in the mid to late 1950s, piloting a Frazer Nash Le Mans Replica at the Mille Miglia and Le Mans, and later campaigning a mighty Ferrari 410 Sport in the Swedish Grand Prix of 1956. He had hoped to campaign the same car at the Mille Miglia that year but the car didn't run owing to mechanical issues, for which he blamed the factory.

Although ownership of the DB2 predates this, it shows a clear interest in sporting competition, which quite possibly began with this car. As new, the car was finished in the unusual scheme of 'Crushed Strawberry' with a grey 'Poly' (vinyl) interior, according to its factory records, a striking livery which no doubt stood out on the Swedish roads. More interestingly, and perhaps alluding to a more active sporting career, is a service record note in June 1952: 'Blown cylinder head gasket rectified; top chain tensioners rectified as tp (?) not working; leaking morgan seal rectified' laminated head gasket fitted. Work carried out by Mr. Tocock at Le Mans. (mileage 4192 kilos)

Tony Tocock, the Service Engineer for Aston for many years, was one of its more famous and well regarded mechanics. As recounted in his memoirs: 'At the time I was very busy with



The DB2 in Sweden, in Elmgren's ownership.

service visits to France, Belgium, Holland and Switzerland. The pattern was that all distributors had an annual visit'. Given that the journey from Goteborg to Le Mans was all of 1800 kilometers, Relve or Nottorp, whoever made this trip must have been relieved to have had assistance from the Works Service engineer, hopefully enabling him a safe journey home.

The early Aston remained in Sweden for the first half of its life, passing among various enthusiasts. In 1960, it became the property of Yngve Eriksson, who after a while decided that he did not care for its right hand drive configuration and changed this over to a left-hand-drive arrangement. He also undertook modifying the car's looks, arguably to resemble contemporary Ferraris, with a larger grille opening and fared in headlamp treatment. He also improved the rear visibility

with a larger rear window. His work has been unchanged to this day and it makes for a distinctive and handsome look.

From Eriksson, the car passed to another prominent Swedish owner, Gunnar Elmgren. Elmgren was a much loved and authoritative automotive enthusiast who owned a succession of interesting competition cars, including a Maserati 6CM and a 250F and in his latter years held the important position of President of the FIA Historic Motorsport Commission. After Elmgren, the car was sold to its last Swedish owner, Ingemar Engstrom in February 1979.

The car arrived in America in the late 1980s, passing through two further owners before arriving with the current enthusiast of the marque some 10 years ago. In this most recent

care, the DB2 has been sympathetically and extensively refurbished. At some point a later DB2 Vantage power unit was sourced, most likely to improve the car's performance; it was then rebuilt and fitted. This being of slightly later specification, the car benefits from the larger induction manifold. Its interior has been freshened to a very high standard.

Aston's campaigning of the DB2 in period gives them a wide entree to retrospective events including desirable international tickets such as the Mille Miglia and Le Mans Classic, while at home it would be a perfect mount for the California Mille, Colorado Grand, New England 1000 and the like. With its unique, eye-catching styling and interesting pedigree, it would similarly provoke great interest on any Concours field.

\$200,000 - 260,000

Subject of an 18-page article in The Rodder's Journal
The Walker Morrison Roadster
1932 Ford "Highboy"

Chassis no.18-74450

286-ci Mercury OHV V-8
 Estimated 225hp at 5,000 rpm
 3-Speed Manual Ford Transmission with Lincoln-Zephyr Cluster
 I-beam Dropped Front Axle, Solid Rear Axle
 4-Wheel Hydraulic Drum Brakes

- * *Historic California hot rod with dry lakes racing history*
- * *Featured in period publications including 1952 Hop Up magazine*
- * *Headers and hairpin wishbones fabricated by Doane Spencer*
- * *Correctly restored by one of the country's best hot rod shops*
- * *2nd in class at 2007 Pebble Beach Concours d'Elegance*



The 1932 Ford Highboy Roadster

Post-WWII California dry lakes pioneers established the definitive hot rod look. With its immortal styling, robust chassis, easily-modified Ford flathead V-8, and ready affordability, the timeless '32 Ford roadster, a one-year-only model, and short-lived in production at that, became *the* platform for all manner of 'go-fast' modifications.

By the late 1940s, the classic '32 highboy, as evidenced by the famed roadsters of John Ryan, Bob McGee, Hank Negley, Walker Morrison, Ray Brown, Ed Stewart and others, had become a model for the ages. Devoid of fenders, the spare wheel, running boards, bumpers, cowl lights and door handles, the result resembled the

stripped-for-action racing roadsters that ran at Elgin, Illinois and Mines Field, now LAX.

Many '32 highboys were built, but not to a pattern. Some cars had 'the look.' Some didn't. *Hot Rod Magazine* and 'the little books,' like *Rod & Custom*, *Car Craft*, and *Hop Up* covered the better-built rods. It was considered an honor to have your car featured in a period publication. Highboy roadsters were dual-purpose cars. Owners used them to cruise and drive to work. Stripped of non-essentials, they became weekend dry lakes racers. Few authentic street and race highboys remain as originals, or are restored exactly as they were built. Survivors are highly prized and seldom offered for sale.

The Motorcar Offered

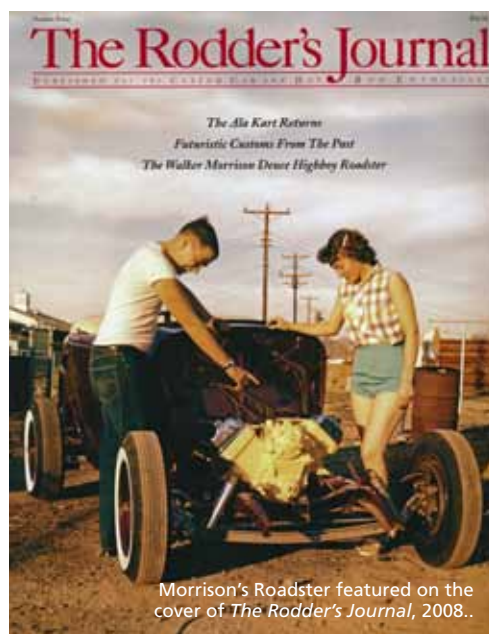
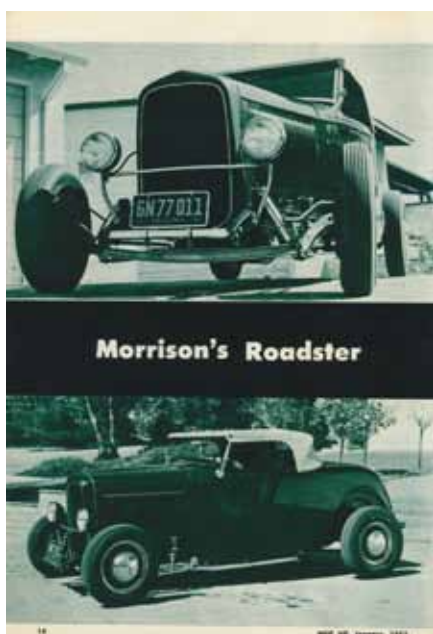
The Walker Morrison '32 was everything a '50s-era guy could possibly want in a hot rod highboy – and it still is. This elegantly understated 'Deuce' roadster appeared in *Hop Up* magazine in January, 1952, then reappeared in a 1953 Fawcett Publications special called *Best Hot Rods*.

In the vernacular of that era, it was a knockout. Built by a talented mechanic, Walker (Moe) Morrison, of Whittier, California, a member of the "Road Runners", this roadster's modifications are a primer on how to build a classic hot rod. A dropped and filled front axle, a Z-ed frame and big-and-little tires on steel wheels give it a perfect stance, with a slight forward tilt. Modifications included a chopped windshield, a filled grille shell and cowl vent, and shaved door handles. Hand-fashioned track-style hairpin wishbones, by legendary LA-area fabricator Doane Spencer, W-shaped headers flowing into chromed lakes





Archive images from the January 1952 edition of HOP UP magazine.



Morrison's Roadster featured on the cover of *The Rodder's Journal*, 2008..

pipes that ran nearly to the rear wheels (more of Doane Spencer's handiwork), and twin exhaust pipes that paralleled the frame horns, were artfully executed.

The rare, late 1932 Ford, 25-louver hood (earlier examples had 20-louver side panels), concealed a bored and stroked 59AB flathead V-8 with the era's speed best equipment: Evans high-compression heads, Navarro triple intake manifold, a Potvin 38-83 cam, a Scintilla-Vertex magneto, and a finned Filcoolater oil cooler. Radiator hoses, air horns, generator cover and acorn nuts were chrome-plated.

Inside, under the neatly-fabricated folding canvas top, was a pleated leather interior and a genuine Auburn 12-160 dash with its distinctive five-gauge insert, incorporating a 120mph speedometer, and a separate 8,000 rpm

tachometer mounted to the left. The steering wheel was stock '46-'48 Ford; the hubcaps were '47-'48 Ford. On the glove compartment door - another original Auburn feature - was a Southern California Timing Association (SCTA) timing tag certifying that Morrison raced his car at El Mirage Dry Lake in June 1949, turning a credible 123.11 mph in Class C.

Jack Stirnemann, a renowned St. Louis area hot rod shop owner, bought the remains of this '32, from three-time Grand National Roadster show winner, Ernie Immerso.

"Ernie didn't sell much," Stirnemann says, "but I persuaded him to sell me an old '32 roadster that looked as though it had been a hot rod for a long time. It was in rough shape and the frame had been boxed, but the numbers matched the title."

Immerso led Stirnemann to Gary Godbehere, from Phoenix, Arizona, who at one time had owned the Walker Morrison Roadster. "When I found out what the car was," Stirnemann says, "I flew to Phoenix to learn more. Godbehere (who died in August 2006) had old photos of the car, and he told me quite a bit about it." Carefully tracing the roadster's chronology, Stirnemann learned Morrison had sold it in 1953 to Rick Harding. Harding in turn sold it to Gary Godbehere who replaced the flathead with a Chrysler Hemi, with pictures to prove it.

Sometime in the 1960s, Godbehere passed the roadster to Ulysses E. Wilson, who installed a Chevy V-8 and drag raced it. In the 1970s, it went to Alton Sipes of Phoenix, who didn't keep it long. The next owner was an auto salesman, Mike Combest of Phoenix. It's believed that Dick Smith worked on the car during this period.



Knowledgeable hot rodders will remember that Smith built the pioneering hemi-powered deuce roadster that's in the Henry Ford Museum. Immerso obtained the roadster from Combest in 1980. Stirnemann bought it in 1994 and began a comprehensive frame-off restoration.

One of many challenges was duplicating the car's exact color. Jack Stirnemann, whose specialty is painting, looked at a spectrum of old maroon shades. He had only seen this car in *Hop Up* magazine's sepia tones. Walker Morrison once described the color as dark maroon, but Moe's close friend, Ralph McFarland remembered, "...in bright sunlight, it was more like a ruby red." Jack scrutinized an array of maroons in color gradations. Using a photo spectrometer, he found a color that was close, and tinted that shade for the final hue. When Stirnemann showed the completed car to Ralph

McFarland for the first time, an emotional Ralph said, "Oh Jack, you got the color perfect!".

Stirnemann restored the Morrison roadster exactly as it appeared in *Best Hot Rods*. He stared repeatedly at those old photographs, noting every detail. The period cotton-coated wiring has wax-coated thread ties. It's exquisite. Jack asked Bill Jenks, the famed Potvin cam specialist, if he could grind a 38-83 cam. "I can do one of those," Jenks said, "and he did. The Fawcett book noted the car had a 25-tooth Lincoln cluster in the transmission and a 3.54:1 rear. It still does.

In 1952, *Hop Up*'s unidentified writer had noted, "Photography alone cannot express the true beauty of Walker Morrison's roadster, which appears to be nothing unusual, but is, in reality, one of the cleanest examples of roadster building in Southern California." It still is.

Jack Stirnemann credits his brother Harry, machinist Ernie Vision, welder Jimmy Marshall, and George Lange, for helping with the restoration. A few years ago, Jack encountered Walker Morrison's former girl friend, Carolyn Sager, at Bonneville. She had fond memories of "Moe" and his roadster.

"Cars were really his passion," Carolyn remembered. "That car had a lasting effect on all the young kids who were involved with it. It was one car they always remembered."

Perfectly restored, drop-dead gorgeous, the Walker Morrison '32 highboy represents an unusual opportunity to purchase an authentic lakes roadster, just as it appeared during the Golden Era of American hot rodding.
\$275,000 - 325,000

1965 Aston Martin DB5 Sports Saloon

Chassis no. DB5/1941/R

Engine no. 400/1896

3,995cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

282bhp at 5,500rpm

5-Speed ZF Manual Transmission

Independent Front Suspension, Live Rear Axle with Coil Springs

4-Wheel Disc Brakes

- * *Truly iconic model; James Bond's preferred Aston Martin*
- * *Offered with copy of factory build sheet*
- * *Professional conversion by Aston Martin Heritage agent to left hand drive*
- * *Comprehensively restored years ago and still presents very well*
- * *UK delivery example*



The Aston Martin DB5

"Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototype which ran in the 1962 and 1963 Le Mans 24-Hour races.' – *Autocar*, May 21st, 1965.

The DB5 was introduced in July 1963 and represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-liter version of the (previously) 3.7-liter six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors, the '400' engine produced 282bhp at 5,500rpm and was

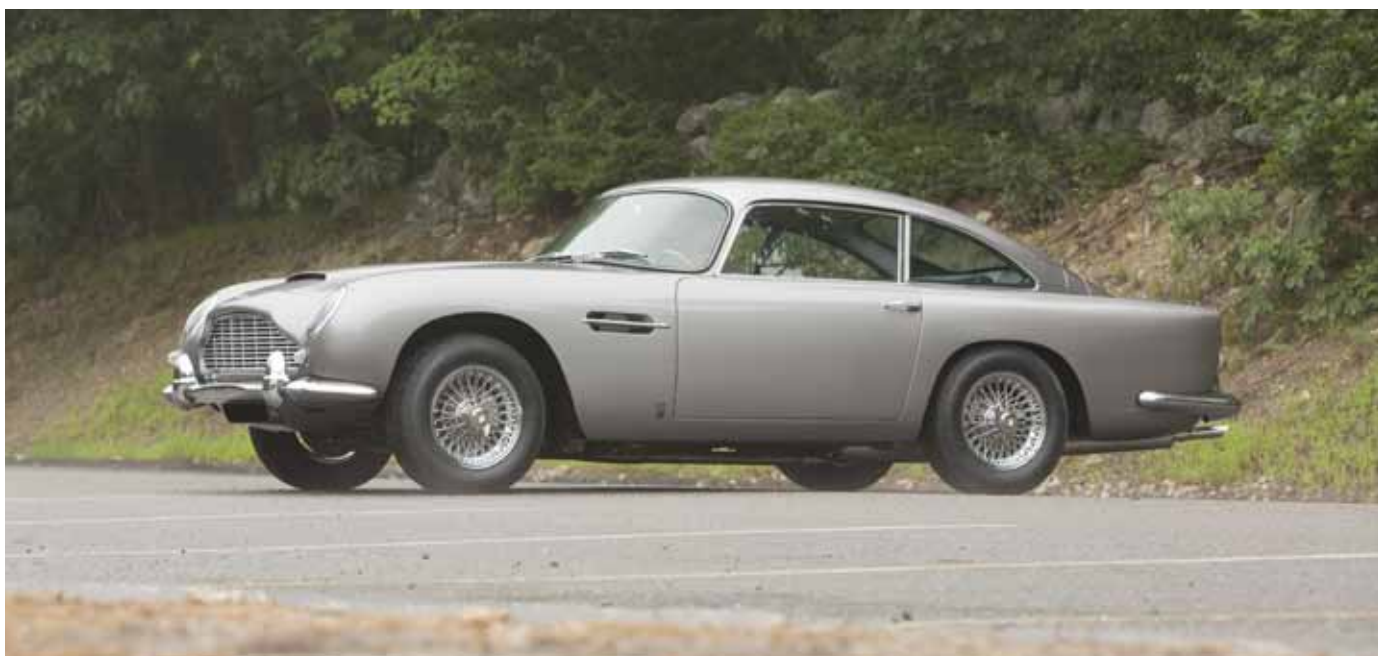


mated to a four-speed/overdrive gearbox. Outwardly there was little to distinguish the DB5 from the final Series 5 DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc

brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. The DB5's superb performance – 0-60mph in 7.1 seconds and a top speed of 148mph – ranked it amongst the world's fastest cars.

Beyond all independent expressions of its beauty and performance, which were well founded, the DB5 was endorsed by the most famous of all Secret Service agents, James Bond. From its debut in *Goldfinger* in 1964, the model has commanded iconic status throughout the world, whether as seen through images of the suave Sean Connery leaning against a DB5 on a Swiss mountain pass, or children's toys that would jettison Mr. Bond's captor, seemingly no age group is immune to its charms, quite simply the DB5 is part of our culture.





The Motorcar Offered

This DB5 is a great looking example of the marque and model. Subtly finished in a dark hue of metallic grey, it has been the recipient of a comprehensive refurbishment at a cost of more than \$100,000 by a recognized Aston Martin Heritage agent, putting it in very fine cosmetic and mechanical order. Every major system in the car has been gone through, refreshing, rebuilding, replacing and restoring as needed. At the same time, given its current domicile within the US the owner elected to convert the car from right to left hand drive, simply to make it more usable.

As verified by its factory order, the car was originally sold new in the UK, to P. Hodgson Esquire of Hodgson & Sons Ltd, 2 Holyhead Road, Birmingham, England, with its delivery

date being January 7th, 1965. To judge from the early mileage accrued Hodgson was getting good use and enjoyment covering approximately 7,500 miles a year, all the while with routine factory maintenance up to September 1968, by which time it had covered 31,559 miles. Its second owner was the Swift Meyer Tool Company Ltd, of Aldridge, a neighboring town to Birmingham. It is not known how long this ownership lasted, but by the middle of the 1980s the car was on the market, offered by former London collector car establishment Paradise Garage.

It was there that the former owner, a US resident working in London, found the car, acquiring it and shipping it back to his home in Connecticut, where it was registered from August 1986, by

which time it showed roughly 65,000 miles on the odometer. In the early 1990s, the condition was felt to be in need of some attention and it was sent to Aston Martin Vintage Racing Services, then owned by Peter Livanos, of Stamford, Connecticut, for an engine rebuild, bare metal respray and complete retrim.

As evidenced from its condition at the transition to the current owner, this must have been carried out to a very high level. Better still, its interior at that time was refurbished in period correct Connolly leather, which is today unobtainable, and with correct Wilton carpets. Since it has covered literally just over 2,000 miles in the course of the last decades both remain in very fine order and are particularly good features of the car.



Today, presenting extremely well, with a driving experience to match, the engine is reported to have good compression and leak down numbers, and five speed transmission shifting beautifully. Completing the authenticity of its period look, it wears Dunlop wire wheels, with Borrani knock off hubs, shod with correct Michelin XWX tires while included with it are a proper restored DB5 jack, owners' manual and factory Heritage tool kit.



One of the truly iconic cars of all time, this is a fine way to sample the legendary DB5.

\$650,000 - 750,000

Ex-Alton Walker, M.G.M. Studios 'Excuse my Dust'

1901 De Dion Bouton 5hp Motorette

Chassis no. 128

Engine no. 5222

700cc F-Head Single-Cylinder Engine

Single De Dion Carburetor

5hp

2-Speed Epicyclic (Planetary) Transmission

Front and Rear Leaf Spring Suspension - De Dion Rear Axle

Inboard and Outboard Rear Wheel Brakes

- * Formerly owned by Pebble Beach Concours d'Elegance Founding Chairman Alton Walker
- * Ex-MGM Studios – featured in the Red Skelton Movie 'Excuse my Dust'
- * 2012 Pebble Beach Concours d'Elegance 2nd in Class
- * Former cover car for AACA and HCCA publications
- * Right hand tiller steering



De Dion Bouton in America

The European car industry was steaming along by the turn of the 20th century. Like internet 'start-ups', thousands of individuals turned any aspect of their business to focus on the lucrative potential that the automobile offered. Whether searching for a foot-hold in the market or pioneering different ideas to theories that were fast becoming the norm, more established manufacturers looked for growth markets for their increasingly reliable products. One market that proved to have the largest barrier to entry was the market here in the US, owing to the large fees that were sanctioned on imported automobiles.

But it was not only those east of the Atlantic that searched for solutions to being priced out of the American market; enterprising Americans recognized that the Selden patent situation, among other reasons, had put them on the back



foot as far as the automobile was concerned. A number of Americans, impressed by the quality and performance of the European Mercedes, Benz, Panhards and the like looked for ways to commercially market them at home. The solution invariably came through licensing to build an American equivalent of the coveted European brand here in the U.S. Some of the

cars would be imported and assembled here, others seemingly built the majority of the product here.

By 1901 De Dion Bouton was one of the largest volume manufacturers of automobiles, nearing 20 years since Count Albert De Dion had commissioned Georges Bouton and Charles Trepardoux, brothers-in-law and jobbing engineers, to build light steam carriages for him. Latterly they had turned their attention from steam power to the internal combustion engine, first attaching them to tricycles and quadricycles before marketing a full-fledged *voiturette* or small automobile in 1899. Owing to its center facing seating arrangement for its passengers, the *voiturette* quickly became known as the 'vis-à-vis' a name which has stuck to this day. A light four wheeled automobile with a high-revving single cylinder motor of roughly 3 ½

Receiving 2nd in Class award, Pebble Beach Concours d'Elegance 2012.
Photo: Steve Burton.



horsepower, these machines were good for 20-25 mph.

Tucked at the back of the *voiturette* was an invention that would ensure De Dion's relevance to this day, being the way in which the power from the motor was transferred to the road through 'universal' type joints with cardan shafts. This would allow constant drive to the rear wheels, while the engine and gearbox sat rigidly in the chassis frame. It enabled the car more versatility in the terrain that it covered and provided enhanced driver comfort. Naturally, as the financier rather than the engineer, this was not actually De Dion's device. It is generally attributed to Trepardoux who had already by then parted company with the organization, now named De Dion Bouton.

Kenneth Skinner was the enterprising man behind the inevitable marketing of a De Dion

Bouton-inspired product in America. Sensibly he translated the french '*voiture*' as motor and marketed the cars as 'Motorettes'. Close inspection of the cars today reveals that with this particular venture a very large percentage of the car was built here, many of the parts being cast with 'NY' next to their part numbers and most of the aluminum castings have 'Motorette' cast into them. Built on Church Street in Brooklyn and sold in Manhattan on West 66th, sadly, the home appetite was not as strong as that in Europe, and the company seems to have failed within a year.

Despite widespread marketing, the six-month to a year production span wouldn't have supplied the American market with nearly as many automobiles as were churned out in Puteaux in Paris, so it is thought that the numbers built must have been hundreds rather than thousands. There are a few survivors dotted

around the States, belonging to prominent collections such as the Henry Ford Museum in Dearborn, Michigan, Harrah's Collection in Reno, Nevada and the Seal Cove Auto Museum in Maine, perhaps testifying to the relevance of the De Dion name and its ubiquitous 'floating rear axle' device that in concept has been fitted to millions of automobiles ever since.





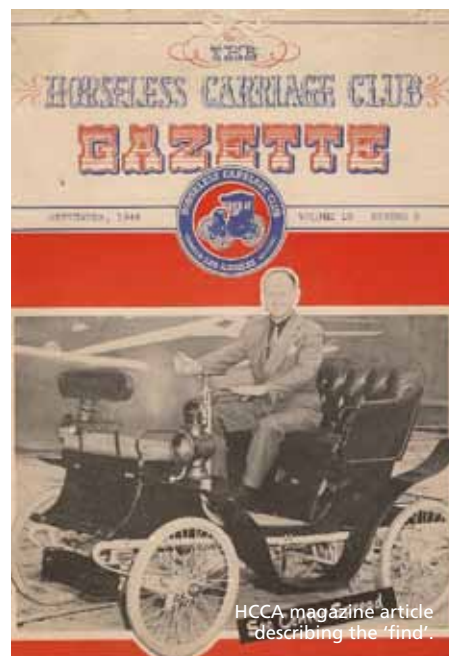
A true barn discovery, the Motorette is extracted from the hay loft in Campbell.



HCCA magazine article describing the 'find'.



The wife of long term owner Dr. Crothers with Alton Walker and friends.



HCCA magazine article describing the 'find'.

The Motorcar Offered

This exquisitely restored De Dion appears to be an example of the 'Improved' New York Type Motorette which Skinner offered in response to early criticism of his product, and has a 'beefed up' 5 hp motor. The car's history has been extensively researched back to its earliest days. Much of this was triggered by the discovery that the first Chairman of the Pebble Beach Concours d'Elegance, Alton Walker, was a former owner.

Walker, who was in airplane sales and had moved from Kansas to California in the mid 1930s, was a dynamic man. He had owned a Ford Trimotor airplane which he flew around the country, eventually settling in Monterey and becoming an integral part of the community. He ran his Walker Aircraft from the Monterey Peninsula Airport, a familiar venue now known as the home of the McCall Motorworks Party each August.

In the mid-1940s, motorcars became a keen passion of Walker's. As he reported in the bulletins of the HCCA and the AACA, he had discovered the Motorette in a hay loft – a literal barn discovery - in Campbell, near San Jose, California.

"He was Doctor W.H. Crothers, formerly of San Francisco, and had purchased the car, used from a party in Philadelphia and had used it several years around the hills of San Francisco and had driven it twice to the Del Monte, Calif, races in 1903 and 1904, 125 miles south of San Francisco." - *The Antique Automobile*. "...the Doctor used it for about ten years, including valuable service to the city during the earthquake when he rushed medicine all over the hills of the town. The people laughed at him in his car around 1908 to 1910, so he stored it and then retired to Campbell, where it was for 34 years on that second floor" - *The Horseless Carriage Club Gazette*.

Along with a full story, there are numerous photos of the car being winched down from the hay loft by Walker's crew of friends along with Dr. Crothers' widow. Both publications chose to feature the car on their cover. The current owner's research has led us to believe that Crothers' original San Francisco address was 2992 Pine Street, where he had lived and or practiced from just after the turn of the 20th century.

Walker subsequently sold the Motorette as well as other cars in his collection to M.G.M. Studios for use in their Red Skelton movie 'Excuse my Dust' – a jaunty musical of early 1950s simplicity and humor. By this stage, possibly for theatrical effect, the car had received a quick change to fabric red upholstery. Although not driven by Skelton on screen, a contemporary image sourced by the owner shows him posing with the car.



Whether or not the car was featured in any other films is unknown, but it remained in M.G.M.'s possession until 1970, when the company changed hands. This transition precipitated a massive auction of movie props by David Weisz Co., including the De Dion Bouton.

At this point the car crossed the country into New Jersey ownership, then to a Delaware collector, arriving in its current ownership in 2010. By this time, although running and remaining complete in all major respects, the car was in poor cosmetic order and a decision was made to restore it. Perhaps an indication of a relatively easy life, the car still retained its original inlet and exhaust valves, numbered to correspond with the engine number. Most parts of the bodywork were found to be stamped with the number '128' which is thought to be its car number, showing that it was both original and had always been complete.

When multiple layers of paint were lifted from the body to reveal an original base of dark olive green, a decision was made to return the car to that original color scheme which was matched perfectly. The paintwork was carried out by Don Stewart of Manchester, Connecticut. The upholstery was completed by Interior Motives, also of Manchester. In removing the existing trim, remnants of grained leather upholstery were found and matched with similar leather, and its scheme carefully matched to period patterns for these cars. All nickel was removed and replated. A correct high tension De Dion Bouton coil was sourced so that the ignition would be original. All other work was carried out by Evan Ide of Bonhams or supervised by him, and was finalized in the summer of 2012.

Shortly after its completion the car was exhibited at the 2012 Pebble Beach Concours d'Elegance,

where it was awarded with second in class, behind a Harrah-restored Packard. It has not been shown or used since, and can be considered to be 'running in'.

This Motorette is by definition eligible for the famed London-to-Brighton Veteran Car Run, being comfortably within the 1904 boundary of date (there is no evidence of Motorettes being built or sold after early 1902). Combining this desirable aspect with its long and well documented pedigree makes this a very individual and appealing veteran automobile.

\$150,000 - 180,000

1957 Porsche 356A 1600 Speedster

Coachwork by Reutter

Chassis no. 82948

Engine no. 64236

1,582cc OHV Flat 4-Cylinder Engine

60bhp at 4,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- * *Matching numbers example*
- * *Factory delivered in Aquamarine Blue over light beige*
- * *Exceptional professional restoration*
- * *Eligible for prominent rallies such as the California Mille*
- * *Offered with Porsche Certificate of Authenticity*



The Porsche 356 Speedster

The 356 Speedster was tailored by Max Hoffman to the American market, with a low, raked windshield, easily removed for racing. Light bucket seats replaced the standard seats and side windows were discarded in favor of side curtains. The Speedster was an immediate hit from its 1954 introduction. Some 200 were built initially, but the next year sales burgeoned to more than 1,000. Late in 1955, the 356 received its first upgrade as the 356A, with a 1600cc engine in various stages of tune. Today the 356 Speedster remains a Porsche icon on par with the 550 Spyder and the 911. These cars offer exceptional handling, timeless styling, and most of all joy to those lucky enough to occupy its two seats.

The Motorcar Offered



Completed at the Zuffenhausen Porsche factory on the last day of January, 1957, this US-model Speedster was finished in the suitable and attractive *Aquamarine Blue*, a medium blue metallic color as seen on the car

today, and fitted with light beige interior, USA bumpers, and sealed beam headlights. While the first owners of 82948 remain unclear, by the mid-1970s the sporting Speedster was acquired by a sports car enthusiast in Torrington, Connecticut.

The car remained with this gentleman for more than three decades until passing to Ray Kennett in 2005. Kennett, of BTO Auto Works in Poughkeepsie, New York, saw the aging Speedster as a great candidate for restoration. 82948 retained its original, matching numbers engine and transaxle, and had not suffered any severe rust or accident damage. Kennett soon embarked on a thorough restoration, intending to return the Speedster to its as-delivered appearance.



After disassembly, the bare Reutter body was carefully glass blasted and prepared for paint, while the underside, wheel wells, luggage and engine compartments were restored with the correct satin black finish. All sub-assemblies, suspension and brake parts were refurbished, and the wheels were finished in the correct satin silver.

The original engine and transaxle were sent to Pinebush, New York based Porsche engine specialist Richard Heyland of Hayland Engineering for a thorough refurbishment, and all ancillary parts were refinished as original, with the correct decals and labels. The chrome and bright work received the same careful attention before reassembly. The interior was redone in the light beige shade it

wore from new, using correct materials from European Auto Upholstery, and accented by a neatly fitted black canvas convertible top. The result is breathtaking.

Offered here is a chance to purchase a matching numbers, expertly-restored example of Porsche's hallowed Speedster, factory delivered in arguably one of the most exciting colors offered on these cars. 82948 is accompanied by its Porsche *Certificate of Authenticity*, photos from its extensive restoration, and a complete tool roll. A superb example throughout, this Speedster is eligible for world-class rallies, and would be a proud entry to any Concours d'Elegance.

\$260,000 - 320,000



1934 Packard 1107 Coupe Roadster

Chassis no. 73933
Engine no. 902531

445.4ci L-Head V-12 Engine
1 Stromberg Carburetor
160bhp at 3,200rpm
3-Speed Manual Transmission
4-Wheel Semi-Elliptical Leaf Spring Suspension
4-Wheel Drum Brakes

- * *Pebble Beach Concours d'Elegance Best in Class winner*
- * *Believed to have covered less than 40,000 original miles*
- * *Superb restoration by Stone Barn*
- * *Fastidiously maintained, recently freshened*
- * *Top AACA and CCCA prizes earned*



The Packard Twelve

As strange as it seems to us 85 years on, it was perfectly logical during the late 1920s that Detroit was fully engulfed in what would later be called the 'Cylinder Wars'. The leading manufacturers of the day competed to see which could be declared 'king of the hill' when it came to the multi-cylinder luxury car market. Cadillac, Auburn, Franklin, Lincoln and Pierce-Arrow all brought out 12-cylinder models in the early- to mid-1930s, just as the Depression took a stranglehold on the world's economy. As Packard was generally acknowledged to have marketed the world's first production V-12 with the 1916 "Twin Six", when their later twelve was introduced in 1932 it quickly became a standard by which others were measured. Its 67° V-block gave it the kind of smooth balance expected of a Packard and indeed when standing by one at idle, it is difficult to discern if it is running or not, such is its level of refinement.

The Motorcar Offered



Little is known of the early history of this Packard 1107 Convertible Coupe, but in late 1994 or early 1995 it was purchased from Mr. Joe Morgan by noted collector Mr. David E. Kane of New Jersey. It was a very sound, complete car, whose odometer was believed to have been showing approximately 35,000 miles at the time

it joined his collection. Mr. Kane had the low-mileage, very original car restored by Stone Barn Automobile Restorations of Vienna, New Jersey, in the mid-1990s. The beautifully detailed and thorough work done by this shop is well known and their work has been often seen on the winner's ramp at the leading Concours events in this country. This Packard was no exception and in 1996 won Best in Class, Packard 1933-1941 Open, at the Pebble Beach Concours d'Elegance. At the 1998 Classic Car Club of America (CCCA) Eastern Grand National at Towson, Maryland it scored 100 points and won a 1st place award. The Packard then went on to earn a 1st in the Premier Division in CCCA competition in 2000 among other honors. The car remained sufficiently well maintained and presented in order to have garnered an Antique Automobile Club of America (AACA) National Senior First Prize in 2003 as well.





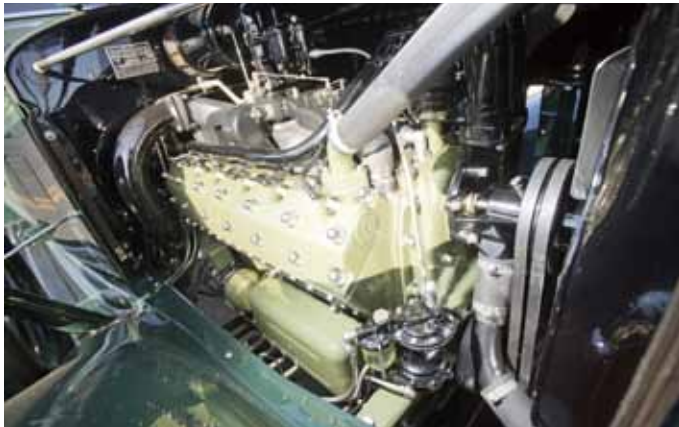
The present owner acquired this magnificent Packard in November, 2006. In his care it was returned to CCCA competition at the annual meeting in Century City, California in 2007. It was judged there at 100 points and was also was runner up for Best in Show voting at the event, further evidence of the superb state of the restoration done for Mr. Kane and the continuous care given to it by its new owner. However, he was not satisfied to simply dust and polish the car. Instead, as owner of such a fine example, the vendor sought to ensure that it would be in the best operating and visual condition possible.

The engine and transmission were completely rebuilt in 2008-2009 by Rick Engquist of McPherson, Kansas with receipts totaling almost \$40,000 and in early 2009 the car was treated to a major cosmetic freshening

along with additional mechanical repair and maintenance for a further total of nearly \$30,000. Copies of all invoices for this work are available for review.

That this lovely Packard remains in top condition can be confirmed by the strong showing it made in February 2013 at the Packard International Membership Meet in Orange, California where it received a stunning 249.75 out of a possible 250 points in judging and won the Best Pre-War Open award.

Today this handsome and, dare we say, sporting Packard V-12 appears as stunning as the day it first emerged from the factory. It is always important in vehicles of the classic period to ensure that the color scheme suits the styling. And the rich green paint, tan leather interior and beige canvas roof are



perfect for displaying the flowing lines and elegant details of this car.

Any 12-cylinder Packard is a special car, offering refinement and style, exemplars of the highest achievement of one of the best American marques. This Eleventh Series 1107 Coupe Roadster is a low-mileage, splendidly restored and maintained American true classic, proven in Concours competition and ready for further show triumphs, touring in the grandest of style or a bit of both.

\$500,000 - 600,000



137

The ex-James Mason

1957 Rolls Royce Silver Cloud I Sports Saloon

Chassis no. LSED351

Engine no. SD 400

4,887cc OHV Inline 6-Cylinder Engine

155bhp at 4000rpm

4-Speed Automatic Transmission

Front Independent Suspension, Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- * Originally owned by actor James Mason
- * Significant interior work recently completed
- * Recent brake and transmission rebuilds
- * One of 2238 built
- * Documented chain of ownership and recent service



The Rolls Royce Silver Cloud

Following the Silver Dawn, the Rolls Royce Silver Cloud was introduced in 1955 with a curvy, Rubenesque body shell, designed by J.P. Blatchley. While maintaining the traditional grill and headlights, and hinting at the separate fenders seen on previous models, it was Rolls Royce's first move towards a more modern, integrated look. As in the past, the car was built on a separate chassis so custom-bodied cars could be built for those who wanted a personalized version of Rolls Royce's most popular model. The body was steel, with lightweight aluminum panels for the doors, hood, and trunk lid, foreshadowing the weight saving measures taken by many car manufacturers today.

Equipped with an inline six-cylinder engine, four-speed automatic transmission, and independent front suspension, the car could reach 60mph in 13.5 seconds and top out at

103mph if Sir was in a hurry, as reported in a contemporary review in *Motor* magazine. While the engine was carried over from the pre-war Silver Wraith, it was considered smoother than the V8 that followed in the Silver Cloud II. It also doesn't give up much in performance to its successor, and is said to be easier to maintain. When owners of ordinary cars were making do with two- or three-speed automatics, or even a manual transmission, the Cloud came with a four-speed automatic, a specification that has only recently gone out of date, some 50 years later.

The entire package made a very successful car for Rolls Royce, with greater production and a longer lifespan than any model that preceded it. It remains a quintessential Rolls Royce, with enough power to be used on modern roads, and a degree of style that only this marque can offer.

The Motorcar Offered

Having appeared in many successful British movies, including *Julius Caesar*, *20,000 Leagues Under the Sea*, and *Bigger than Life*, actor James Mason took delivery of this Rolls Royce Silver Cloud I from dealer Peter Satori in 1957. Copies of its original Rolls Royce build sheets indicate Mason as the first owner, and these will accompany the car along with an assortment of Mason memorabilia including photos, a vintage movie script, and other items. The second owner was Hollywood Picture Vehicles, in whose ownership the Cloud is understood to have appeared in a number of films.

The beige interior has been outfitted with a burl wood bar including original crystal decanters and glasses, and has had recent work including a new headliner, carpet, restored wood, and restored vanity mirror. The interior is also newly equipped with a



hidden modern sound system. Further, the brakes and transmission have been rebuilt, and a history file including all receipts from 1995 to date is present.

The car comes with its tool kit, handbook, a dealer advertising kit, the shop manual, and a parts list. Boasting a well-known celebrity first owner, this Cloud was recently tested by a Bonhams specialist and was found to be in good working order, ready for its new owner to drive....or be driven in supreme comfort.

\$30,000 - 40,000
Without reserve



*The Prototype and Bugatti Works, ex-Sir Robert Bird,
Col. G. Niles and Henry Haga*

1924 Bugatti Type 35 Grand Prix

Chassis no. 4323

1,991cc SOHC Straight 8-Cylinder Engine
2 Solex Carburetors
4-Speed Manual Transmission
Solid Axles with Leaf Springs Front and Rear
4-Wheel Cable Operated Drum Brakes

- * *The first example of the legendary Type 35*
- * *Driven by Ettore Bugatti himself*
- * *Well understood history of careful ownership*
- * *1983 Pebble Beach Concours Best in Class*
- * *Engine rebuild by High Mountain Classics*



The Bugatti Type 35

Ettore Bugatti's ambition to have his automobiles become major racing competitors culminated in the entry of a team of five cars designated the Type 35 in the 1924 Grand Prix of the Automobile Club de France.

The success of Bugatti's earlier 4-cylinder models including the Type 13 and Brescia in competition and the resulting market for high performance sports cars and sedans provided the means for the considerable investment in effort and finance that led to the Type 35. 1922 and 1923 had seen Bugatti stage a major assault on the Grand Prix championship, but by 1924 it was time for something quite different.

Drawing on years of experience and the disappointments suffered with the innovative but ultimately unsuccessful Type 32 "Tank", Bugatti drew up a refined, lightweight,

streamlined two-seater with a five-bearing eight cylinder crankcase split horizontally along the crankshaft center, roller bearing connecting rod big ends. The chassis was derived from the Brescia with C-section rails, live axles, friction shock dampers and quarter-elliptical leaf springs at the extreme ends of the frame. Bugatti completely redesigned and refined the Type 35's four-wheel cable-operated drum brakes including the model's trademark aluminum spoke wheels with integral brake drums. Made in Bugatti's foundry, they were light, effective and acted as heat sinks for brake heat, vastly enhancing the effectiveness and durability of the brakes. Another Type 35 innovation is its lightweight front axle. Meticulously forged and hollow-drilled, with integral spring sockets, after drilling the Molsheim craftsmen bent it into a slightly dropped form in the process of re-forging the ends closed and shaping them.

Extremely finely engineered, the Type 35 was crowned by a body of Bugatti's own design that is the epitome of form, function and beauty in its period. It looks like what it is, a racing car conceived by an instinctive, intuitive talent and executed to the highest standards of fit and finish under his demanding personal attention.

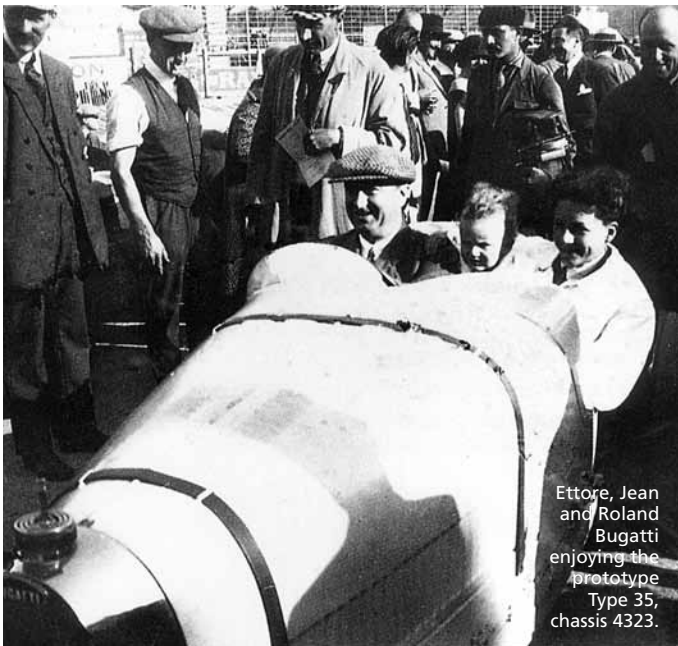
A six-car team was entered at the 1924 Grand Prix of the ACF held on an open road circuit of 23km length near Lyon over a distance of 800km (500 miles). Five cars were entered, to be driven by Jean Chassagne, Pierre de Viscaya, Leonico Garnier, Ernest Friderich and Bartolomeo Costantini, with the sixth in reserve as well as being put to good use by Ettore Bugatti for personal transportation, his use documented in several period photos.

The new Type 35s were extremely well-received with glowing descriptions by the press and

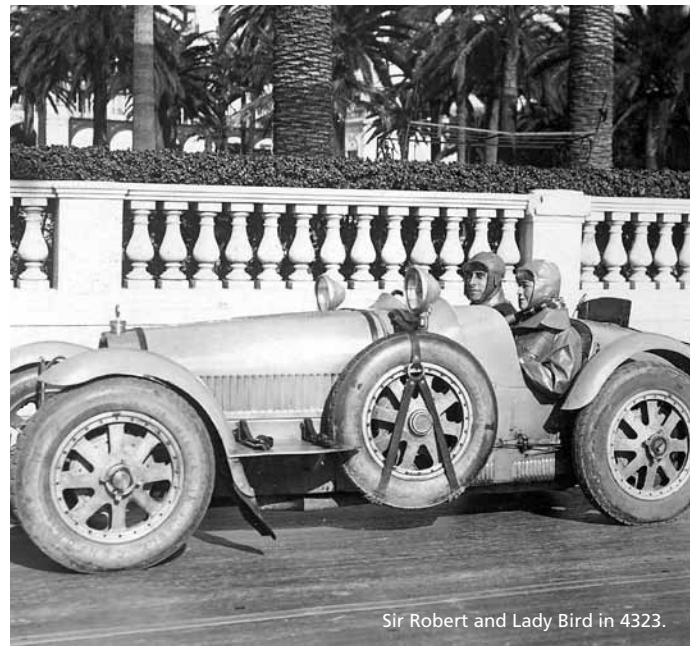
Ettore Bugatti, standing center, at the Grand Prix of the ACF at Lyon, August 3, 1924.



4323 at Molsheim, 1924.



Ettore, Jean and Roland Bugatti enjoying the prototype Type 35, chassis 4323.



Sir Robert and Lady Bird in 4323.

The Motorcar Offered

onlookers. The race, however, came to an unfortunate and early end for Bugatti, due to tire failure of nearly every Type 35 entered.

The Type 35's performance improved at the Spanish Grand Prix at San Sebastian where Meo Costantini, despite a cracked radiator overflow fitting that necessitated frequent stops for more coolant late in the race, finished second after leading eventual winner Segrave's Sunbeam.

By December 1924 Bugatti had built a total of 16 Type 35s. Bugatti's discriminating customers quickly caught on, and the Type 35 proved to be a great commercial success with a cumulative total of some 211 built over the next nine years. Other Bugattis based on the Type 35 followed, sharing many of its features, including the supercharged Type 35C and the four-cylinder Type 37.



Only one Bugatti is at the root of the Type 35 tree. It is chassis 4323, the original prototype which accompanied Bugatti's five entrants to the 1924 Grand Prix of the ACF at Lyon.

4323 is unique not only in some of its construction details but also in its survival and

history, a car that has enthralled a series of owners over the years and now has a nearly complete ownership history from new, gathered over many years by its most recent owners, the late Henry 'Hank' Haga and his wife Ellie Haga.

Its chassis side rails appear to be taken directly from the 90mm depth Type 23 but with a section and lower reinforcement gusset added in the center. The pedal crosstubes and other fittings were mostly handmade and adapted to the frame, a feature verified in a copy of an early Type 35 drawing from Molsheim clearly showing erased 90mm jaws along with the later 140mm jaws for production Type 35 frames. Similarly the front brake cable hole locations are characteristic of the Lyon Type 35s. The rear axle housings are built up from tubes, not one piece, and the original dash had its planetary gear-driven magneto positioned lower than later, production







Type 35s. Externally, the front bonnet strap is farther back than on the other Lyon Type 35s and the Bugatti radiator is narrower.

After the 1924 Grand Prix of the ACF at Lyon, 4323 was consigned to London Bugatti agents Jarrott & Letts and was displayed on their stand at the 1925 Olympia auto show. Ettore had already agreed to sell it to Sir Robert Bland Bird, proprietor of Bird's Custard Company in Birmingham, and it passed ever so briefly through the London agents. The next owner was Colonel Godfrey Giles who purchased it from Sir Bird on March 11, 1928. After accumulating over 7,000 miles Col. Giles sold it on, the next known owner being John Houldsworth. He entered his newly-acquired Type 35 in the BRDC British Empire Trophy race at Brooklands in 1934 but crashed on the 31st lap, succumbing to his injuries.

The damaged 4323 proved irresistible to the son of a garage owner, Arthur Baron, who had owned other Bugattis. Acquired without its original engine, Baron then installed the engine from a Brescia and later added a supercharger to keep it competitive. Its next owner was Bobbie Pattenden in whose hands it competed in the 1939 Prescott hillclimb, recording a time of 52.29 seconds. In 1947 it was acquired by Bob Foster.

In a July 2005 letter to Ellie Haga, Foster recounted his experience a half century earlier, "Arthur [Baron] altered the car from original, wire wheels, etc. and a 4 cylinder supercharged engine and also twin rear wheels for speed hill climbing. I enjoyed the car very much, ran well, no problems. Raced it at Shelsley, Prescott, Brighton, Poole and Goodwood." Foster provided a photo of him on the course at

Poole, England dated "1947-48" and later sent more photos of him and the Type 35 from the late 1940's. Foster sold it in April 1953 to Del Lee in the U.S., proprietor of the World Sport Car Center in Detroit, powered by yet another Brescia engine. Lee continued to compete in the now 30-year old Type 35, now running it on an MG TF engine. Lee later sold the car to Jack Manting. After Mr. Manting's passing, the Bugatti was stored in his widow's garage in Michigan where it languished until purchased by Mr. Haga in 1966.

Henry 'Hank' Haga, a car guy through and through, spent his entire, but sadly short, career at General Motors. A student at the Art Center School in Pasadena, he was picked out of a talented crowd in 1953 by Harley Earl, brought to Detroit and assigned to the Cadillac studio where he worked on the '55 Cadillac. Later he





4323 as found in Michigan in the 1960s.



Henry and Ellie Haga enjoying 4323.



4323 on display at the London Royal College of Arts 'Amazing Bugattis Exhibition', 1983.

progressed through other production studios: Chevrolet, Pontiac, Buick and Oldsmobile. In 1963, Bill Mitchell appointed Haga design chief for a new studio, Chevy 2, which led the designs of legendary Chevrolet products; Corvette, Camaro and Vega among others. The 1968 Corvette and 1970 Camaro, two of GM's most successful and long-lived designs, were realized under Hank Haga's leadership. Shortly after arriving in Detroit, Henry Haga had met Eleanor 'Ellie' Pietruszka, a 1955 graduate of Brooklyn's Pratt Institute. Henry and Ellie married in 1957 and formed a bond that continued through Henry Haga's death in 1988 and beyond.

Within General Motors Design, there were true enthusiasts like Bill Mitchell and Henry Haga, engineers like Zora Arkus-Duntov and WWII-era chief engineer Charles Chayne who owned, preserved, restored, and cherished the greatest

cars of the preceding half century. Haga was at their forefront, owning, restoring and driving a Ferrari 166MM Barchetta (s/n 0054M), 250LM (s/n 5905), 250 Europa (s/n 0341EU), a 246 Dino, 365 GTB/4 Daytona, and 512BB.

During Haga's years as head of the Chevy 2 design studio he developed a relationship with Duntov, one cemented in Haga's discovery of a neglected, MG TF 1500-powered Bugatti in a Michigan barn in 1965. Zora had met Bugatti, "the ultimate inspiration of his professional life" in 1937 "[and] the lessons of Ettore would influence his ... achievements from then on. Bugatti's cars looked right, handled right and won races not by sheer power but by superior handling." Another enthusiast designer, Dick Teague, a neighbor in Bloomfield Hills, led him to the Bugatti. "[I]t took six months of phone calls to his [Jack Manting's] widow... we bought

the car for \$3,600 ... with many boxes of parts which were eventually used in its restoration," Ellie Haga recollected. It was "shipped to Germany as parts in 1977, where the restoration was resumed and continued until completion in 1979 under the careful and constant scrutiny of Hugh Conway, who rebuilt the engine. Hugh's involvement began in 1967 and after many years of ongoing research, he was convinced that this 'barn' Bugatti was the prototype T35 that made its debut in 1924 as the backup car for the Lyon Grand Prix."

After completion of the restoration the Hagas brought their T35 to London for the Bugatti Club's English Rally, then featured in The Royal College of Art's "Amazing Bugattis" exhibition. In 1983 Hank Haga raced it at the Monterey Historics, then it won its class at the Pebble Beach Concours d'Elegance. In 1994 Ellie Haga



brought it to Lyon, France for the celebration of the 70th anniversary of the 1924 Lyon Grand Prix. 1997 saw it complete the Copperstate 1000, an adventure recounted by Ellie Haga in "Pur Sang", the journal of the American Bugatti Club. In 2005 it participated in the Bugatti Rally and Race at Elkhart Lake followed by the 2010 International Bugatti Rally and race at Laguna Seca, an event that put 1,100 miles on its chassis. The engine has been rebuilt by the respected experts at High Mountain Classics.

Much credit for the survival of the Hagas' Type 35 is due its prior owners, all of whom seem on the surviving evidence to have thoroughly enjoyed it and driven it enthusiastically through its 89 year history.

Over the years it has been in Hank and Ellie Haga's care it has been lovingly and accurately restored with the advice and assistance of Hugh Conway. In engineers' fashion, Hank Haga kept thorough notes, and all the correspondence with Conway, including sketches and specifications. Correspondence with prior owners, many photographs from its past and several "Pur Sang" articles about the car and its escapades accompany it - a wonderful record of its fascinating history.

Its condition is exceptional, with the engine freshly rebuilt, but more importantly it brings its new owner a link with a long line of caretakers, culminating in the 48 year ownership of the Hagas, and documented with frequent first-person memories of the car, originating at Lyon, France in 1924 where it was used by *Le Patron* Ettore Bugatti at the competition introduction of the first Bugatti Type 35.

One of the most successful of all competition cars, there is only one "first" Bugatti Type 35 and it is this car.

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



1961 Mercedes-Benz Type O321H Bus

Chassis no. 32100011163

5.1 Liter Diesel 6-Cylinder Engine
110hp
5-Speed Manual Transmission
Front Coil Springs, Rear Leaf Springs
4-Wheel Drum Brakes
Left hand drive

- * *Authentic period hockey team bus*
- * *Currently configured as a motorhome*
- * *Recent servicing by Mercedes-Benz professionals*
- * *Striking design – one of Mercedes' most successful commercial models*
- * *A great paddock vehicle for the Rolex Reunion*



The Mercedes-Benz O321H

Testament to the versatility and broad range of products that the Mercedes-Benz brand has always offered, around the same time that Mercedes-Benz was creating waves on the racing scene with their new streamlined W196 racing cars, they were also pioneering new construction technology with their O321H series buses.

The origins of their interests in commercial vehicle manufacture and buses specifically dated to before the turn of the 20th century. Debuting in 1954, the O321H series were particularly novel in that they were built on a semi-integral principal and as such took Mercedes' bus designs in an entirely different direction from their platform chassis trucks for the first time.

By definition, the concept of the self supporting structure lightened its own road weight, allowed

for a larger capacity luggage space and with its strong rigid body had greater stability. As one would expect, despite not being as svelte as a Gullwing, 300Sc or single seater, the O321H was unmistakably a Mercedes product, with styling cues of commonality with those other cars, and a distinctive curvaceous design.

It was without doubt a success for the company, which delivered some 30,000 units between 1954 and 1970. During that period a few aesthetic and technical revisions were made, an important update coming in 1961 with a taller aspect providing greater vision for driver and passengers alike.

The Motorcar Offered



It is understood that this bus was supplied new to Switzerland, where it was used as transport for the national hockey team when on tour, providing comfortable transit for 37 passengers. Beyond the practicality of this livelihood, a couple of decades after its original delivery, a former owner elected to tastefully convert it for his private use. In doing so he dispensed with



some of the seats and replaced them with a commodious interior including 2 beds, 2 couches, kitchenette with sink, stove and refrigerator, plenty of closet space, bathroom with sink and porta-potty, sunroof, and retaining transit seating for 6. The Mercedes resided in the country of its origin until a year or so ago, when it passed into US ownership. On its arrival in the Northeast, it was subjected to a fresh servicing at the hands of Mercedes-Benz specialist Ed Owen's European Auto Solutions. Since this time it has been shown at the German Car Day at the Larz Anderson Auto Museum, where it drew considerable interest this past Father's Day, winning the People's Choice award. The bus is ready to be used, be it for race paddock entertainment or support, to go on a corporate retreat, family vacation or as the ultimate tailgate party bus. **\$75,000 - 90,000**
Without reserve



1971 Ferrari 365GTB/4 Daytona Berlinetta

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 14233

Engine internal no. B806

4,390cc DOHC V12 Engine

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Superb example of Ferrari's excellent Daytona*
- * *Known California ownership history*
- * *FCA Platinum Award winning*
- * *Researched by Marcel Massini and with Ferrari issued Heritage Certificate*
- * *Offered with substantial history and service file, books and tools*



The Ferrari 365GTB/4 Daytona

Perhaps the ultimate 12-cylinder front-engined Ferrari GT, the 365GTB/4 debuted at the Paris Salon in 1968, soon after gaining the unofficial name 'Daytona' in honor of the sweeping 1-2-3 finish by the Ferrari 330P4 at that circuit in 1967. The influential shark-nosed styling was by Pininfarina's Leonardo Fioravanti, later the famed carrozzeria's director of research and development, who once revealed that the Daytona was his favorite among the many Ferraris he designed. Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary, carrozzeria Scaglietti, in Modena.

The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at a hefty 7,500rpm, with 318lb/ft of torque available at 5,500 rpm.

Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' high performance GT. Air conditioning and power windows were optional, but elsewhere the Daytona remained uncompromisingly focused on delivering superlative high performance.

With a top speed in excess of 170mph, the Daytona was the world's fastest production car in its day. Fewer than 1,300 Berlinetta models and 123 Spiders had been made when Daytona production ceased in 1973.

The Motorcar Offered



According to the history report provided by noted Ferrari historian Marcel Massini, this stellar 365GTB/4 was completed at the Maranello works on April 13, 1971. It wore *Rosso Chiaro* red paint and was fitted with a black Connolly leather interior; a left hand drive example, it was fitted with Cromodora alloy wheels, optioned with air conditioning





and power windows, and destined for the US market.

The Daytona shipped to Western Ferrari Distributor William Harrah and his famed Modern Classic Motors located in Reno, Nevada. It then traveled further west, to Santa Monica based Ferrari dealer Francisco Mir. Shortly thereafter, that same year, the car was sold to its first owner, United Airlines Flight Captain Sam Bloomfield of Palm Springs, California.

Mr. Bloomfield would sell the car onto another California resident, Edward Gaylord, an engineer whose father had invented the bobby pin hair clip years before. With about 15,000 miles on the odometer, the car found its third Californian owner in August 1984, Don Triolo of Gilroy, California. Mr. Triolo was surely very happy with his well preserved and largely

original Ferrari, and understood the collectability of this thoroughbred Italian GT. Wanting to have the Daytona in pristine order, new factory carpets were installed, and the sliver nose band seen on the car today, a typical feature on mid-production Daytonas, was painted to hide stone chips in the original paint. An avid Ferrari Club of America member,



Triolo would enter his Daytona in several Ferrari Concours during his 14-year ownership.

In 1998, the Daytona was sold to its fourth owner, B. Kevin Kelly of San Francisco, California, before passing to Kevin Romak of Orinda, California, who showed the car at the 2000 Concorso Italiano. By 2002 the Daytona





was owned by Paul Schwartz. Mr. and Mrs. Schwartz, also California residents, would continue showing the low mile, extremely well-kept Daytona at prominent Concours such as the Hillsborough Concours d'Elegance, the Palo Alto Concours d'Elegance, the Cavallino Classic in Palm Beach, Florida and the Ferrari Club of America national meet. Many high scores were achieved at all these venues, topped with 99.5 out of 100 at the Cavallino Classic and tallying a total of no less than three FCA Platinum Awards.

Today, with less than 29,000 original and documented miles since new, this extraordinarily well preserved and very original Daytona presents incredibly well. Still finished in the original color of *Rosso Chiaro*, this car has always enjoyed owners who treated it with respect. The panel fit is excellent

throughout, and the paintwork presents beautifully. Glass and brightwork also presents to show standards, and the original Cromodora wheels, now refurbished, are shod with correct Michelin XWX tires. Most of the car's interior panels are still original and in excellent, platinum winning condition, nicely accented by the gray carpets. The engine compartment one is very clean and correct, with rarely seen original components such as the Dinoplex ignition boxes and smog equipment still in place.

With a large history file containing an abundance of service records testifying to regular devoted maintenance since new, this is a no-stories Daytona that has been treated well during its lifetime. Accompanied by Marcel Massini's history report, a *Certificato di Identificazione* (Heritage Certificate), service and

maintenance records, and a set of original books and tools, this is surely one of the best Daytonas on the market anywhere today.

\$450,000 - 550,000



'767 KNX' - The ex-Works, Sebring 12-Hours, Targa Florio 1964 Austin-Healey 3000 MkII Lightweight

Chassis no. HBJ7-64H-57-2

Engine no. XSP 2157-2

2,912cc Aluminum SOHC Inline 6-Cylinder Engine

3 Weber 45DCOE Carburetors

180bhp (rated)

4-Speed Sebring-Type Manual Transmission

4-Wheel Girling Hydraulic Disc Brakes

- * 1964 Sebring 12 Hours Works entry
driven by Paddy Hopkirk
- * 1966 and 1968 Targa Florio entrant
- * Ex-Ted Worswick
- * Five owners from new
- * In remarkably original condition



The 3000 MkII

A development of the 100/6 rather than a genuinely new model, the Austin-Healey 3000 was launched in March 1959. Improvements to the 3000 included a slightly enlarged engine and Girling disc brakes up front, a development greeted with enthusiasm by devotees of this muscular British sportscar. Like the 100/6, the 3000 was available in two-seater (BN7) and 2+2 (BT7) guises and came with wire wheels and adjustable front seats as standard

Unveiled in March 1961, the MkII version with restyled grille and hood intake was the last 3000 available as a two-seater, the 2+2 version having been for years the more popular. Adapted to all manner of motorsport, the 3000 found itself a strong contender in rally, endurance and road racing - proving itself to be a formidable contender in every type of racing it entered.

The Motorcar Offered



One of only five Works-prepared 3000s set-up for pure circuit racing and described by B.S. Levy in the July 1992 issue of *British Cars* as "the most historically significant, and certainly the most original Big Healey of the lot", 767 KNX is arguably one of the most notable 3000s produced.

Rolling off the factory line and into the Works at Warwick, 767 KNX was meticulously prepared to contest the rigors of endurance racing and help build the reputation of the company in the United States, where Donald and Geoffrey found so much success selling their six-cylinder motorcars. Sebring had been picked as the ultimate show of continued strength and publicity - but prior outings in 1957, '58, and '60 had proven mixed. A pair of 3000 BJ7s, 55 FAC and 54 FAC, had both finished a respectable 12th and 26th, respectively, but this was not enough.

The light and quick homologation hard-top Healey bore similarity to a standard BJ7 only in that it carried the same basic profile. Aluminum body panels, a very hotly tuned triple Weber carburetion setup, hotter cams in 6-port aluminum heads, ZF limited-slip differential, and a



767 KNX at the 1964 Sebring 12 Hour with Paddy Hopkirk at the wheel.

From the collections of The Henry Ford.



767 KNX at the 1968 Targa Florio.

LAT Photographic



767 KNX ahead of another ex-Sebring Works Healey, 54 FAC, in the UK.

Courtesy The Healey Museum.

special racing gearbox made this Big Six a rocket ship. For the big race on March 21st, 1964 the lone Works Austin-Healey entry was entrusted to Paddy Hopkirk, fresh from his legendary victory at the Monte Carlo Rally just two months prior, teamed with Canadian Grant Clark.

Classed against the Ferrari 250 GTOs--the only non-Ferrari in its class in fact--767 KNX began the race with Hopkirk at the wheel. A puncture nearly ended the race for him, but he miraculously managed to maintain control of the car. Following a pit stop for fresh rubber, Hopkirk played catch-up until handing the wheel to Clark. Driving hard and continuing to try to make up for lost time, it was mere minutes after the driver change that Clark lost control of the car and ended the team's race, with 767 KNX on its roof after 49 laps.



Only lightly damaged, the car was sent back to the Works for repairs. As was customary in those days, Healey simply sold the old racecar to a privateer for no more than the cost of a new road car. Yorkshire woolens magnate Henry R. Crowther was the first private owner, having acquired "one Sebring Austin-Healey '3000' in

Healey Ice Blue" for the paltry sum of £1,080 on August 7th, 1964. Crowther retained 767 KNX only briefly before selling it to his friend and renowned Austin-Healey collector and racer Ted Worswick. 767 KNX would be retained by Worswick for the subsequent 26 years, during which time the car was kept in remarkably original condition. In his care, 767 KNX ran the Targa Florio twice - in 1966 and again in 1968 - finishing 29th in its latter outing. A 3rd in class would be achieved at the prestigious Oulton Park GT support race while a handful of other outings were recorded.

In 1970, 767 KNX was laid up for a dozen years until the 50th Anniversary of the RAC Rally, placing 5th overall (behind a quartet of Minis) as well as taking home the prize for the GT Class and the Team Prize. A 1984 outing at Oulton Park was followed by a trip to Italy





for the 3rd Coppa d'Italia in 1987. In 1990, 767 KNX returned to the US for the first time since 1964 to participate in the Anglo American Challenge. Upon its return from the US, the motor was rebuilt by marque specialist John Chatham.

In 1992, 767 KNX moved to its third private owner, vintage racer Norman Grimshaw. Continuing the car's successful racing career, Grimshaw and Barrie 'Whizzo' Williams campaigned 767 KNX at the 1995 and 1996 Silverstone Festivals. The car then returned to Chatham in 1996 for a rear axle and limited-slip differential rebuild. 2004 saw the historic racer change hands once more to collector Jonathan Procter. Shortly after acquisition, 767 KNX was sent to noted marque specialists Denis Welch Motorsports for a complete mechanical overhaul. Completed in 2005,

and with invoices totalling over £19,000, the freshly refurbished racer was acquired by the American vendor in 2006.

Back in the US, 767 KNX has enjoyed a few races since acquisition, but has been used only sparingly and meticulously maintained. In 2012, 767 KNX returned to Florida for the Amelia Island Concours.

Offered today having passed through the hands of only five private individuals since leaving the factory Works, 767 KNX has benefited from a lifetime of sympathetic care and use. Very original, it has received only the aforementioned mechanical work and a repaint since new - its old scrutineer tags still hang from the passenger grab handle. Ample capable of competing both on and off the track and fully backed by FIA certification, it would be a welcome entrant

at any number of highly sought after events, including the Targa Florio or Colorado Grand.

Works competition Healeys have always been well respected and highly sought after – from the Sebring Sprite, Special Test Car/100S, and of course the big 3000 variant as offered here. Many notable collectors own Rally and Sebring 3000s, and they share garage space with multi-million dollar motorcars—a true testament to the affection in which these cars are held. 767 KNX is, without a doubt, a crowning piece for just about any collection.

\$300,000 - 350,000

1955 Lancia Aurelia B24S Spider America

Coachwork by Pinin Farina

Chassis no. B24S 1144

Engine no. B24 1213

2,451cc OHV V6 engine

Single Weber 40 Carburetor

118bhp at 5,300rpm

4-Speed Manual Transmission

Sliding Pillar Independent Front Suspension and De Dion Rear Axle

4-Wheel Hydraulic Drum Brakes.

- * *Delivered new to California*
- * *One of 181 left-hand drive B24S Spider Americas built*
- * *Four owners from new*
- * *Recent quarter of a million dollar restoration*
- * *La Dolce Vita encapsulated in a motorcar*



The B24S Spider America

Race developed V6 engine, superlative handling and sensational Pinin Farina styling: these are the ingredients of a sports car classic and the Lancia Aurelia B24S Spider America has them all.

Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. An advanced unitary construction design, the 1.7-liter Aurelia featured all-independent suspension and a combined gearbox/rear transaxle on which were mounted the inboard brakes.

The sedan was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and sedan-like practicality, can be said to have introduced the Gran Turismo concept to the world. Introduced in 1953, the 3rd and

subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this was adopted for the B24 Spider, also called the 'America', launched in 1954.

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with



an elegance that presaged another of the Torinese *carrozzeria's* great works, the Alfa Romeo Giulietta Spyder of 1955. For the B24 Spider the Aurelia B20 chassis was further shortened and came with a floor-mounted gearchange as standard. Its performance equalled that of the B20 Coupé, top speed being in the region of 115mph (185km/h).

Unusually clean lines enabled the Spider to achieve what was an exceptional performance for an open car of the period, being unencumbered by external door handles (there were internal pull-cords) and benefiting from a gracefully curved wraparound windscreen, and the model's signature styling feature, split bumpers front and rear. Only 240 B24 Spiders were manufactured during 1954/55, and today the model is one of the most sought-after of post-war Lancias.









The Motorcar Offered



Only 181 left-hand drive B24S models were built—the S stood for *sinistra*, Italian for 'left'. This example started its journey down the production line on September 9th, 1955 and was completed just under a month later on October 5th. Originally finished in grey over black leather—one of five B24Ss

to be finished in that color scheme, 1144 was delivered new to the United States with its first owner residing in sunny San Diego, California. Retaining the car for a dozen years, in 1968 it moved onto its next owner, James S. Lockhart, who split his time between the Hollywood Hills and Belfair, Washington southwest of Seattle.

Lockhart kept the car in very original condition, save for a repaint to *Rosso Capri*, until his death in 2002. 1144 was given to a friend in Pebble Beach, who kept the car briefly before selling it to Bryan Meredith of Victoria, Australia in October of 2003. A little more than a year after acquiring the Lancia, a comprehensive, no-expense-spared restoration was undertaken. Over the course of five years, some \$250,000 in invoices were accrued. Much of the restoration was

completed by Art on Wheels in Ringwood, Victoria. Mechanical refurbishment and rebuilding was completed at a cost of AU\$30,000 by Pur-Sang Automobiles Pty Ltd in South Melbourne.

Completed in 2010 in black over red hides, the finished product is stunning. The gorgeous lines of the car, combined with the sporting touches unique to the Spider such as the split bumper, handle and window-less doors, and wraparound windscreen, are further accentuated by the addition of center-lug knock-off wire wheels—added at a cost of 16,200 Euros (the five original steel wheels still accompany the car). Lighter and more athletic than the Convertible, despite the relatively small number of formative changes, the Spider is a completely different, far more striking and purposeful vehicle. While the convertible was elegant, the Spider was



downright sexy, as befitting as famous a Spider owner as Brigitte Bardot.

A recent test drive demonstrated the Lancia to be a very good driver while the V6 provided a lovely staccato soundtrack. Rowing through the gears, one is delighted by the torque of the motor and can appreciate the car's light weight and nimble feel. With mere pull strings for door handles and a rudimentary top, it was clear that Lancia intended for the Spyder to be a true sports car in every sense of the word, with few concessions to passenger comfort.

Nicely documented with a three-inch-thick binder of restoration receipts and documentation, its original California pink slip in James Lockhart's name, an original California black license plate, the aforementioned original set of five steel wheels, and the original carpets

and seat covers still present, the restored Spider presents as a complete historical package today.

Lancia B24S Spiders have become a hot commodity in the last few years, and for good reason. With their supermodel good looks, sporty drivetrain, and near universal eligibility for events, it is clear why the Aurelia has become a must-have 1950s Italian GT – and the Spider America is at the absolute pinnacle of the Aurelia peak. Ownership qualifies you for a spot on such highly prized events as the Mille Miglia, the Colorado Grand, the California Mille, and many others. With all the restoration work already completed, and a strong history documenting its past, the B24S offered here is one of the most achingly beautiful cars we have ever offered, and is certainly not to be missed.

\$800,000 - 950,000



1960 J.W. Payne ¾ Midget Racing Car

Chassis no. 142771C
Engine no. 209900

44ci Crosley OHV Inline 4-Cylinder Engine
Two Dell'Orto Carburetors
2-Speed "In and Out" Transmission
Front Independent Suspension, Solid Rear Axle
4-Wheel Drum Brakes

- * *Successful period racing history*
- * *Extensive history file*
- * *Photo documented restoration*
- * *Never run since restoration*
- * *Completely built by hand*



Three-quarter Midget Racers

Short track racing on America's ovals was an extremely popular sport post-WWII; every small town had its local oval with various formulas competing almost every weekend. ¾ midgets served as an entrée for aspiring open-wheel racers; they competed wheel-to-wheel at speeds in excess of 120mph on tracks both dirt and paved.

Many legendary racing drivers started their careers in racers like these, before getting into full-sized racing machines.

The Motorcar Offered



This midget was one of three cars constructed by J.W. Payne of Homestead, Florida. Completed in 1960, the Midget was raced through 1966, with its home track being the Florida City Speedway 1/5 mile oval. The car also competed at a variety of ¼ mile tracks, and held various

lap records at these venues. Payne's midget would reportedly run in excess of 130mph.

Payne eventually sold the car and it passed through several hands. By the 1990s it was in original yet deteriorated condition, and a no-expense spared restoration was undertaken. Today the car presents beautifully with a highly detailed engine, many chromed components, and a patriotic red, white and blue racing livery. Never started since restoration was completed in 1997, the Payne midget would serve as an exciting piece of garage art, or possibly as a unique and exciting vintage racing machine.

\$25,000 - 35,000
Without reserve

Offered on a Bill of Sale

1986 Ferrari 328GTB

Coachwork by Pininfarina

VIN. ZFFXA19A3G0065529

3,185cc DOHC V8 Engine
Bosch K-Jetronic Fuel Injection
270bhp at 7,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- * *US-Delivery 328GTB*
- * *Low mileage example*
- * *Excellent, highly usable Ferrari model*
- * *CARFAX report available*
- * *Offered with books and tools*



The Ferrari 328

For 1985, the 308 GTB and GTS models were rejuvenated with the installation of a larger V8 engine, and the introduction of a number of styling improvements. The radiator grill was redesigned, the bumpers were painted in the body color, and the classic, five-star alloy wheels were redesigned as well.

Production continued through the end of the decade, and the 328 became the epitome of Ferrari road cars of the era. Today, the 328 is increasingly sought-after as a clean and uncluttered expression of classic Pininfarina styling.

The Motorcar Offered



The assembly of this US-delivery 328GTB was completed at Maranello in July 1986; the car was subsequently shipped to New York City based dealer, Steven Kessler Motorcar Inc. for delivery to its first owner, Mr. Robert Yaw of Pipersville, Pennsylvania. According to the CARFAX report issued for this car, the Ferrari remained in the Northeast until the late

1990s, when it relocated to California. Records indicate that the car resided in the Los Angeles area.

In 2003, the black 328 was displayed at the Concorso Italiano by Brea, California resident Chuck Lamb. Purchased by vendors that same year, the sporting black Ferrari has benefited from devoted stewardship, and shows beautifully inside and out. Offered with books and tools, the Ferrari is fitted with a performance exhaust and alloy wheels painted black, and stands out thanks to unique and carefully-applied pin striping. With just over 21,000 miles since new, this stealth 328 should offer its next owner much joy in the future.

\$50,000 - 60,000

1936 Ford Model 48 Roadster Hot Rod

Chassis no.182559060

350ci OHV Chevrolet V8 Engine

3 Carburetors

Approximately 245bhp at 5,000rpm

3-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- * *Exquisite example of a period, all-steel Ford hot rod*
- * *Well-known car from the Pacific Northwest hot rod scene*
- * *Striking color combination of Cadillac Ivory over dark green*
- * *Beautifully presented throughout*
- * *A usable hot rod for cruise nights or local shows*



The 1936 Ford Model 48

With an annual cosmetic refresh, Ford's full-size Model 48 was almost constantly upgraded and refined. A very popular model, it could be ordered in no less than five different body styles; 2-door Coupe and Roadster versions, as well as a 4-door Sedan, 4-door Convertible, and a 4-door "woody" station wagon.

Powered by Ford's legendary flathead V8 engine, the Model 48 was a ripe platform for modification, and became a very popular base for many post-WWII hot rodders across the United States. 1936 models featured an inverted pentagonal grille with all-vertical bars beneath a prominent hood and three horizontal chrome strips. Pressed solid steel wheels were used instead of traditional wire wheels.

The Motorcar Offered



As with any collectible object, history and authenticity are the primary determinants of collectibility. Many hot rods and customs on the street today are neither historic nor authentic – they lack "street cred" – but not this car. The chance to acquire a period-built hot rod is increasingly rare – and here it is.

This 1936 Ford Roadster arrived on the thriving Washington State custom scene during the late 1950s, where it became a well-known sight at local shows and cruise nights. Archival photos of the car taken during this period clearly show a plate on the rear of the car, indicating its active role in "The Dragons", presumably a local custom car club at the time.

Built around a genuine 1936 Ford Roadster frame and an all-steel body, this intimidating Roadster was tastefully customized more than half a century ago. The modifications done in period included a 2 inch chop to the non-folding soft top, flush-fitting 1939 Ford tail lights, front and rear bumpers from a 1941 Woody station wagon, and Cadillac V16 hubcaps on the red steel wheels, which are shod on whitewall tires. The Roadster is finished in a period Cadillac ivory



A 1960s photo of the 1936 Ford in Washington.

color, with a beautifully appointed interior in a tasteful, dark green color. The dashboard is sourced from a 1940 Ford and the steering wheel from a 1953 Ford Crestliner. Mechanically this 1936 Ford Roadster matches its aggressive looks, fitted with a Chevrolet small block fed by a trio of carburetors, all with individual chrome air cleaners. Transmission is through a column-shifted automatic. The front has an independent suspension set-up, with disc brakes, while the rear remains stock.



A tastefully prepared, period-built custom like this can be used for many things; local shows or cruise-ins, spirited drives around town, and a great piece of garage art from the golden era of hot rodding - here is an opportunity not to be missed.

\$70,000 - 90,000

146 †

The ex-Guenther Buehl, Nürburgring 36 Hours Winning

1970 Porsche 911S/T Coupe

Chassis no. 9110301014

Engine no. 6301386

2,195cc SOHC Flat 6-Cylinder Engine

180bhp at 6,500 rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Period European racing history*
- * *1970 Nürburgring 36-Hour Race Winner*
- * *Rare Lightweight Factory S/T Specification*
- * *Factory Options include electric sunroof*
- * *Offered with extensive history file and period photographs*



The 911 Competition Models

Displaying a zeal for competition which seems incredible in today's litigious society, Porsche by the 1960s was encouraging its customers to take their cars racing. By 1970, Porsche had produced what was essentially an instruction manual, describing the steps to modify a production 911 to compete on the international level. This booklet, "Information Regarding Porsche Vehicles Used for Sports Purposes" specifically listed the factory parts as well as the techniques required to prepare a 911 for circuit racing or international rally competition. Paired with the "Sports Purposes" manual was a secondary booklet entitled "Spare Parts List" which contained all of the special parts for the 911S to be reconstructed as a competition car, or "S-T" as they were called by the factory racing department.

1970 brought about a major change in engine displacement for the 911. From its introduction, the 911 had used a 2-liter engine with great success. This was now increased to 2.2-liter. This additional engine volume combined with the 9.8:1 compression ratio made the 2.2 S a spectacularly responsive package. Later 911's would grow to 2.4 liters and beyond, but with a lower compression ratio. Many experts feel that the 2.2-liter S was the best compromise of drivability and purity in the early S series.

The Motorcar Offered



Porsche 911 S #9110301014 is a perfect example of a competition minded owner ordering the top-of-the-line production 911S, equipping it with several racing influenced options, and then likely using the "Sports Purposes" and "Parts List" manuals to build his own 911 S-T.





9110301014 in action at the 1970 36-Hours of Nürburgring.

This particular 911S was ordered and delivered to Fa. Hahn in Stuttgart, Germany. It was first registered to M & K Buehl GmbH, a jewelry wholesaler based in Ulm. A son of the Buehl family, Guenther Buehl had already established himself as a racer, driving a 2-liter 911 with some modest success. This new 2.2-liter 911 S was said to have served not only as a racing car, but also as Guenther's regular transportation, possibly explaining the unorthodox combination of an electric sunroof and radio/antenna with a roll bar and Recaro sports seats.

More interesting than the listed options is a common option not shown on the factory documentation. In a service bulletin dated 6/69, Porsche stated that the 911 S for 1970 would be "supplied in standard form with simplified



equipment". It went on to state, "The vehicle Type 911 S with simplified equipment will not be exported to the United States". Buyers who wanted a more luxurious interior, better heating and more insulation, or anyone in the U.S. market, would end up with the option "Comfort

Equipment for 911". This option is not listed for #9110301014. Those who opted for the "simplified S" were very few. This very rare lightweight version would have had its greatest appeal with people like Buehl...people who wanted to race.

Buehl's interest seems to have lain with long distance racing, the famed Nürburgring being a convenient outlet for this passion. The first race with 9110301014 came in April 1970 where he drove to a strong second place finish in the over 2,000cc GT class of the 300km race. In September, Klaus Rang and Hans Schuller were added as co-drivers for the 36-hour race at the Nürburgring. After more than 180 laps of the nearly 23 km course, Buehl, Rang and Schuller crossed the finish line in first place overall - a mighty achievement.



1971 offered two more long distance races at the Nürburgring, both ending with early retirement. These were the last two races for Buehl in the 911S. The car was then sold on to Mr. K. Arzberger in Ulm and later to Mr. Mehmet Kose of Dusseldorf Germany. Near the end of the 1980's, the car passed into the hands of Methusalem Bernartz & Linke oHG in Siegburg. At this time, the color was changed from its original Conda Green to a dark blue before being sold on to Mr. Hanfried Bernartz, whose father was the founder of the Porsche Club Cologne in the 1950's. Mr. Bernartz recognized some of the unique sports-purpose features of the car which were confirmed in correspondence from Porsche in 1990.

Later, the car again changed hands to Mr. Michael Roock of Leverkusen, who performed a

comprehensive restoration yet with a few deviations from original specification. Since this time, 9110301014 has been completely restored back to the original color and Group 3 specification. Most recently the car has been prepared for vintage circuit racing and looks much as it did back in 1970.

Offered with an extensive documentation file, this 911 is confirmed by Porsche factory documents as being a factory-built S/T with original optional equipment including sports seats and the rarely-seen-in-competition electric sunroof. Period photographs depict the car during its greatest triumphs at the Nürburgring, and its history is well understood. Complete with its original matching-numbers engine, this 911 is one of the most significant examples of a factory-

prepared competition Porsche, and boasts a racing record that should make it eligible for the most prestigious international touring and vintage racing events.

\$450,000 - 650,000

Offered on a Bill of Sale.



1930 Cadillac V-16 All Weather Phaeton

Coachwork by Fleetwood

Engine no. 701834

452ci OHV V-16 Engine

Twin Updraft Cadillac Carburetors Fed By Twin Vacuum Tanks

185bhp at 3400 rpm

3-Speed Synchromesh Manual Transmission

Solid Axles Front and Rear with Semi Elliptic Leaf Springs

4-Wheel Vacuum Assisted Drum Brakes

- * *Cadillac's crowning technological achievement, the V-16*
- * *Desirable All Weather Phaeton coachwork*
- * *Many previous Concours awards*
- * *Well restored for shows and regular use*
- * *Extremely expensive model aimed at society's elite*



The Cadillac V-16

Cadillac's development of the V-16 was shrouded in utter secrecy. It was an absolute success, a stunning accomplishment for an organization as large as General Motors and one that relied on a huge array of outside contractors and suppliers.

The new engine was sprung on an unsuspecting public in late 1929 in a flurry of announcements, dealer presentations, previews for privileged clients and public auto shows. While competitors publicly scoffed at the V16's size and complexity, privately they marveled and quickly retired to their drawing boards where twelve cylinder engines bloomed like flowers in the spring. Only Marmon even bothered to try to emulate Cadillac's feat of creating the V-16.

By adopting a relatively small 3" bore Cadillac was able to place the cylinders close together,

minimizing the engine's length and, more importantly, the length of the crankshaft. The crank ran in five main bearings and the combination of short crank length and plenty of bearings eliminated annoying harmonics. The V16's narrow 45° vee angle was chosen to minimize the engine's width so it would fit comfortably under the hood. Overhead valves with hydraulic clearance adjustment were chosen for quiet, reliable operation and for easy access to the valve train for service. The better breathing and specific power output of overhead valves was a side benefit.

With "enough" power assured and quality and silence promised, Cadillac looked for something else to distinguish its V-16. GM had just landed the man to provide it, legendary designer Harley Earl from Southern California, hired by Larry P. Fisher to run GM's new Art and Color Department.

Art and Color's singular design statement for the V16 was under the hood. Hidden from public view but very important to Cadillac in conveying the sleek, refined, subdued image of the V16's quiet, confident power, the V16 engine was as much a triumph for the stylists as it was for Cadillac engineering. Everything suggesting the minutiae of function was hidden. The spark plug wires traveled from the distributor to the plugs under covers. The valve covers, manifolds and even carburetors were monochromatic with only carefully selected details and highlights. There were no exposed oil lines. It was a sleek, modern statement of machine age design, carefully detailed and refined.



The Motorcar Offered



This Cadillac V16 is a fine example of the Fleetwood All Weather Phaeton body style. This body style retained the charisma of the phaeton in a more weather-friendly side window equipped version. The All Weather Phaeton also allowed for a retractable division so the car could be both chauffeur- and owner-driven. The handsome style, with its split vee windscreen and close coupled styling, made it one of the best looking all-weather

bodies of its era. Cadillac's pride in this version made it the featured example on many of its motor show stands. The All Weather Phaeton carried a monumental price tag of \$6,650 – that is, \$150 more expensive than the dual cowl Sport Phaeton!

This example was fully restored to a high standard about 20 years ago, almost hard to believe considering how well it presents today. The car shows only minor hints of age but is in general still a stunning machine. It is finished in a handsome and distinctive color scheme and beautifully trimmed in leather and broadcloth. The car's interior trim work has also recently been done, bringing the interior up to a high standard. The recipient of many awards over the years, including numerous best of show laurels, the Cadillac was most recently a multiple winner at the Newport

Concours D'Elegance. It was also part of a long term exhibition on American styling at the Larz Anderson Auto Museum.

During the comprehensive restoration the motor was rebuilt by noted engine builder William Rotella of Cranston, Rhode Island. It was the last engine completed before William passed away; its smoothness is a testament to his skill as a mechanic and machinist.

The Cadillac has been kept in constant service since its restoration and as a result drives as well as it looks. This is not strictly a trailer queen show car; it is also meant to be driven. All in all, this is a fine example of a handsome V16 Cadillac that will provide much enjoyment at shows and on tours.

\$275,000 - 350,000

1934 DeSoto Airflow Coupe

Chassis no. 6078798

241.5ci L-head Inline 6-Cylinder Engine

Single Ball & Ball Carburetor

100bhp at 3,400rpm

3-Speed Manual Transmission

Solid Front Axle, Semi-floating Rear Axle with Leaf Springs

Lockheed 4-Wheel Hydraulic Brakes

- * *Attractive and rarely seen Coupe body*
- * *Fewer than 1600 Coupes produced in '34*
- * *High quality restoration and recent service*
- * *Formerly owned by Airflow Club of America President*
- * *Streamlined, aerodynamic design of the Art Deco era*



The DeSoto Airflow

Chrysler's Airflow line of the mid-1930s was the first truly aerodynamic streamlined American car. "It bores through the air," Chrysler advertised—and they could prove it, because the Airflow had been extensively tested in the wind tunnel. But it was more than its form that made the Airflow historically significant. Its steel, semi-unitized body was years ahead of the competition. Chrysler demonstrated the Airflow's structural strength by pushing one off a 110-ft high cliff, then driving the car away.

Introduced in 1934, the Airflow was sold under both the Chrysler and DeSoto brands until 1937. The first year, with its curved "waterfall" grille, was the purest expression of the design; the 1935 through '37 models had a more vertical grille, designed give them a more conventional

appearance. Today, the '34 is especially prized for its resemblance to the famed streamline train, the Burlington Zephyr. Both the Airflow and the Zephyr were *art moderne* sensations at the 1934 Chicago World's Fair.

All Airflows were closed models and their interiors were also unlike anything else on the road. Inspired by aircraft of the time, the Airflow's seats featured exposed chromed tubular frames. The cloth upholstery had leather accents and piping. Most Airflows were 4-door sedans, although there was a coupe model sold in limited numbers. Underappreciated in its day, collectors have now begun to recognize the Airflow as a significant high water mark in American car design and engineering.

The Motorcar Offered



Perhaps the best looking DeSoto Airflow was the sleek 2-door Coupe model, of which fewer than 1600 were produced in 1934. Only a handful are known to survive today, and very few indeed have been restored to the level of this car. Finished in 2010, this stylish Airflow was restored to original specifications, including a complete engine rebuild, new silver paint, and a correct brown cloth interior. As a testament to



its quality, this car was formerly owned by Charles Cochran, once president of the Airflow Club of America. The car delights with its many Art Deco era styling features, and is presented fresh from a recent service.

Shocking and controversial when it was introduced, the Airflow is today appreciated and celebrated as a predecessor of modern aerodynamic cars. It was, truly, a car ahead of its time. One thing hasn't changed, though; if you enjoy a spirited conversation, driving up in a 1934 DeSoto Airflow is, was, and always will be, a great way to start one.

\$80,000 - 100,000



1949 Delahaye 175 S Cabriolet Dandy

Coachwork by Henri Chapron

Chassis no. 815028

Engine no. 815028

4,453cc OHV Inline 6-Cylinder Engine

Triple Carburetors

Approximately 185bhp

4-Speed Cotal Electric Pre-Selector Manual Transmission

Independent Front Suspension - DeDion Rear Axle

4-Wheel Drum Brakes

- * *One of just 10 left-hand-drive examples built*
- * *Multiple Concours Award Winner, including Pebble Beach*
- * *Restored in 2004 by Alan Taylor*
- * *Recent major mechanical work*
- * *A great tour car*



The Delahaye 175

When Delahaye returned to automobile manufacture following World War II, it re-introduced the pre-war Type 135, a 3557cc 6-cylinder model offered in three states of tune. It was joined by the larger-engined Type 175, which in addition to a 4,453cc inline 6-cylinder engine also boasted hydraulic brakes, a deDion rear axle and an available electric Cotal gearbox.

It is believed that between 46 and 50 175 chassis were built from 1947 to 1950. It was important for all European manufacturers to look to the rich and stable US market after the war for a clientele who had suffered little of the privation of the conflict and were able to spend considerable sums on beautiful, fast cars. As such, ten of the production were built in left hand drive specifically with an eye on the American market. Each of these cars were made-to-order by French coachbuilders and had individual details in design.

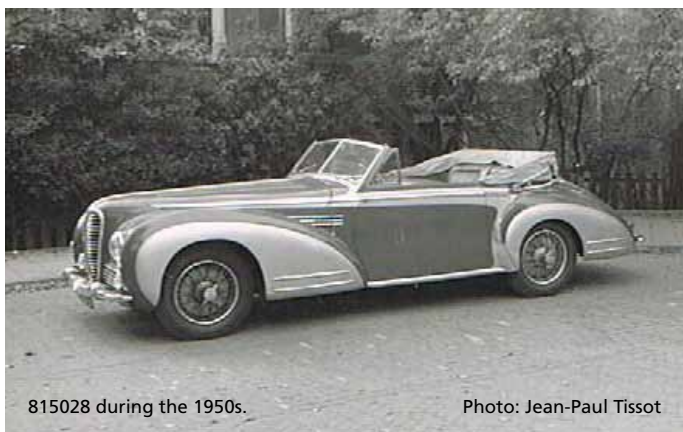
The Motorcar Offered



This Delahaye 175 S is one of those ten left hand drive models. The body style of this 4-seat convertible was called 'Le Dandy' by the coachbuilder Henri Chapron; the name was later used for a custom body on the Citroën DS platform, unrelated to this car.

The first owner of this car is unknown, although it did not, as expected, go to America. In 1959 Mr. J.H. Caperton of Louisville, Kentucky purchased this Delahaye from A.F. Loyens of The Netherlands. It is thought that Mr. Caperton went to New York, to which the car was shipped from Europe, and drove it back home to Kentucky. It is believed that Mr. Caperton had some restoration work done on the car during his ownership. It was next known to be the property of Mr. Earl Brown of Prospect, Kentucky in whose hands the American Delahaye Club showed the car in 1964. Mr. Louis Cardello of Pittsburgh, Pennsylvania bought the 175S from Mr. Brown in late 1982 or early 1983 and from him the car was purchased by noted collectors Al McEwan and Dick Hooper in November of 1983. The new owners sent the Delahaye to Lou DeLong of Lodi, Ohio for a full restoration and upon





815028 during the 1950s.

Photo: Jean-Paul Tissot



completion, the Delahaye made its show debut at the 1985 Pebble Beach Concours d'Elegance. It won a Second in Class prize as well as being nominated for the Most Elegant Convertible award. The Delahaye returned to the lawn at Pebble Beach in 1992 for the celebrations of Delahaye as the featured marque.

Mr. Charles H. Morse bought the car from McEwan and Hooper in late 1996. Mr. Morse found his pleasure with the Delahaye not on the show field but on the road, using it for extensive touring for a number of years. In the early 2000s it was purchased by the current owner.

In the current ownership, it was sent to the restoration shop of Alan Taylor for a new restoration in 2004 during which the interior and soft top were changed to their current colors. It returned once again to Pebble Beach in that year, winning 2nd in the Grand Touring Postwar class; the Delahaye has covered a mere 2,000 miles since the completion of Taylor's work.

The subtle two-tone Terra Cotta paint and tonal Terra Cotta leather interior lend this 175S a

subtle presence and allows the chrome detailing to play its part as intended by Chapron. The designs of this Parisian automotive couturier were not as flamboyant as those of Saoutchik or Figoni et Falaschi but when inspired Chapron-bodied cars could have all the boulevard dash of their more obvious competitors, while still being serious enough to be driven by the businessman and not only his mistress. The three-position top gives the driver the option of a fully closed conveyance, a 'coupe de ville' open front section or a fully open convertible. The character of the Delahaye changes dramatically depending on which choice of roof configuration is chosen.

Taking a look inside reveals wonderful interior details which could only be found on a French *Grand Routier*. The pleated front seats with center armrest recall those on the great French





express trains and the ribbed chrome bezels of the two major gauges command the dashboard with its beautifully formed chromed knobs and rich wood trim.

In its time here in America, this Delahaye has won prizes not only at the Pebble Beach Concours d'Elegance, but at Meadow Brook, Newport Beach, Keels and Wheels and many others. Its distinctive style and forceful presence make it a standout wherever it goes. The voluptuous body of this French siren shows superb panel fit and excellent gaps, while the paint is lustrous. The deeply plated chrome trim is what would be expected of a national Concours level vehicle. With regular maintenance and recent improvements, including new valves, cylinder head work, new driveshaft, clutch and generator, this Delahaye 175S is as unique of a tour vehicle as it is a

Concours show stopper. The choice of how best to enjoy it is yours.

\$450,000 - 600,000

Please note that this vehicle is titled as a 1947



150

1935 Ford Model 48 Roadster Hot Rod

Chassis no.181302161

327ci OHV Chevrolet V8 Engine

Holley Carburetor

Approximately 250bhp at 5,500rpm

3-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

Front Disc Brakes - Rear Drum Brakes

- * *All-steel original 1935 Ford Roadster*
- * *Expertly and tastefully upgraded*
- * *Beautiful leather appointed interior*
- * *Very usable and easy to maintain*
- * *Ready for the local cruise-night or hot-rod show*



The Ford Model 48

The 1935 Ford was a thorough redesign of the popular full size Ford V-8. The new Model 48 was much more modern looking, with its grille pushed forward and highlighted by de-emphasizing the front fenders. Considered one of the best-designed cars of the time, its popularity among the hot-rodding community rivaled that of its iconic earlier counterparts, the '32 "Deuce" models.



The Motorcar Offered

The fine example offered here is an appealing blend of classic styling underpinned by modern technology. It's a genuine 1935 Ford Roadster, with its original steel body still in place; what hot-rodders often refer to as an "All Henry" Roadster. An expertly executed custom, the Ford's original chassis and body conceal a host of high-tech refinements. The front suspension and steering arrangement is of the Mustang II type, while the rear end incorporates a Ford 8-inch rear axle with posi-traction. Sway bars and gas telescopic shocks are used both front and rear; a slightly lowered front end with Wheel Vintiques wire wheels in 14 and 15 inch sizes gives the red Roadster just the right stance.

The engine is a mildly tuned Chevrolet small-block, fitted with a number of performance upgrades, such as polished piston rods, and

Edelbrock intake topped with a Holley 4-barrel carburetor, HEI ignition and ceramic coated headers leading out to the dual exhaust system. In the cockpit one finds a custom-built bench seat, with a center armrest and matching door panels. The rumble-seat is matched to the interior as well, in a light tan color. The dashboard is fitted with Moon gauges, a La Carrera steering wheel mounted on a tilt-away steering column and a Vintage Air air conditioning system. A tan roadster top is in place, should one need it. Finished in a bright fire engine red color, with matching painted wire wheels and continental kit, the Ford is sure to attract admiring glances wherever it goes. Ready to be enjoyed on drives to the local cruise-night or hot-rod show, this striking Ford Roadster will surely offer the next owner much joy at very good value.
\$50,000 - 75,000

1953 Morgan +4 Roadster

Chassis no. P2710

1,991cc OHV Inline 4-Cylinder Engine
One Solex Carburetor
100bhp at 5,000rpm
4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- * *Exceptionally well presented Morgan*
- * *Expert restoration by specialists*
Morgan Spares New England
- * *Striking color combination*
- * *The classic Morgan sports car*
- * *Eligible for many rallies and tours*
- * *Complete with weather equipment*



The Morgan Motor Company



Morgan has long been a niche manufacturer – always producing cars that were a little different from the norm. From their early Vee-twin engined three wheelers to the four-wheeled models such as the car offered here, the common thread has been fun, sporting motoring in the old British tradition, for a relatively modest outlay. Those basic characteristics have ensured the brand's enduring appeal.

Morgan's first four-seater, four-wheeled sports car - the Standard 10-engined 4/4 - appeared in 1937, forming the mainstay of production up to 1950 when it was superseded by the larger and more powerful Standard Vanguard-engined Plus Four. With 70% more power than the 4/4 courtesy of the 2,088cc Vanguard engine, the +4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained - what else would one expect from Morgan? - it did undergo extensive alteration, growing in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4. The new cars soon proved popular and were even successful in competition, the company winning the team award at the RAC International Rally in 1951.

The Motorcar Offered

This exceptional Morgan Plus Four must be one of the most beautifully restored examples around. Treated to a full nut and bolt restoration by the renowned Morgan specialists, Morgan Spares New England, the US East Coast representative for Morgan Motor Company, the car really presents wonderfully. The striking color combination of black over red truly suits the classic British sports car very well. Recently serviced by a renowned East Coast service facility with expertise in British motorcars, this is a fine example that would make for thoroughly enjoyable summer motoring.

\$30,000 - 40,000
Without reserve

From The Collection of Charles R.J. Noble

1931 Bentley 4½ Liter Supercharged Le Mans

Chassis no. MS 3944

Engine no. MS 3941

4 ½ Liter SOHC Inline 4-Cylinder Engine – 4 Overhead Valves Per Cylinder

Factory Delivered High-compression Specification

Amherst Villiers Roots Type IV Supercharger (#144)

182bhp with 10lbs Boost at 3,900rpm

4-Speed 'D' Type Close-ratio Gearbox (#7255)

Front and Rear Leaf Spring Suspension with Bentley and Draper Shocks

- * *One of three Original Le Mans Specification production Supercharged cars built*
- * *Owned by the Noble family for more than 55 years*
- * *Original components and numbers as delivered new from Bentley*
- * *Documented by Bentley Expert Dr. Clare Hay*
- * *Eligible for Mille Miglia and more*



The Supercharged 4½ Liter Bentley

The "Blower" Bentley is one of the most masculine, muscular, and sporting motorcars ever built. Where some companies hid their superchargers behind the radiator grill, the Bentley wears it right out front, and that statement alone says it all about the car and its creators.

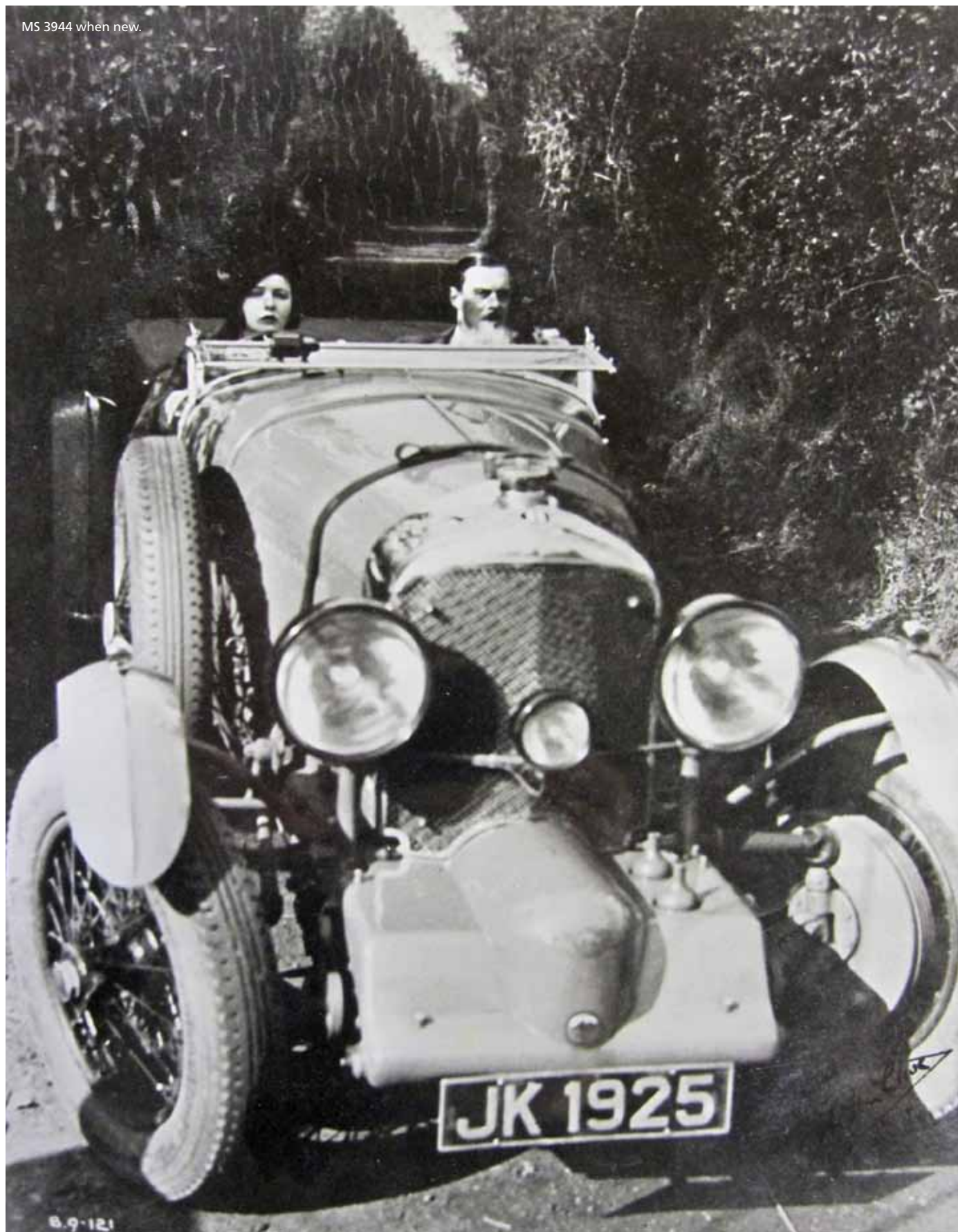
First shown at the 1929 London Motor Show, it was developed as a private venture by 'Bentley Boy' Sir Henry 'Tim' Birkin in order to extract more performance from the proven 4½-Liter model, which was becoming outclassed by its rivals on the racetracks of Europe. His aim was to produce a British car that would enable British drivers to continue to win races as spectacularly as the 4½-Liter that had won the 1928 Le Mans 24-Hour race. The supercharger installation was engineered by the brilliant Amherst Villiers, who modestly claimed that it was 'recognized in engineering circles as a definite landmark in

automobile construction.' W.O. Bentley never supported the development of the supercharged car and was quoted as saying how much he 'disliked the easy short cut provided by the supercharger,' preferring to increase engine capacity, as evidenced by the 6½-Liter and 8-Liter cars: while reducing front-end weight by using Elektron castings. Fortunately 'W.O.' did not control the purse strings at Bentley Motors, and the influence of Birkin, backed by the fabulously wealthy Honorable Dorothy Paget and Woolf Barnato, saw the Supercharged 4½-Litre Bentley come to fruition.

Its potential was emphatically demonstrated when Tim Birkin took 2nd place in the French Grand Prix at Pau with his supercharged 4½-Liter tourer amid a field of monoposto GP racers. The production Blower Bentley was intrinsically linked to Le Mans, quite simply Bentley Motors

built the 50 production supercharged 4½-Liter Bentleys to support the homologation of five Birkin team cars. When Birkin campaigned his Blower at Le Mans in 1930 his car retired after 138 laps and almost 20 hours of Racing. But, in an incredibly Heroic effort he passed the leading 7-Liter Supercharged Mercedes driven by Rudolf Caracciola on the Hunaudières Straight. The pass at 125mph shocked Caracciola and caused him to overstress the Mercedes engine in efforts to keep up with the Bentleys. This effort and the continual Bentley pressure caused the Mercedes to fail and withdraw from the race with a blown gasket Birkin therefore eased the way for the Works Speed Six to win the marque's final Le Mans victory until this century. It should be noted that Birkin set the Fastest Lap in the Race and broke the Lap Record at 89.696mph in his No. 9 supercharged 4½ liter Bentley. His time of 6 min. 48 sec. was never beaten on the 10.153

MS 3944 when new.





mile circuit. The fifty production cars were fitted with an Amherst Villiers Supercharger Mark IV, of Roots type with twin paddle rotors, which drew mixture from twin SU carburetors and was driven off the front of the crankshaft, the latter having been substantially strengthened to accommodate the increased power. With 9½ lbs boost at 3,500rpm the blown Bentley developed 175bhp, a healthy increase over the production

4½-Liter's 110 horsepower, while with 10lbs boost at 3,900rpm, 182bhp was produced.

Despite representing the epitome of 'Boys Own' motoring and providing the heart and soul of the hobby, selling the requisite fifty cars that had needed to be built in the dire economic climate of the late 1920s proved hard work for Bentley Motors. As a result of this, though it may seem improbable today, not all were sporting tourers. Some 17 were delivered as drophead coupes and even closed Saloon cars.

Among the few cars that were capable of 100mph on the open road. Blowers have always been regarded as the Supercars of their era. In period the British magazine Motor Sport spoke of the Blower's 'remarkable acceleration' and 'ancestry of well-tried racers' calling it 'a car for the connoisseur of sporting cars...' - Nothing has changed today!

The Motorcar Offered

This fabulous original Blower embodies every ounce of the Bentley, Birkin and Le Mans spirit and does so, because it was built that way.

In the words of recognized marque historian Dr. Clare Hay, MS 3944 is a "rarity among rarities", being one of only three of the 50 production supercharged Bentleys recorded by the factory as a Le Mans chassis on their build sheets (The others being SM 3918 and MS 3937). It delivered when new with a lightweight Le Mans specification two door four seater VdP body.

The willing enabling party in the case of this car was a gentleman named Henry Leeson, a successful butcher, who had shops in a handful of towns on the southern coast of the UK. His business must have provided well for him as he was a serial Bentley buyer, who seemingly always had the most sporting





Bentley Motors Factory Records

MS 3944
 55.104.
 Rookes Ltd.
 Reg. No. JK 1925.
 8.E 30.7.36.
 Engine M83941 13/46 axle ratio 1931. 4 1/2 litre S.C. Le Mans. 6.5. 10. 6. 31. F.T. 30. 7. 31.
 B.M. 4829.
 Chrome plated parts B.H.B. Pistons. KE965 Exhaust Valves. Phos. bronze guides Rad.
 B & D Friction S.R.s. Extra pair. B & D. Hyd. m. rear. B.M. 3480 camshaft. Pullswell Silencers
 10' 10 1/2" W.B. D. type gearbox. 4255. Berri's rear springs Woodhead front. 5.1 Comp. Ratio '019
 Mr. H. Leeson. Sold 168 Seaside Rd, Eastbourne.
 Mileage 1780. 25 gall. petrol tank Mileage 2583 Mileage 2665

Bentley the company could offer in his garage. That chain began with one of the best looking 3 Liters built, the Surbico 100mph Supersports, NR 516, and from there he progressed onto a 4 1/2 Liter Vanden Plas Tourer, upgrading thereafter to a Le Mans Specification 4 1/2 Liter with Le Mans pattern bodywork. His fourth and final Bentley, MS 3944, would eclipse them all in sporting terms. Leeson's Le Mans Blower, is clearly designated as such on the factory delivery records, as is the fact that it wore sporting Vanden Plas Le Mans coachwork. This specially designed body style was always made of lightweight fabric construction, with a supporting bar across the top of the body, providing needed rigidity ahead of the 'spare' two seats and top mechanism designated for Le Mans rules. Its technical specification from new included special order high compression 5.1:1 ratio

pistons, a close ratio 'D' type gearbox with a 13/46 back axle ratio, as well as a rev counter, Pullswell silencer and 25 gallon semi-Le Mans pattern gas tank. An additional pair of Bentley & Draper hydraulic shock absorbers were fitted to the back axle, as would be standard fitment to 1930 Speed Sixes, and a non-standard clutch stop disc was fitted.

The Vanden Plas coachwork records for its Le Mans bodywork note MS 3944 as having had a number of specific detail features: a one piece fold flat windshield, spare wheel mounting to the driver's side, a bar fitted across the front of the radiator to mount a third lamp, a dashboard which was to receive standard instrumentation with the addition of two dashlamps and a Jaeger clock. Further, two Aero screens were to be "supplied by Mr. Leeson" and fitted.

As supplied MS 3944 was not finished in the archetypal British Racing Green. Instead it was delivered in a lighter shade of grey, as noted on the Vanden Plas records and also clearly visible in an early photograph (as illustrated) of the car. Its leather upholstery was to match the body color. As can be seen from this image, which is thought to be 'as new' the car was as stunning a sporting vision of the breed as ever existed. Another period image showing Leeson in the car, records him competing at the Lewes Speed Trials in 1931, close to his base in Eastbourne in the UK. By this stage, the Bentley has a Brooklands Automobile Racing Club badge attached to its supercharger valance, suggesting that this was not its only competitive use, although no other records of motorsport use have been found.

Leeson is thought to have parted with the car in the spring of 1932, a few months before his

Henry Leeson storms the Lewes Speed Trial hill to take fastest time of the day in the Supersport Unlimited Class, September 19, 1931.

Photo: Motoring Picture Library/Brunell



untimely death at Brooklands in an MG. From his ownership, the car passed to Garner & Lee of London, and then onto C.B. Myers of London's Finchley Road. Service records note the cancellation of its guarantee 'Owner going to America', Myers clearly moving to the U.S.A. and bringing his Blower with him. In 1938, it became the property of Canadian William K. Johnson, of Winnipeg.

As the July 1944 *Autocar* article 'Talking of Sports Cars' on the subject car recounts, the anglophile Johnson having heard that the Blower was in New York State, in 1937, began a search for the car. Roughly a year and a half later he actually found the car in the basement of the Packard Car Co.'s distributors in Minneapolis! After much negotiation, a figure of \$500 was agreed upon, and the Blower was purchased. Rather curiously at this time the car wore a 'Miami Beach' topper to its British license plate, suggesting that it had

previously spent at least a sojourn in this Florida town, most probably in Myers' hands. The *Autocar* article continues to describes the day that a somewhat optimistic Johnson and friend had returned to collect the car and having intended to tow the Bentley home a 500 mile journey behind a Willys automobile. But after some fettling and a tow from one of the dealership's Packards, the car had burst into life once more and they elected to drive it home. They record covering the 512 miles in some 7½ hours – showing that there was good life in the old Bentley yet. The timing of the acquisition is noted as being in the middle of 1938. In another period letter to the Bentley Drivers Club, Johnson describes his finding of the Blower as "the greatest thrill of my life" followed by the sensation of speed on his drive home: "I don't think that there will ever be a greater exhaust note than a 4½ Bentley at 100mph."

By November that same year, Johnson and some local friends decided to rebuild the Bentley, which they carried out over the course of the next 18 months. In restoring the car it is clear that the bodywork must have been quite tired and perhaps not serviceable. They chose to replace it from the firewall back with a sporty two seater, metal skinned body which it has worn ever since. It seems likely from the car's external exhaust design that they were inspired by some of the 1920s and 1930s British Brooklands racers, or perhaps the Barnato Gurney Nutting 2/3 seater, SM 3909. The whole process is thoroughly detailed in print, including receiving spare pistons and other parts directly from Bentley Motors, and right through to driving the finished car, which was noted to be good for more than 110mph.



From Johnson, the car stayed in Canadian ownership until 1946, when it came onto the radar of one of D. Cameron Peck's car sleuths.

Former President of the Antique Automobile Club of America, the Sports Car Club of America, the Veteran Motor Car Club of America and the Cord Owners Club of Illinois, Peck had incredible influence on the hobby that we are part of today from its incubation, almost certainly saving 10s if not 100s of important motorcars from being turned to scrap. In the '40s Peck was building what would become one of the foremost pioneering collections of historic automobiles. The Bentley joined that hallowed collection from J. Gordon Edington in April 1946 and would remain there for the next six years.

In 1952, citing health reasons, Peck disposed of a large part of his collection, that arguably could not be assembled today, including a Mercedes 75hp, SS, Targa Florio model, the Prince Henry Austro Daimler, Silver Ghosts, Bugatti Royale, Isotta Fraschinis, etc. MS 3944 was included in this very sale, the last time that it would be publicly offered for more than 60 years.

The buyer of the Blower was Sidney Brody, of Los Angeles, in whose hands the car is once again publicly documented with a feature 'Salon' article in *Road and Track* in 1953. It comments "'Bentley' is a word which will excite frenzy among its enthusiasts throughout the world and Road and Track feels that this example is especially outstanding."

Four years later and the car returned to the East Coast, to recognized Vintage Bentley Collector from Pennsylvania, William 'Bill' Klein, and shortly after this it was offered for sale at Inskip's dealership on East 64th Street, in New York City.



In the Cameron Peck Collection, 1946-1952.

Photo: Don McCray



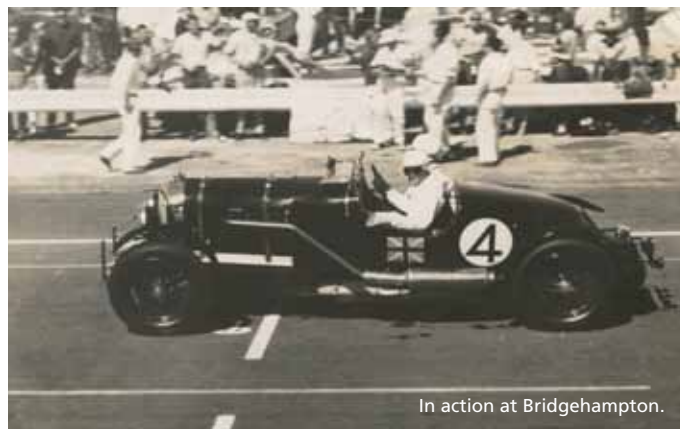
Charles R.J. Noble with MS 3944 outside the Long Island Automotive Museum.



Noble with the Vanderbilt Cup and its custodian, Bridgehampton, 1967.



In action at Bridgehampton.



In action at Bridgehampton.

Charles R.J. Noble

In the pioneering era collecting fine automobiles, Charles Noble stood shoulder to shoulder with the greats of this time, specifically in the strong movement that precipitated throughout Northeast of this country. While his contemporaries and friends, such as Henry Austin Clark, Alfred Momo, and Briggs Cunningham mainly held interests in post war sports racing cars and/or brass era machinery, Noble was keenly focused on one marque – Bentley.

As with many collectors, his interest was deep seated and stretched back to his youth. Fast forward to the late 1940s when that dream became closer to reality, having emigrated to the U.S. from the U.K. His engineering expertise would see him work alongside the likes of Luigi Chinetti Sr. at Inskip Inc. in the 1940s. Following World War II and for more than a quarter of a century he would work as Elizabeth Arden's

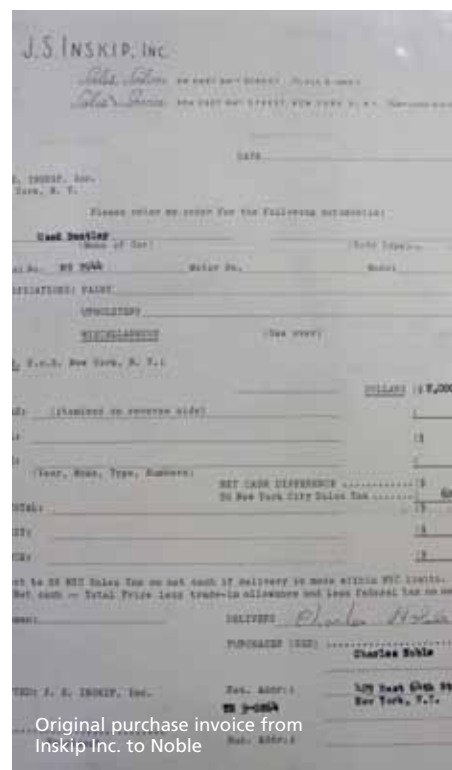
driver and personal assistant in New York City. When not behind the wheel of her car, he was indulging his passion for working on, collecting, and racing these automobiles.

Noble was conveniently located close to Inskip a little further down on 64th Street, and was already friendly with former owners of MS 3944 Bill and Ann Klein. It would have been no coincidence then that he was able to snare this his first Blower Bentley, MS 3944, when it came up for sale at Inskip on October 23, 1957, more than 55 years ago.

This would not be his only Blower for long though, as over the course of the next decade Noble would continue to amass and hold no fewer than 4 of the coveted Blower production run. This staggering achievement represented some 10% of the surviving cars, something that no other Bentley

enthusiast has ever repeated, nor is likely to. The extent of his collecting of the marque, particularly given his means, was amazing – when he died, alongside those four Blowers, were a Speed Six that his hero Tim Birkin had owned new and a particularly 'trick' 4½ that Bentley Boy Berris Harcourt-Wood had commissioned.

His passion would lead to his Presidency of the Bentley Drivers Club Northeast Region of the US, a role which he fulfilled and enjoyed as a true enthusiast of the brand. Best of all, Noble continued to exercise and enjoy MS 3944 in the true spirit with which the car had been built, being a regular habitue of the Bridgehampton Race Circuit, if not simply just to use and enjoy it. On one occasion, he paired up with journalist John Vockins to head out to an S.C.C.A. Event at Bridgehampton, and clearly gave him the thrill of his life, Vockins refers to his pilot as 'Charles



Summary

'Cannonball Noble' driving out to the track on the Long Island Expressway at 6am one Sunday morning in August 1960, and then winning the event! Such victories would continue for many years until around 1970, when MS 3944 and other cars were quietly stored.

Within the last decade, the Le Mans Blower was recommissioned and has once again become a regular sight at a handful of important events in the Northeast. The first of these was when it was shown by invitation at the Greenwich Concours d'Elegance in 2003. It most notably competed at the inaugural VSCCA sanctioned, 'Ascent' Hill Climb event tied in with the Elegance at Hershey in 2011, where it was shown to be absolutely at the top of its game in the capable hands of one of Charles Noble's sons. It has also been exercised regularly on the quiet country roads of New England.

As it stands today, this supercharged Bentley with its known and well documented chain of ownership that has kept it in the public eye virtually from day one, has survived incredibly well. The car has never suffered the indignities of some of its brothers, such as being parted out and then reconfigured, or crashed and rebuilt multiple times. It looks every bit the 'war machine', but has no evidence of any battles. Importantly, MS 3944 today retains virtually every numbered mechanical component with which it was born.

Renowned Vintage Bentley expert Dr. Clare Hay has recently completed a comprehensive report on the car and noted that MS 3944 'looks to be untouched since it was rebuilt by Mr. Johnson around 1938/39'. Interestingly, she notes 'the large diameter Jaeger rev counter is similar to that fitted to the Birkin Team cars',

while 'the large diameter Smiths oil pressure and boost gauges are as Birkin practice' and 'the drip feed oiler for the supercharger is the same as those fitted to the Birkin cars'. The extent of its originality even shows that the radiator corresponds to its factory build record. Hay's opinion, which is endorsed by the owner and by Bonhams, is that the team car pattern seats, fold flat windshield (and Aero screens), front and rear fenders and some of the instruments were all retained in the 1938 pre-war rebuild of the car. From all of this, together with visual and physical evidence of surviving Le Mans bodies Hay suggests that it would be a relatively straightforward exercise to copy the car's original body, if so desired. In the conclusion of her report she states 'one of only three Blower chassis built to Le Mans specification MS 3944 is a rarity among rarities' – high praise indeed.





MS 3944 at "The Ascent,"
Hershey, 2011.

Photo: Matthew Litwin,
*Hemmings Sport and
Classic.*

By their sporting nature, 'Vintage' Bentleys were driven hard and enjoyed from day one. The factory records frequently chart repairs, and factory replaced components. Fortunately for authenticating the cars the company numbered and recorded all of their major mechanical aspects. Close inspection of MS 3944, is incredibly rewarding in that it matches

its Bentley Motors order throughout. The chassis, engine, supercharger, front and back axles, and steering box, as well as its original numbered hood, firewall, radiator, and much of the original hardware, coachwork detail features and instrumentation remain on the car. Its level of originality is exceptional and very few of the surviving supercharged cars can claim such status.

Adding another dimension, is the fact that by definition a Blower Bentley is the only Vintage or 'W.O.' Model to be Mille Miglia eligible, and this example would be a perfect mount for this event in the future. It would also be suitable for the Le Mans Classic or the host of other tours provided by the Bentley Drivers Club in the UK and USA and Rolls-Royce Owners Club in America.



In a recent test drive at the time of the catalog photography, the Blower performed fully 'on song' giving the exhilarating and thrilling experience that is matched by very few cars of its era or beyond, and is highly recommended! The extra performance of this engine and chassis being a Le Mans factory spec car are quite evident. A true point and shoot Weapons Grade combination.

A great example of a truly iconic automobile, which is incredibly rare by the nature of its specification, to this it can now add noted history including that of famed collector, Cameron Peck and the longest unbroken chain of continuous ownership of any Blower Bentley in the collection of the greatest "Blower" owner of all - Charles R.J. Noble.
\$4,000,000 - 5,000,000

153

1957 Lancia Aurelia B24S Convertible

Coachwork by Pinin Farina

Chassis no. B24S-1454

Engine no. B24-1574

2451cc OHV V-6 Engine

Single Weber 40 DCZ5 Carburetor

118bhp at 5,100rpm

4-Speed Manual Transaxle with Clutch In Unit

4-Wheel Independent Suspension

4-Wheel Drum Brakes, Rear Brakes Inboard

- * *Three owners from new*
- * *Never apart for restoration*
- * *Extensively rebuilt mechanically by marque expert*
- * *Superb driving example*
- * *Offered with rare optional hardtop*



The Lancia Aurelia B24

Much was expected from the B24 Spider America, launched in January 1955. On a platform further shortened 8.3" from the B20 GT coupe, it was a clean, sleek, minimalist car with no exterior handles, Plexiglas removable side windows and a very transatlantic wrap-around 'dogleg' windshield. Only 240 were built over the course of one year before the almost equally sporting but more comfortable B24 Convertible came along in 1956. With a more upright straight-sided windshield, deeper doors with roll-up windows, and exterior and interior handles, it was clearly designed with a more sophisticated audience in mind and meant to be used as more than a fair weather plaything.

The Motorcar Offered



This Lancia B24S (for 'Sinistra' or left hand drive) Convertible has only had three owners from new, has never been wrecked and has never been apart for a restoration. Dr. Jerome Levinson of Poway, California took delivery of his new convertible in 1959. As incredible as it sounds today, it was common in the 1950s for some

of today's most desirable sports car icons to go months, if not years, unsold in showrooms and on dealer lots in a time before shoppers could easily find available cars outside their own cities. As a consequence, this Aurelia, while built in 1957, carries a title dated 1959. When new it was finished in Silver with its rare optional hardtop finished in black over a red interior. Early on, Dr. Levinson changed the color of the car's exterior, choosing *Pino Verde metallizzato*, or pine green metallic for the body and pale green metallic for the hardtop.

Dr. Levinson enjoyed his B24 Convertible for almost thirty years before selling it, with approximately 50,000 miles showing on the odometer, to Mr. Robert Scarpone of San Anselmo, California in 1987. Mr. Scarpone, a Lancia enthusiast, hired the current owner to gently recommission the car, which had seen





little use in the last years of Dr. Levinson's ownership. In his care he replaced the original steel wheels with the stylish period Borrani wire wheels which it wears today, had carpets made to replace the somewhat perished original rubber front floor mats and fitted a replacement soft top. After using the Lancia sparingly in the first few years of his

ownership he took it off the road, removing and disassembling the engine in anticipation of a full restoration to follow.

For 15 years the Aurelia rested in that state in clean storage. The current owner, a knowledgeable and experienced Lancia collector and mechanic, was able to negotiate its purchase from Mr. Scarpone in 2005. During the next five years he carefully rebuilt and balanced the engine and all other driveline components, and rebuilt the brakes. It is worth noting here that all of the major components, including the engine and transaxle are the original factory numbered items. The body is straight, with the unmistakable fit of panel and dimensions of gaps, and the satisfying shut of the doors which can only be found on

an unmolested example, sitting today as Pinin Farina built it in 1957.

While the overall originality of this car is obvious and desirable, a few modifications have been made over the years to improve drivability, including the fitting of an electric fuel pump to prime the carburetor and to assist in high altitude running. The voltage regulator has also been converted to electronic operation. It rides on correct Pirelli Cinturato tires and has a Borrani wire wheel as a spare. A list of the extensive mechanical maintenance carried out since 2005 is available for review. This is a driver's car, after all!

On the road, this Aurelia drives as a well-enjoyed and correctly maintained example





should. All the electric components, including the clock, functioned properly during an enjoyable recent test drive. With higher compression 9:1 pistons the engine is particularly eager to play, and added valve stem seals keep the cockpit free of oil fumes. Our recent drive in this B24 on Northern California back roads proved why the model has become so coveted for event driving. It delivered not only a stylish 'vintage' experience with modern ease, but also performance completely at home on today's roads. Whether on a winding, climbing mountain road or long fast sweepers or even on the Interstate highway, this car felt strong, secure and capable.

The fortunate next owner of this car will have the choice to continue to maintain it

mechanically in the thorough manner in which it has enjoyed, and drive the heck out of it right away, or eventually give it a sympathetic restoration for which it is a perfect base. It will be difficult to get out of the driver's seat long enough to make the decision.

\$325,000 - 375,000

Please note the this vehicle is titled with chassis number B2451454 and as a 1959.



Ex-Alan Hamilton/Richard Hong/Teddy Yip

1966 Porsche Type 906 Carrera Competition Coupé

Chassis no. 906-007

Engine no. 906-153

1,991cc Twin Plug Flat 6-Cylinder Engine

2 Weber Carburetors

210bhp @ 8000 rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Well-researched example with clear history*
- * *Owned and raced by a major figure in Porsche history*
- * *The first of the Piech era of fiberglass prototypes*
- * *Affordable entry into the club of the Porsche prototypes*
- * *Eligible for events like Le Mans Classic, Tour Auto, Monterey Reunion*



The Porsche 906

The classic 906 was produced for the 1966 season of World Championship of Makes racing. It was designed to meet the requirements of the FIA's new Group 4 regulations, while modified variants of the model – using larger engines or cut-down Spyder bodywork – could be accepted for Group 6 Sports-Prototype competition.

The 906 became the last street-legal racing car to be produced by Porsche. It replaced the steel pontoon-chassised *Typ* 904 model and was the first substantial product of Technical Director Ferdinand Piech's new design regime at the Zuffenhausen factory. Where the complicated and costly Porsche 904 had derived structural rigidity from its bonded-on molded fiberglass bodywork, the new 906 featured a racing-bred multi-tubular spaceframe chassis, clothed by unstressed molded fiberglass body paneling.



As a result, the initial batch of 50 Porsche 906 – or Carrera 6 – Coupe cars that then emerged offered competitive light weight - some 1,300 lb (580 kg) which represented a weight savings of around 250 lb (113 kg) compared to the similarly-engined 904/6. The Porsche 901/20 6-cylinder lightweight racing engine was

standard equipment, offering 220bhp on carburetors. A handful of factory-entered works cars were alternatively powered either by fuel-injected versions of the 6-cylinder engine, or were adapted to accept flat-8 cylinder power units, all – of course – air cooled.

The Carrera 6 model was notable for its external envelope shape dictated by extensive wind tunnel testing. This research and development work endowed the model with a top speed as high as 170mph (280km/h) at Le Mans, which for a 2-liter car was immensely respectable.

The new cars made their international racing debut in the 1966 Daytona 24 Hours, one example finishing 6th overall and beating the Ferrari Dino 206 in its 2-liter category. Its drivers on that occasion were Hans Herrmann/Herbie Linge, and at the subsequent 12 Hours



of Sebring, Herrmann won the category again in a new Carrera 6, co-driving it this time with Gerhard Mitter and Joe Buzzetta, and finishing fourth overall.

The Monza 1,000kms also saw 906s dominate the 2-liter class, this time with Herrmann/Mitter in a works entry leading home the private customer version of Charles Vogele/Jo Siffert, these two cars placing fourth and fifth overall behind the victorious Ferrari 330P3 and a pair of Ford GT40s.

The Targa Florio in Sicily was the next World Championship race that year, and there the Carrera 6 won outright, Willy Mairesse/Herbert Muller co-driving the Swiss Ecurie Filipinetti-entered car. The Dutch racing brothers, Gijs and David van Lennep, then won the Sports 2-liter class in the less-prominent Spa

1,000kms – co-driving their bright orange-liveried Racing Team Holland Porsche 906 - and in the ADAC 1,000kms classic at the Nürburgring the Dutch pairing won again, from Swedish private owner Sten Axelsson and Bo Johansson in the former's sister car.

The 1966 24 Hours of Le Mans then saw works-entered prototype category Porsche 906LE Coupes finishing 4-5-6-7 behind the leading trio of 7-liter engined Ford GT Mark IIs, outlasting all of the previously dominant V12-engined sports-prototype Ferraris, while the 2-liter Sports class was again dominated by a standard 906 – co-driven in this instance by Gunther Klass/Rolf Stommelen.

Completing that memorable season of endurance racing achievement, the Hockenheim 500kms was utterly dominated by Porsche 906s,

which filled the first six places – works drivers Mitter, Klass and Herrmann placing 1-2-3 in the factory-entered 906LE variants, while Udo Schutz, Gerhard Koch and Andre Wicky showed how well competent private owners could do in their customer cars by chasing the works stars home to fill 4th, 5th and 6th places.

The Austrian 500kms event at Zeltweg then saw Gerhard Mitter/Hans Herrmann and Jo Siffert (driving solo) finishing 1-2 for Porsche System Engineering, with the Scuderia Lufthansa-entered sister 906 of Udo Schutz/Herbert Linge finishing third for another complete 'Carrera 6' whitewash.

Into 1967 the Carrera 6s continued to be campaigned by prominent private entrants and drivers, while the Ferdinand Piech-directed Porsche factory team moved on to



The Motorcar Offered

introduce their much more specialized and larger-engined Typ 907 models, culminating in the Typ 908 flat-8 cylinder replacement for 1968-69. All of this, of course, led directly to the immortal Porsche 917 – towards which the 906 (as offered here) was a crucial stepping stone.

This very well-documented example of the Porsche 906 – more familiarly known in period as the 'Carrera 6', was supplied by Porsche Kundensport to the marque's contemporary Australian importer, Alan Hamilton. In essence two cars emerged both using the chassis identity '906-007'. One is the entirely distinctive lightweight Spyder-bodied car nicknamed 'Känguruh' which ran so strongly with flat-8 cylinder engine installed in the 1967 Targa Florio. The other is this now standard Carrera 6 Coupe-bodied machine offered here. Porsche's former competition department director and Le Mans-winning racing driver Jürgen Barth has confirmed the derivation of this duality in his definitive book Porsche 906.

In its early service 'down under, the tall Alan Hamilton had the roof removed to enable him to

fit comfortably into this 2-liter flat-6 cylinder road racing car. He promptly won a 1967 Australian Championship with this car, before selling it – still in Spyder form – at the end of that year to Richard Wong Wei Hong in Singapore. He campaigned the car widely in a series of events very well documented in the files accompanying this car, before re-selling it to the renowned Macau-based motor racing enthusiast, entrant and entrepreneur Mr Teddy Yip.

The car continued to be campaigned over a considerable period under his auspices and remained stored in Macau until as recently as 2000 when it was imported into the UK. It was cleared for importation to a Dr Henry Lee of London, and we understand that in 2001 it passed to celebrated historic car dealer/racer David Clark.





906-007 heads to the starting line at Batu Tiga, c. 1969

Photo: Rewind Magazine



906-007 with its roof now cut off, competing in the 1968 Singapore Grand Prix.

Photo: Rewind Magazine



In 2002 the car moved back to Germany and came in the possession of its last long-term owner in 2003. He initiated total restoration of the car to its original closed Coupe 'Carrera 6' configuration – the work being undertaken by MEC-auto in Belgium. This six-year program was completed in 2009. The original multi-tubular chassis frame was restored and a new FIA-approved roll-cage was mounted. All mechanical components were renewed and all magnesium suspension parts and wheels were replaced as a routine safety measure. Brand new fuel-tank safety cells were also installed.

The comprehensive documentation file includes a letter from Jürgen Barth to MEC-auto; copies of numerous old race programs mentioning entries by Wong and Yip, and – of course - various restoration invoices.

Other valuable items included in this sale are the original Macau-period Spyder body, still bearing Teddy Yip's famous 'Theodore Racing' logos - and numerous spares including a 901 series engine block, fuel tanks, and assorted other components. These components will be made available for pickup at the buyer's expense from their present location in Houston, Texas.

This 906 is one of only 66 such machines which Porsche are understood to have produced. It is offered here in restored condition, having not been used much since completion of its restoration. Subject to the normal pre-race checks and servicing, it should prove to be a great companion for historic events such as the Le Mans Classic, Rennsport Reunion, or Rolex Monterey Motorsports Reunion.



906-007 on the starting line at the Batu Tiga circuit, 1969

Photo: Rewind Magazine

906-007, with its considerable documentation and accompanying original parts, has significant appeal indeed. As a historical artifact - one that can be used and enjoyed still today - this is a historic racing Porsche that will appeal to the most discerning enthusiasts of the marque.

\$900,000 - 1,100,000

Offered on a Bill of Sale



The ex-Jeff Decker

1952 Vincent Rapide Series C “Black Lightning” Special

Frame no. R2807

Engine no. F10AB/1/7648

998cc OHV V-Twin Engine

Twin Lightning Amal GP Racing Carburetors

Approximately 70bhp

Girder front fork with adjustable string - twin-spring rear suspension

Front and rear mechanical drum brakes

- * Custom fabricated by Jeff Decker
- * Constructed from genuine Vincent parts, many from ex-Marty Dickerson machines
- * Significantly lighter than stock
- * Extensively featured in multiple magazines
- * Not just a showpiece—built to run



The Motorcycle Offered

Jeff Decker is rightly famous for his sculpture, “the motorcycle equivalent of Frederick Remington”, which has earned him the position of ‘official Harley Davidson sculptor’; his twice life-size ‘Hillclimber’ bronze statue outside the Harley-Davidson Museum in Milwaukee is truly magnificent and a testament to his tremendous artistic talent. Mr. Decker is also a collector of rare motorcycles (Crockers, genuine racing Harleys from the 1920s onwards, Speedway machines, etc), motorcycle memorabilia, motoring artwork, and ‘1%er club cutoffs’, the sleeveless vests emblazoned with motorcycle club logos. All of his obsessions with the art and culture around motorcycling have made him a legend in his lifetime, especially for his outspoken opinions on these same subjects.

Jeff Decker is equally outspoken regarding his ultra-famous customized motorcycle, a

1952 Vincent Rapide which he calls ‘The Black Lightning.’ Decker uses the term ‘Lightning’ to emphasize his machine’s full-race specification, and to puncture any inflated notions that the infamous Vincent Black Lightning – of which only 31 were built – was the greatest motorcycle ever. In truth, the men who made Vincent famous by setting numerous speed records and winning ‘drag races’ all across the Southwest – Marty Dickerson and Rollie Free – used race-tuned Rapide and Black Shadow models.

The fact that the most famous Vincents are not actual ‘Black Lightnings’ is critical to understanding Jeff Decker’s motorcycle: the parts used in its creation are mostly ex-Marty Dickerson, as used in his Bonneville Salt Flat record attempts and drag-racing career. They were gathered from arch Vincent collector

and recognized authority Herb Harris, who supplied the ex-Dickerson crankcases, two front cylinder heads, and genuine Black Lightning wheel hubs. Most parts used are genuine Vincent, and the engine is tuned to Black Lightning specification, with MkIII racing cams, and two ‘front’ cylinder heads. As the important parts of his machine were actually used in competition, Jeff Decker says “my bike’s got more racing history than 90 percent of the Lightnings out there.”

After collecting the necessary basics, Decker set about narrowing the fuel tank by 4.5” and lowering that tank as much as possible onto the engine to emphasize the brutal beauty of the Vincent V-twin engine. The tiny ‘banana’ seat is cantilevered from the rear engine mount, and makes the saddle height nearly 8” lower than stock. He fabricated a custom exhaust



system with terminates in a 'waffle box' silencer underneath the engine. The handlebars are straight, with Decker's own custom-fabricated controls. The headlamp is a tiny unit tucked well into the girder forks, which use a custom hydraulic shock absorber. The alloy wheel rim flanges are 'Deckerated' with aesthetic drilling, along with the brake cooling ribs, and an original Black Shadow speedometer crowns the front girder fork. The complete machine is amazingly compact and light, weighs significantly less than a standard Vincent, and looks lean and tough.

Jeff Decker's "Black Lightning" is a rare thing; a custom motorcycle built by an actual artist, with his hands and by his own design, as an homage to the machines which passed into legend through their racing and record-breaking success. It is especially rare being a 'sculpture'

by a famous artist which can actually be ridden down the road, and ridden hard.

\$100,000 - 125,000

Please note that this motorcycle is titled under its engine number



1931 Cadillac V-12 Victoria Coupe

Engine no. 1002967

368ci OHV V12 Engine

Twin Updraft Cadillac Carburetors

135hp at 3400rpm

3-Speed Synchronized Manual Transmission

Solid Axles and Semi Elliptic Springs Front and Rear with
Hydraulic Shock Absorbers

4-Wheel Vacuum Assisted Mechanical Brakes

- * *The pinnacle of pre-war Cadillac styling*
- * *One of only six Fisher body designs offered*
- * *Rarely seen Victoria Opera Coupe coachwork*
- * *Recent restoration to high standards*
- * *One of the best-driving prewar classics*



The Cadillac V-12

As the 1920s drew to a close, General Motors, under Alfred P. Sloan, was in control of the widely diverse American automobile market. The Roaring Twenties was a time of opulence and excess and although America's rich and famous were looking to Packard and Duesenberg to fulfill their needs, the Cadillac division remained a seemingly unchallenged namesake in the automotive industry. This position was maintained by continually innovating and producing designs that, without fault, exhibited timeless elegance and styling individuality. Whether it was the sporting look of a V-8 roadster or the powerful magnificence of a V-16 sport phaeton, all of the Cadillac models exemplified their slogan, "The Standard of the World."

By 1931 Cadillac had reached the pinnacle of automotive styling. The 1931 model line offered

four separate passenger car choices powered by eight, twelve or sixteen cylinder engines. Despite decreased sales volume brought on by the Great Depression, Cadillac managed to run its competitors into the ground, staking outright claim on the bulk of luxury car sales in America. There were a total of twelve body styles available and they included customer specified designs carried out by the prestigious American coachbuilders, Fleetwood and Fisher. General Motors employed an Art and Color styling department led by one of the most famous automotive designers, Harley J. Earl. Earl and his staff worked their magic on all of the 1931 Cadillac lines and the results were impressive.

The new for 1931 Cadillac V12 filled the large gap between the V8 and the V16 in Cadillacs line up. The V12 borrowed more heavily from its big sister and carried many of the features that made

the V-16 so great. It received a hood equipped with doors instead of louvers, a beautiful dash board with full instrumentation similar to the V16s, and an engine that was nearly a dead ringer for the sixteen save a bit of length. The end result could have been the flagship of any competing manufacturers line. The accompanying coachwork was equally impressive and many designs were shared with the V16 chassis. A total of 30 body styles were offered for the V12; six by Fisher and twenty four by Fleetwood.

To celebrate the launch of the new Cadillac it served as the pace car for that year's Indianapolis 500.



The Motorcar Offered

This rare V-12 Victoria Coupe is a wonderfully stylish and sporty machine. The handsome coachwork by Fisher rides on Cadillac's 140" chassis. This Cadillac has been subject to a recent cosmetic restoration, presented in an appropriate Brewster green that compliments the lines of the coachwork. The car has been thoroughly done to a high standard of authenticity while maintaining as much of the car's originality as possible.

The interior has been handsomely re-trimmed in period correct broadcloth and features sporty folding bucket seats to allow access to the rear area. The mechanical end of the car has been thoroughly gone through and the car is reported to be in good driving condition.

Having just been restored using a good original car as a basis, this Cadillac has yet to be

exhibited at any events. The new owner has the chance to proudly show this car for the first time at shows and on tours. Being an extremely rare variant of the already rare V12 chassis, this machine should be a welcome participant in any classic car event.

These Cadillacs are known for their great driving characteristics, with lots of looks and performance to match. The Victoria coupe offers a nice combination of sporty looks in the convenience of a closed car. Rarely seen on the market, this is a rare chance to acquire a V12 Cadillac coupe in pleasing, ready to use condition.
\$60,000 - 80,000
Without reserve



157

1973 Alfa Romeo 2000 Spider Veloce

Coachwork by Pininfarina

Chassis no. AR3041888

1,962cc DOHC Inline 4-Cylinder Engine

SPICA Mechanical Fuel Injection

132bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Servo-Assisted Hydraulic Disc Brakes

- * *Single owner for 40 years*
- * *In original, unrestored condition*
- * *Over \$7,000 in recent mechanical restoration*
- * *Classic Pininfarina styling*
- * *Great value for a usable classic on the rise*



The 2000 Spider Veloce

A modern classic by Pininfarina, the simple-yet-elegant "Kamm tail" Spider bodywork premiered on the 1970 Spider Veloce would prove enduringly popular, lasting into the 1990s. The Spider's mechanics were essentially those of the Giulia saloon while the engine was the GTV's double-overhead-camshaft four. The original 1750 version was a one-year-only model, with the advent of the Spica-injected 2000 model in 1971. Wind tunnel testing resulted in the 2000's signature drag-reducing Kamm tail, while other improvements over the earlier Duetto models included bigger brakes and a limited-slip differential. Outstanding speed, acceleration and handling were all characteristics of this class-leading model, which nevertheless possessed a quite remarkable docility, even at high speeds.

The Offered Motorcar



This *Giallo Pagaoda* 2000 was sold by Chris Nikel's Autohaus in Tulsa, Oklahoma to its first and only private owner on September 13th, 1973. Meticulously maintained since new, it has spent its life in the car-friendly climates of Oklahoma and central Texas. Showing just over 18,000 miles from new, the Alfa is very

original save for a single repaint done in the original color. Well kept and documented, the books, tools, original keys, owner's card, and radio are all still with the car. In the last eight months, over \$7,000 has been spent on mechanical refurbishment.

With devoted care from its single private owner for 40 years, long history of careful maintenance, and wonderfully preserved condition, there is little more one could want from this sleek Italian droptop.

\$30,000 - 40,000
Without reserve

1989 Porsche 911 3.2 Carrera Cabriolet

VIN. WP0EB0916KS170270

Engine no. 64K00734

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

- * *Low mileage, largely original and preserved example*
- * *Desirable, heavily-optioned Carrera Cabriolet with G-50 transmission*
- * *Exciting Diamond Blue over Marine Blue livery*
- * *Matching numbers example*
- * *Offered with Porsche's Certificate of Authenticity and CARFAX report*



The 911 3.2 Carrera

1984 saw the launch of a replacement for the successful SC series, and a revival of the Carrera name. The new 3.2 liter alloy engine gave the 911 a more usable torque-curve, and with the upgrade to Getrag's G50 transaxle starting in 1987, the 911 was as fully developed as ever. The 3.2 Carrera was the last iteration of the original 911 series, and many Porsche enthusiasts consider these the best driving 911s of all.

The Motorcar Offered



Completed at Zuffenhausen in August 1988, this excellent Carrera Cabriolet was finished as seen today in *Diamond Blue* over a partial leather *Marine Blue* interior. It appears the car has been in the San Diego area since new; the CARFAX report records local annual smog inspections starting in 1992. In its current

ownership since 2011, the Carrera has benefited from regular maintenance, most recently an engine out service where the clutch was replaced.

The condition supports the indicated 68,000 miles, with factory original finishes present in many areas, and most factory applied decals and emblems still in place. Offered with Porsche's Certificate of Authenticity and a clean CARFAX report, this sporting Carrera Cabriolet is a well cared for, matching numbers example that should offer the now owner much joy down the road.

\$35,000 - 45,000
Without reserve

1967 Jaguar E-Type Series 1 4.2-Liter Roadster

Chassis no. 1E91

Engine no. 7E11810-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Matching numbers example*
- * *Beautifully restored*
- * *Complete with books and tools*
- * *Finished in its original colors*
- * *Offered with history file and Heritage Trust Certificate*



The Jaguar E-Type

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured 4-wheel

independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marquee clubs to join and many driving and concours events to attend, the E-Type is an excellent collector car.

The Motorcar Offered



According to its Jaguar Daimler Heritage Trust Certificate, this Series 1 E-Type was completed at the Browns Lane Jaguar works on January 4th, 1967. As one of the final Series 1 production cars built, this car featured the fully synchronized transmission and the 4.2-liter XK engine. The car was built with left hand drive



and was painted in the beautiful light metallic color of Opalescent Silver Blue, set off by dark blue Connolly hides and a blue soft top. The new E-Type was dispatched from the factory on January 25, 1967, destined for the California sunshine and its first owner, a Mr. Robert Hensien of Sunnyvale, California.

The E-Type is believed to have remained in Hensien's ownership for decades, until relocating to the East Coast, where it joined the collection of Richard Reedy in Gloucester, Massachusetts. Reedy would use the car during the summer months, and supposedly had it shipped to the UK for several rallies in the 1990s. The car was purchased by Columbia, South Carolina accountant Denis Dabney in the late 1990's. Mr. Dabney, a long-time Jaguar enthusiast and JCNA member, showed the car at JCNA events, at

one time scoring an impressive 995.9 points of 1000. The car re-located to California in the mid-2000s, where a thorough restoration was performed between 2005 and 2007. Photos from this period show the car completely disassembled for repaint in the original color, while the mechanical components were carefully refurbished. The car was purchased by Greg Johnson of Santa Ana in late 2007, remaining in his ownership until purchased by the consignor in 2011. The car has been serviced and maintained during his ownership, and most importantly, driven and exercised on a regular basis.

This beautiful E-Type is offered with an impressive history file, containing receipts, restoration photos and the Jaguar Daimler Heritage Trust Certificate documenting that the car appears just as it did when new, and retains

its matching numbers engine. Complete with books, tools and a jack, here is a great example of the popular Jaguar E-Type
\$110,000 - 130,000

Please note that this vehicle is titled with chassis number J671E14491.



160 †

The one-off, 1954 New York Auto Show

1953 Ferrari 250 Europa Coupé

Coachwork by Vignale - Design by Giovanni Michelotti

Chassis no. 0313 EU

Engine no. 0331 EU

2,963cc SOHC V-12 Engine

200bhp at 6,000rpm

4-speed Manual Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Drum Brakes

- * *Unique Coachbuilt Ferrari*
- * *One-off Michelotti design for Vignale*
- * *Exacting restoration with extreme attention to detail*
- * *Ferrari Classiche Certified*
- * *Award winner at 2012 Concorso Villa d'Este*



The Ferrari 250 Europa

Ferrari firmly established itself as a 'volume' manufacturer with the 250 series, which would go on to encompass some of the most legendary cars in Ferrari history. It began slowly, with the model's introduction at the 1953 Paris Auto Salon, simultaneously with the 375 America. It was Ferrari's first real 'touring' road car and was the key to Enzo Ferrari's plan, encouraged by his North American importer Luigi Chinetti, to attract well-to-do customers to buy road cars to finance the company's core focus, racing. The 250 Europa was fitted with a 3-liter V-12 designed by Gioacchino Colombo and which was a development of the engine first seen in the 166, Ferrari's first car. It would continue through development to power Ferraris into the 1960s.

Ferraris of the period were, as pre-war cars had been, chassis to be clothed by independent

carrozzerie. Giovanni Michelotti penned some wondrous designs for Vignale in the early 1950s, none more so than those built to clothe Ferrari chassis. While Ferrari would become intimately linked with Pinin Farina (later 'Pininfarina') in years to come, when it comes to the early road going Berlinettas it is the style of Michelotti as realized by Vignale that defined much of

what people saw as the non-racing side of Ferrari. These cars at their best are dramatic and flamboyant, most often seen in two-tone color schemes and full of fascinating and beautifully realized details in the arrangement of lights, vents and chrome trim.

The Vignale bodies lent an air of sophistication to chassis which were still, even by the middle of the decade, really more suited for competition driving than journeys to the opera. Nevertheless, they did their job in drawing wealthy businessmen, playboys and entertainers, seducing them with dashing lines and the sound of that jewel of a V-12 engine, whose companions were heard in races around the world. There would be only 20 250 Europas built until the model was succeeded by the Aurelio Lampredi-engined 250 GT Europa in 1955.







0313 EU at the 1954 New York Autoshow.



0313 EU in the USA in the 1950s.



0313 EU at the 1954 New York Autoshow.

The Motorcar Offered

Visitors to the 2nd World Motor Sports Show held in January 1954 were treated to the sight of an aggressive, diminutive yet elegant looking sports coupe along a wall- sandwiched between a low 'spider' and an open-wheel formula racing car. That very car was chassis 0313 EU, on offer here. Finished in a sophisticated two-tone color combination of Tobacco with *Bruno*

Siena over beige leather, this coupe was sold to the US importer Luigi Chinetti, and shipped to New York that very month. When on display at the show it had been repainted red with black, perhaps to make it fit better with the competition cars beside it.

It is presumed to have stayed with Chinetti for some time, as according to the very complete history of 0313 EU compiled by famed Ferrari historian Marcel Massini, the car was owned by Mike Garber of Framingham, Massachusetts by 1958 and in April of that year was sold to George H. Parker of Rome, New York by Gaston Andrey. It is next recorded to have been resident in San Diego, California in 1960 and reported to have been painted once more, this time in purple. Compounding this assault on aesthetics, the original Ferrari V-12 was temporarily removed and a supercharged Chevrolet

engine installed. This was a not uncommon occurrence in the time, as owners sought to both add power inexpensively and eliminate the maintenance requirements of Italian V-12 engines. In addition the bumpers were removed, along with the rear bright trim and the nose repaired after slight damage.

In 1967 the Ferrari was sold to Leonard Renick, Manager of the Fullerton, California dealership Phil Renick Cadillac which was also a Maserati agent. Photographs of the car during this period can be seen in Dean Batchelor's book *Ferrari Early Berlinettas and Competition Coupes* as well as in Marcel Massini's seminal work, *Ferrari by Vignale*. The recorded owner of the Europa in 1968 was Philip Stanton of Los Angeles, California who displayed the still V-8 engined car at a local show. Next, it was sold to Brian Burnett of Ferrari of Los Gatos,





Los Gatos, California in 1976 who sold it along to Constantine Baksheef and Alec Sokoloff of Palo Alto. In this period, the original engine for this car, 0313 EU, was sold to Giovanni Londi of West Covina, California and later sold on to Patrick Smiekel who installed it in a Ferrari 250 Europa chassis #0325 EU.

Baksheef and Solokoff sold 0313 EU to Tom Shaughnessy of San Clemente, California in an unrestored state and it was featured 'as found' in the 2004 issue 7/8 of the newsletter of the Ferrari Club of America Southwest Region 'Sempre Ferrari'. That August, Shaughnessy showed the car as discovered at The Quail, A Motorsports Gathering. It was sold to the current owner in September, 2009 and brought to Switzerland where the restoration of the Ferrari began, carried out in the owner's own private shop.

As can be imagined the work to be done was daunting. However, the body was very complete and original as was the suspension. The attention to detail and correctness was almost obsessive. As an example, to obtain the precisely correct *Bruno Siena* and *Tobacco* shades for the body, the owner is said to have searched out and employed a 25-year old nitro-cellulose lacquer paint. The leather used in the interior was from the same Swiss shop which had supplied the original in 1953.

The restoration was documented in two large binders, one of which holds documentation. This consists of the current FIVA documents, copies of the original build and testing sheets (*Foglio di Montaggio*), copies of period photographs and for sale advertisements from the car's history. Also included in this binder are extensive restoration photographs,

documenting the work on all aspects of the car, from mechanical to bodywork to soft trim. All the component identification number stampings are also photo documented. The other is a 'patterns' binder containing all the details researched and decided upon during the work. It includes the panel with the paint sample spray for the body, an example of









each original screw, nut, bolt and clamp as taken from the car when it was dismantled so they could be matched exactly on rebuilding, along with samples cut from the original wiring loom, insulation and interior fabrics, all meticulously listed and preserved for guidance in the work to be done.

The Europa was finally restored to Ferrari motive power during this work, with a period, model correct engine, #0331 EU being installed. The restoration was completed in December, 2011 and the following May it was shown at the Concorso d'Eleganza Villa d'Este in Cernobbio, Italy where it received the 'Trofeo Foglizzo' for best interior design. In November of 2012 it was the subject of a color feature in the Belgian magazine 'Red Racing Green', Issue #18. It received Ferrari Classiche Certification #3440 F on February

14, 2013 and was the cover car of the April/ May 2013 issue, #194, of *Cavallino* magazine and the subject of the twelve-page main feature, written by historian Alan Boe.

As offered today, this one-off Ferrari comes with its Ferrari Classiche Certification and those truly impressive Documentation and Patterns folders, in hardcover binders with chrome 'Vignale' scripts on their covers. Also present are a copy of the original Owner's handbook, a tool bag, jack bag and two sets of keys with period key fob.

Any Ferrari of this era is a very special motorcar indeed – however here is a one-off Vignale-bodied example of the legendary 250-series, boasting an impressive provenance. Its recent restoration has brought the car back to its original configuration, with



0313 EU at Villa d'Este Concorse d'Eleganza.



impeccable attention to ensure that every detail is just so. Eligible for the world's most exclusive Concours events, as well as the best driving tours such as the California Mille and the Colorado Grand, here is a spectacular Grand Touring Ferrari of the 1950s. Even better, in the company of the world's most exclusive collectors' cars, you will never see another like it driving down the road.
\$2,800,000 - 3,400,000



The March 1963 Car and Driver road test
Stan Hallinan Collection
1962 Shelby AC Cobra

Chassis no. CSX2034

260ci OHV V8 Engine
 3 Two-Barrel Carburetors
 260bhp at 5,800rpm (with single carburetor setup)
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Girling Disc Brakes

- * *Incredible time-warp condition*
- * *Very early example of Shelby's Cobra*
- * *Documented provenance in the Shelby Registry*
- * *Only two owners from new*
- * *Great candidate for Preservation Class Concours showings*



The AC/Shelby Cobra

For dedicated enthusiasts of any great, collectible sports car marque, certain purchasing opportunities present themselves perhaps only once in a lifetime. Bonhams is today privileged to be able to make a discerning connoisseur's dream come true with this fantastic time machine of an AC/Shelby American Cobra Roadster.

The extraordinary example offered here is understood to have been the road test AC Cobra featured in *Car and Driver* magazine in March, 1963. Reading that feature story and examining the associated photographs and data panel must have been many an American enthusiast's introduction to former Le Mans 24 Hours race winner Carroll Shelby's pragmatic and brilliant sports car concept. Frustrated by seeing the great handling capabilities of so many British sports cars going to waste due



to prosaic engines which were usually both under-powered and overweight, Carroll Shelby had combined Ford V8 horsepower with the John Tojeiro-conceived twin-tube chassis frame and all-independent suspension of the British AC Ace Roadster.

The Motorcar Offered

As one of the pioneering 260-cubic-inch engined early Cobra roadsters, 'CSX2034' offered here enjoys unique stature as one of the foundation stones of the Shelby American marque's marketing program, and the fact that it can now be offered here in such unspoiled 'time-warp' condition bears silent testimony to the extraordinary love for fine automobiles that was demonstrated throughout his long life by late owner Stan Hallinan of Bow, New Hampshire.

The Shelby Registry tells the story of 'CSX2034' - which Mr Hallinan preserved virtually unused for nearly 50 years - like this: "Invoiced to Shelby American 10/22/62. Shipped to N.Y." - from AC Cars Ltd at Thames Ditton, Surrey, England - "...2034 was invoiced on 11/30/62 to Tasca Ford (E. Providence, RI) for \$4,995.00, with a heater (\$65), for completion and retail





CSX2034 as featured in March 1963 *Car and Driver* article.

Photo: *Car and Driver*.

sale. It is unclear whether Tasca or a Boston-area dealer originally sold 2034".



This now fantastically-preserved, incredibly low-mileage, time machine of a Cobra Roadster was sold to first private owner James Hall, who then ordered a triple twin-choke carburetion kit for it via Grappone Ford of Concord, New Hampshire, the company for which Stan Hallinan worked. The Shelby Registry entry for 'CSX2034' then tells the coda to this story concerning first owner Mr Hall, who: "...within a matter of months, lost his driving license following a rash of speeding citations".

Unsurprisingly, "Anxious to unload the Cobra, Hall offered the car for sale in the 12/63 issue of *Car and Driver*: 'AC Cobra 1963 260. 1,000 original miles, never raced. Six Blue Streak tires. Ready to go'." Unfortunately for Mr Hall the car failed to sell, but Stan Hallinan at Grappone Ford had showed consistent interest – and one suspects some

sympathy for the increasingly unfortunate would-be vendor. Again the Registry tells the story: "When a buyer failed to materialize, Hall asked Stan Hallinan....to do him the immense favor of taking the car at a bargain price. Hallinan, ever the martyr, took the car off Hall's hands, and has preserved (it) in its original condition ever since".

This extraordinary story of motor trading sympathy extending into connoisseurial conservation, continues: "Used only for two summers after its acquisition in 1964, 2034 was placed in storage showing 4,200 miles on its odometer. As of the late '90s, it remained there" – in a well-kept and dry barn upon Mr Hallinan's property – with 5.5-inch painted wire wheels, a 1965 NH inspection sticker on its windshield, and the Shelby 3x2V carburetor set-up installed in '63..."





This lovely, low-mileage, privileged survivor is believed to be the lowest-mileage and most-original example of its early 260ci type, and when Bonhams' specialists first withdrew it lovingly from its long-term storage what else could they do but stand in silent awe and admiration...for here these immensely experienced classic and collectible car old-hands recognized how privileged they were to be handling such a unique machine.

Shelby Cobra 'CSX2034' as offered here is just so much more than a little-used, slightly time-worn, 50-year old sports car. It is instead a surviving window into the products and practices of the 1960s – an early product of Le Mans-winning racing driver Carroll Shelby's entrepreneurial talents and driving ambition. When it was last used at all extensively on the highway, Lyndon Johnson was still President,

Ronald Reagan was thinking of running for the Governorship of California, Simon & Garfunkel were extolling *'The Sound of Silence'* and the Beach Boys were experiencing *'Good Vibrations'*. The very best of that era has survived in good order, and commands enduring respect... Frozen in time though '2034' might be, it is plainly a car that can so easily be thawed-out...and unlike its human contemporaries it can fully relive its youth.

The road test report which appeared in *Car and Driver* magazine was headed simply 'AC Cobra – The AC chassis gets a 4,261cc does of just exactly what it's always needed'. That pretty much says it all. As did the opening brief paragraph of 'C&D's report: "Very simply stated, the AC Cobra attained higher performance figures than any other production automobile we have tested. And it did it with the 'street' engine."

Still the magazine's journalists described how "Our test car had the lesser state of tune..." – confirmed by their data panel which confirms the car was tested with single Holley carburetor in place, as pictured in the road test article. However, the tri-carb setup's installation on 'CSX 2034' in 1963 is documented by the Shelby Registry, which lists the "3 x 2v intake manifold" as a "Racing Option". These are themselves defined as "options which could be installed by the factory by special order or by the dealer after ordering the parts through Shelby American".

Significantly, the Shelby Registry also notes that there were only 75 260 cubic-inch-engined Cobras produced – comprising 62 street cars while the balance were a mix of factory team cars, independently prepared race cars, and one Dragonsnake. It is worth



noting that many of these Cobras (including all the factory-prepared race cars and the Dragonsnake) were subsequently re-engined with the later 289-cubic-inch Ford V8 power units, so certainly today far fewer than 75 of these very early Shelby Cobras survive – as does 'CSX2034' offered here – with their original '260s' still installed as the heart of the beast.

The *Car and Driver* staffers of 1963 found that while the Cobra's torque characteristics were "incompatible with most street driving" they found that "At racing speeds (the independent rear suspension) is highly satisfactory, each wheel staying on the ground and no more than one deflection per bump being permitted by the hard springs and the efficient shock absorbers. This ride gives the driver great confidence and helps improve his feel of the forces acting on the

car, with the result that after a few hours at the wheel at high speeds he begins to feel like an integral part of the machine."

These experienced road testers then made this remarkable observation: "Few modern sports car can really give this impression – but then the AC Cobra is not so much a modern sports car as a traditional sports car brought up to the minute..." – which perhaps is where Carroll Shelby's true genius really manifested itself in the Cobra concept, and in its cooperative trans-Atlantic execution. He tapped into a deep desire amongst motor-minded young men – of all ages – to provide a road racing sports car with real muscles and real hairs on its manly chest. And this is surely it, manifested in '2034' now offered here, in the purest and most un-alloyed sense untouched, untroubled and unmarked by the passage of time. Here is

a fantastic opportunity to acquire a remarkable motor car. It is, in fact, 51 years young.
\$850,000 - 1,100,000



*The Stan Hallinan Collection***1966 Lotus Cortina MkI**

Chassis no. BA74FT59409

1,558cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

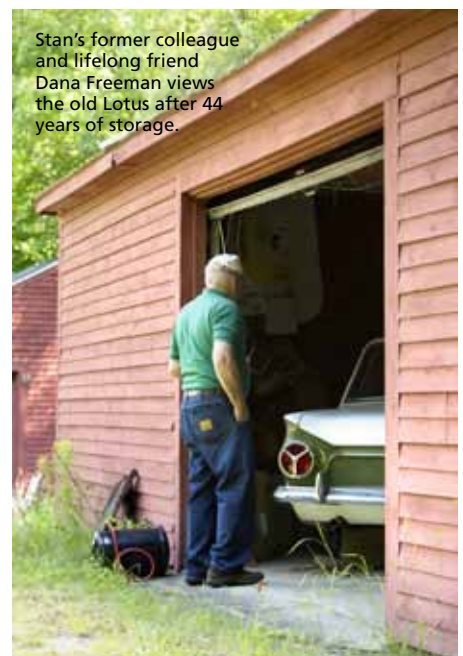
105bhp

4-Speed Manual Transmission

Independent Front Suspension, Rear Leaf Springs

Front Disc, Rear Drum Brakes

- * *Only 6,247 miles from new*
- * *Unmodified, unmolested, totally original example*
- * *Icon of the Swinging Sixties*
- * *Desirable late Mk1 example*
- * *Only one owner from new*



Stan's former colleague and lifelong friend Dana Freeman views the old Lotus after 44 years of storage.

The Lotus Type 28

The immortal Lotus Cortina by Ford of Dagenham, in England, is one of the most charismatic, best loved and universally successful high-performance cars ever to represent the great globalized American company's famous blue-oval badge.

Production began in February 1963, with homologation being achieved in September 1963 despite production not yet having reached the FIA's 1,000-off minimum. Jim Clark, Graham Hill, Jackie Stewart, Vic Elford, Jack Sears, Sir John Whitmore, and Jacky Ickx all raced Cortinas. Jim Clark – multiple F1 World Champion and Indy 500 winner, also won the 1964 British Saloon Car Championship in his works version.

The production Lotus Cortina was itself updated, the 1965 homologation model returning to leaf springs in place of coil-springs at the rear. The engines were tuned by 1962 F1 World Champion constructor BRM. By the end of production late in 1966 it is believed that some 2894 Lotus Cortinas had been built, virtually all finished in Ermine White with Sherwood Green body band and flash. In 1967 a Lotus Cortina Mark II followed, assembled by Ford not Lotus, and therefore not allocated a Lotus type number.





The Motorcar Offered

Retrieved from the late Stan Hallinan's magical storage barn concurrently with this remarkably discerning enthusiast's stunning Lister-Chevrolet (Lot 163) and Shelby AC Cobra Roadster (Lot 161), this Lotus Cortina sports saloon is one of the most incredible 'time machine' cars that our experienced team have ever had the privilege to handle.

Hallinan purchased his Cortina new from Grappone Ford, of Concord, New Hampshire, where incidentally he worked at the time. The date of his purchase was recorded as November 22nd, 1968. He drove it sparingly over the course of the next few summers, accumulating just over 6,000 miles before the Cortina was parked and carefully stored for the next 40+ years.

Opening a door one finds an almost unmarked, amazingly well preserved while charmingly patinated interior which is being passed down to us from the era of the 1960s. The effect is as if the '70s-80s-90s-noughties have never happened. Or if they really have happened to the rest of us mere mortals, then this magnificent Lotus-Cortina played no part in them. It is – as with the other Stan Hallinan Collection cars – a machine which time passed by.

Only very, very rarely today do untouched as-original motor cars emerge onto the open market. There is an ever-diminishing world treasury of unrestored, unsullied cars surviving. As this number diminishes, and as appreciation of such treasures grows within the automobile

fraternity worldwide, so customer demand is outstripping supply. Originality, once lost, can never be regained.

So here we are privileged to offer the most remarkably attractive Ford Lotus Cortina – or Lotus Type 28 – that our hugely experienced team has ever had the delight to encounter. For us the relationship in recent months with this amazing time-warp Lotus-Cortina has been memorable. For a discerning connoisseur of all things Ford, or Lotus, we doubt we will ever – ever – encounter another one quite like Mr Hallinan's now offered here. This is, therefore, a one-time opportunity.

\$50,000 - 100,000

*The Stan Hallinan Collection***1958 Lister-Chevrolet 'Knobbly' Sports-Racer**

Chassis no. BHL 115

Engine no. 3731548 (see text)

283ci Chevrolet V8 Engine

Rochester Fuel Injection

Approximately 300bhp

4-Speed Manual Transmission

Independent Front Suspension, de Dion Rear Axle with Coil Springs

4-Wheel Girling Disc Brakes

- * *The most original Lister in existence*
- * *A historical document that has been preserved untouched*
- * *A true investment-grade car for the connoisseur*
- * *Sensational Chevy V8 performance in a light frame*
- * *Documented in Doug Nye's book Powered by Jaguar*

**The 'Knobbly' Lister-Chevrolet**

It was in February, 1958, that Cunningham-bound Lister-Jaguar 'BHL 101' was first shown to the British motoring press at Cambridge immediately upon completion. Its muscle-bound new body form created an instant sensation – and 'The Knobbly Lister' had been born...

Brian Lister had styled this entirely distinctive body form to weave its way brilliantly through FIA 'Appendix C' screen-height regulations and to minimize frontal area despite the considerable height of the model's primary power unit – the iron-block twin-overhead camshaft 6-cylinder Jaguar XK engine. The new design's nose bonnet section featured deeply scalloped valleys between the front-wheel fenders and a central hump enclosing the engine. At its rear end this cam-box clearance hump fell away sharply to a low-level scuttle, from which the windscreen Perspex then rose to the required regulation height – being measured (most significantly) from well below



overall engine height. The rear body section deck was then level with the top of the windscreen, with flaring rear wings enclosing the wheels and a shapely headrest behind the driver.

Brian Lister had drawn this body shape in elevation and section, before presenting his drawings to Cavendish Morton who produced

an artist's impression perspective painting. This was put out as a 'taster' to the press before the first car was built. The aluminium body panels for the production run of cars were then formed by Williams & Pritchard in Edmonton, North London. Len Pritchard had wartime aircraft industry experience of forming lightweight magnesium-alloy panels and he suggested to Brian Lister that panels in magnesium instead of aluminium could save half the weight...despite doubling the price! Brian Lister then offered 'Knobbly' bodies in aluminium or magnesium-alloy to customer choice.

The small-block Chevrolet V8 engine became an immediate option for the Lister chassis and its 'Knobbly' bodywork, promoted most enthusiastically by Carroll Shelby and Jim Hall in Texas, and taken up as a Jaguar alternative by Alfred Momo, Cunningham and other American customers and distributors.



Bonhams specialist team aided by some of Stan's friends extract BHL 115 from storage after some 50 years of single ownership.

The Motorcar Offered

Here we are delighted to offer one of the most important of all surviving 'Knobbly' Lister-Chevrolet sports-racing cars. It is not one with any competition history, nor is it a car which was campaigned long and hard by the great and the good. Instead it is a barely used, un-raced time machine – a car upon which the fingerprints of its original manufacturers could still survive. It is a car which has been stored virtually since new in the ownership of a contemplative owner, Stanton Hallinan of New Hampshire, who had wonderful taste in the cars he acquired; little apparent ambition ever to use them very much, yet the mechanical knowledge and sympathy to preserve them in remarkably good order considering their minimal use.

This unique Lister-Chevrolet was supplied new to accept a Chevrolet V8 engine within the American market. It was manufactured at the



Abbey Road, Cambridge, factory of Brian Lister (Light Engineering) Limited. While it originated in the ancient old British university city, it was intended to fulfill an original order from American entrant Mrs Henry Clark Boden IV. She was a member of the immensely wealthy du Pont family, having been born in Delaware in 1907 as Marguerite du Pont de Villiers-Ortiz. She

enjoyed many sports as an enthusiastic sponsor and while she ran race horses on the American turf she also enjoyed fast cars. Her thoroughbred bay gelding 'Kelso' was a great-grandson of the illustrious 'Man o' War' and became even more famous. The horse raced for some eight seasons and earned more top honors than any other American race horse. Born in 1957 in Maryland, he won 39 races, and even had his own fan club. Upon her second marriage Mme du Pont became Mrs Henry Clark Boden IV. She had a child named Kip Kelso Boden and founded her Kelso motor racing team in 1957, running an ex-Bill Lloyd Maserati 300S, while her Kelso Autodynamics company – based at 1205 King Street, Wilmington, Delaware, held a Jaguar agency in addition to becoming one of the Lister company's four US distributors in 1958-59.

Dana Freeman was office manager of Lister's



other East Coast distributorship, Auto Engineering of Marrett Road, Lexington, Massachusetts and he recalled how in 1958, Mrs Clark Boden had flown in to collect a brand-new Lister-Chevrolet which they had been able to obtain quickly to satisfy her order from England.

However, Mrs Clark Boden took one look at the brand-new car – commented that it had cast-iron brake calipers fitted instead of the lightweight alloy-bodied type that she had specified, and when she was ‘soft-soaped’ by a rather patronizing salesman there she reacted volcanically by tearing-up her contract, scattering it like confetti, telling the salesman to keep ‘his’ car and swept off to the local airport.

She promptly called Carroll Shelby in Dallas, found that he had a Lister-Chevrolet immediately available, and so it was that car – chassis serial

‘BHL 114’ – which subsequently became famous as her ‘Kelso Lister-Chevrolet’ or ‘The Kelishev’. The almost matte black-liveried car was prepared in her own workshops in Washington DC, at a location known as Foggy Bottom, and the car’s nickname – ‘The Black Beast of Foggy Bottom’ would be inscribed in discreet gold letters on the car’s ebony flanks.

This sequence of events left Auto Engineering in Lexington holding Lister-Chevrolet ‘BHL 115’ as unsold stock. Having lost their demanding original customer to Shelby-Hall in Texas, there was little Auto Engineering could do with the car save advertise and hope. But it remained unsold into 1960, some of the time in store as Dana Freeman recalled: “The mechanics found it a handy place to sit in and eat their lunches”. Nothing ages so rapidly as last year’s obsolescent racing car...

However, one face became familiar at Auto Engineering, always looking at the car, and evidently interested in the possibility of it ever becoming affordable for him. This was 27-year-old Stan Hallinan who eventually agreed to purchase ‘BHL 115’ for \$5,000, the date of his purchase being recorded as January 18th, 1962. He subsequently used the car very sparingly, only for very minor timed tests and gymkhana-type competitive events, as at Norwich, Maine and Clairmont airports, and occasionally – as Mr Hallinan would lightheartedly recall – for some diverting, mainly nocturnal, motoring on the public roads of New England.

Dana Freeman recalls that due to import tax and Customs Duty implications, his work in arranging delivery of the car from Lister in England had been a particularly complicated and time-consuming process.









Auto Engineering had eventually sourced a 283 cubic-inch Chevrolet V8 engine for it from the Momo Corporation – Alfred Momo being racing manager and technical director of the renowned Briggs Cunningham Racing Team which had dominated the US Road Racing Championship with Walt Hansgen and Ed Crawford driving its dominant Lister-Jaguars



and Lister-Chevrolet. Briggs Cunningham had also taken a quasi-works team of Chevrolet Corvettes to the Le Mans 24-Hour race in 1960, and the engine eventually fitted to 'BHL 115' is recalled as having been a spare power unit prepared in period for that campaign.

Mr. Freeman recalls that the car had to be returned to the Lister works in Cambridge, England, for the Chevrolet V8 engine to be fitted there. It was then taken to Silverstone for a brief shake-down test, after which the power unit was removed and car and engine then shipped back separately to the US to qualify for the most advantageous tax and duty rates.

While Stan Hallinan was content thereafter to preserve his Lister-Chevrolet in dry storage on one of his properties, he encountered near-disaster one winter when he found that frost had split this

original engine's block. He reacted energetically by having the power unit speedily rebuilt with its original Chevrolet Engineering internals being re-assembled into a new original-type block. The original Chevrolet V8, though disassembled, was retained and accompanies the car today. Thereafter this remarkable 'time machine' motor car slumbered on...being retained in almost completely original condition – even down to its original-equipment Dunlop Racing front tires.

The Lister retains full road equipment, including a handbrake, horn, spare tire, top frame, plexi side windows, mufflers, and lighting equipment – the original Lucas "Le Mans 24" headlamp lenses still in their place. A May 1963 Department of Motor Vehicles Inspection sticker is still present in the windshield. Mr Hallinan did take it out to one Lister reunion event at Lime Rock in 1992. The event was attended by original constructor



Brian Lister who expressed amazement at "... absolutely the most amazing time-warp car I have ever seen...!". He found it doubly amazing that he could recognize much of the typical signature handiwork of his small team of long-faithful British craftsman employees.

Over the years many classic car and vintage racing enthusiasts beat a path to Stan Hallinan's door to inquire about his long-preserved quality cars with such minimal mileage and effectively zero wear and tear. Mr Hallinan was an affable host to a select few and certainly enjoyed discussing his cars and their qualities with fellow enthusiasts, but he would never sell. After his passing last October they have now come to the market. We at Bonhams are privileged to have been selected to offer this self-described, lifelong, 'gearhead's fabulous preservation pieces for sale to kindred spirits – and as we

tenderly wheeled 'BHL 115' out into the light of day the long years simply fell away – and for us the late-1950s and the Golden Age of American road racing was suddenly alive again.

Today these cars play a major role in historic sports car racing throughout both the USA and Europe. As offered here 'BHL 115' survives as a unique historic document for the contemplative collector, while also having self-evident potential as an active historic racing car for a new 'user' owner. One thing is beyond all argument – here we are offering not only the most original, totally unspoiled, of all Lister sports-racing cars. The car is also, arguably, one of the most original and totally unspoiled of all competition cars, of all time. That is a big claim, but it's a big car in so many ways – a big, muscular 'Knobbly' by Lister of England, preserved for posterity over so many long, long decades by Hallinan, of New England.

Lister-Chevrolet 'BHL 115' lives – and after so little use, barely showing her age, she is available right now to meet a new partner.
\$1,500,000 - 2,500,000

Offered on a Bill of Sale.



1962 Chevrolet Corvette 327/340bhp

Chassis no. 20867S100504

Engine no. F0132RE

327ci OHV V8 Engine

One 4-Barrel Carter Carburetor

340bhp at 6,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- * Beautifully restored Corvette
- * Desirable last-of-the-line C1 model
- * Fitted with the 'must-have' 4-speed manual transmission
- * Powerful 340bhp specification
- * The perfect car to drive to the Reunion to celebrate Corvette



The C1 Corvette

There was no doubt in GM General Manager Ed Cole's mind that the Corvette had needed a V8 engine. Work on what became the 1955 V8 began as soon as Cole was installed as head of the Chevrolet Division. With it, the Corvette was transformed from an acceptable and attractive boulevard cruiser to a genuine performance machine. It was then down to Harley Earl's team of designers to upgrade the package, which they did with the introduction of the 1956 model. A stylish new design, wider and wilder than its predecessor, the Corvette gained popularity among America's youth, and with continuous styling refinements and updates, remained fresh. By 1958, the 'Vette featured a four-headlight front end and more chrome trim, while engine packages continued to grow in output. In 1961 the Corvette again received a substantial cosmetic re-do, with the primary changes at the rear, which became far more

sleek and modern. This look would carry over to the 'Stingray' C2 model introduced in 1963. At a base price of \$4,038, the new Corvette crossed the \$4,000 mark for the first time, but sales jumped nearly 50%, to 14,531 units.

The venerable 283 cubic-inch engine was no longer available, having been replaced by the new 327 cubic-inch V8. Dual four-barrel carburetors were no longer available; a single fuel injected engine package with 360bhp was optional. These 'last-of-the-line' 1961-1962 Corvettes are considered by many to be the most desirable early Corvettes, with sleek styling and increased power and driveability from the 327.

The Motorcar Offered



The 504th Corvette built for the 1962 model year, this beautiful example is believed to have spent the majority of its life in the Portland, Oregon area. A substantial restoration must have been performed at some point in its life, as close inspection shows a thoroughly refurbished car, with expertly plated hardware throughout. Finished in the period color of Rally Red, the



Corvette presents very well today. The paint is bright and clear and is beautifully accented by well-kept bright work, and a black canvas top is neatly stowed under the top boot.

The engine compartment is tidy and appears correct, with the exception of a more modern alternator being fitted. Here rests a powerful V8 engine, the heart and soul of any Corvette. Fitted with the most desirable 4-speed manual transmission, this Corvette is optioned how most would want it. The car rides on classic-looking radial tires with the correct thin white-wall treatment, giving it the right look with the spinner hubcaps in place. A fun car for the weekend, and a fitting way to celebrate Corvette's 60th Anniversary, here is a beautifully presented example of the final evolution of the classic C1 Corvette.

\$50,000 - 60,000



165

1963 ½ Ford Galaxie 500 R-Code Factory Lightweight

Chassis no. 3N66R144637

427ci OHV R-Code V8 Engine

Twin Holley 4-Barrel Carburetors

425hp at 6,000rpm

4-Speed Borg-Warner T-10 Manual Transmission

Heavy-Duty Independent Front Suspension, Live Rear Axle

4-Wheel Heavy-Duty Police Interceptor Drum Brakes

- * *Eligible for many vintage racing genres*
- * *Brilliant example of Ford's "Total Performance" program*
- * *Only three owners from new*
- * *Very few miles since restoration*
- * *Extremely rare authentic factory homologation special*



The R-Code Galaxie Lightweights

In the early 1960s, Ford, General Motors, and Chrysler Corporation slugged it out door handle to door handle on the nation's drag strips, NASCAR ovals, and road-racing circuits. Manufacturers stuffed the largest-possible engines into their full-sized two-door models to create true performance versions. To meet FIA and NASCAR displacement rules, these immensely powerful motors were limited to seven liters, or just over 427 cubic inches. Thus were born the 426-inch motors from Dodge and Plymouth, 421s from Pontiac, and 427s from Chevrolet and Ford.

Recognizing that these big sedans would go faster and accelerate more quickly if they shed some weight, factory engineers looked for ways to eliminate every possible pound. The 1963 ½ Ford Galaxie 500 Lightweight "Sportsroof" hardtop was Ford's response,

built on lighter frames intended for a 300-series sedan, and utilizing various heavy-duty brake and suspension components in addition to lightweight panels, and of course the big 427. The R-Code Galaxie Lightweight is thought to be the only full-sized Ford to obtain FIA Homologation.

The lightweight Galaxies competed in multiple disciplines, from NHRA drag racing and NASCAR competition, to road racing in touring car classes in the UK, Australia and South Africa. Thanks to their extensive racing applications in period, they are today eligible for many forms of historic motorsport.

The Motorcar Offered



The example offered here is one of only 212 built to drag racing specification at the direction of Ford's Merchandising Department. It is equipped with a correct R-Code 427-cubic inch NASCAR V8 engine with dual Holley four-barrel carburetors, solid lifters, and cast-iron headers developing 425 horsepower. There is a Borg-Warner aluminum-cased T-10 four-speed



transmission, RC Industries NHRA-approved aluminum bellhousing, stiffer springs and shocks, Ford Police Interceptor rear axle with 4:11 gears, Interceptor heavy-duty drum brakes, steel 5.5 x 15-inch Kelsey-Hayes Interceptor wheels with "dog-dish" hubcaps, a fiberglass hood, front fenders and inner fenders, aluminum bump-ers and mounting brackets, and Bostrom "Thin-line" lightweight bucket seats, a pair of which weigh about half of what a standard bench seat scales.

The interior is bare-bones; the normal carpeting replaced by simple rubber floor mats. There are delete plates where the heater and radio would be, and the interior roof supports, dome lamp, and armrests were left out. There are no springs to support the hood. Even the back-up lights and rear-view mirrors were deleted in the interest of reducing weight.

This car is believed to have been originally delivered to a Ford dealership in Hawaii. There being few opportunities to race in the islands, the car remained unsold. Eventually, the Galaxie found a buyer, but the customer apparently didn't roll up many miles; the odometer reads a mere 6.9, although it is not known if this is an accurate figure. When it was discovered and purchased from the second owner about seven years ago, both the engine and transmission were missing from the otherwise quite complete chassis. The vendor states that a correct R-Code 427ci/425hp engine and T-10 transmission were acquired from a donor car, and along with the rear axle, were rebuilt by Garage Motorsports in Vancouver, Washington as part of a thorough, six-year, bare-frame restoration. The body was stripped to bare metal, all trim refinished to factory

specification, and the thin aluminum bumpers polished to as-new appearance. The body was repainted in its original color of Corinthian White and retains its original factory-applied "For Racing Use Only" disclaimer label inside the glove box.

This rare factory-built Galaxie Lightweight is representative of a very important part of Ford's competition history, and with its shattering performance would make a marvelous addition to any serious collection of American racing machines.

\$150,000 - 200,000

1961 Alfa Romeo Giulietta Spider

Chassis no. AR 10103 171827

Engine no. AR 0010229591

1,290cc DOHC Inline 4-Cylinder Engine

Single Solex Carburetor

91bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Finned Drum Brakes

- * *Beautifully presented Giulietta*
- * *One owner for 47 years*
- * *Tastefully refurbished largely original example*
- * *Delivered new to the US*
- * *Eligible for many great driving events*



The Alfa Romeo Giulietta

With the introduction of the 1300cc Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterize its finest offerings from that point on. The Giulietta's arrival caused a sensation; demand quickly outstripped supply, causing Alfa Romeo to rethink its production strategy and become, for the first time, a high volume manufacturer. The original Giulietta Sprint Coupe of 1954 was soon joined by a more practical Berlina and a charming Spider, the latter sporting elegant coachwork designed and built by Pinin Farina. The original 750 series Giulietta later evolved to the 101 series, lengthening the wheelbase by two inches, providing better driver comfort. Giuliettas soon became known for their intelligent engineering, brisk performance, great handling and good looks. The dual overhead camshaft alloy engine, fully synchronized manual transmission and large, finned drum brakes made them a favorite among sports car enthusiasts.

The Motorcar Offered



Completed at the Milan-based Alfa Romeo works in late 1961, the charming Giulietta offered here was built for the US market. Sold new in Seattle, Washington, the car's first owner is believed to have been a member of the Bullitt Family, local radio and television broadcasting tycoons. A few years later, with

just 12,000 miles on the clock, the Giulietta was sold to Harry Jones of Bothell, Washington. The Alfa would remain in Mr. Jones ownership for the next 47 years, averaging just 1,446 miles a year, while being carefully maintained mechanically and cosmetically. The car was the subject of an online newspaper article in April 2010, which highlighted its original nature and long-term ownership.

The largely original and preserved Spider was finally sold in late 2011 to another Washington state resident. The new owner embarked on a top end refurbishment of the engine soon after purchasing the Spider. The cylinder head received new valves and guides, as well as a new timing chain. New Koni shock absorbers were installed to ensure the great handling these cars are known for. All mechanical work was performed by



Autostrada of Anacortes, Washington, the Alfa Romeo specialists who also supervised the cosmetic freshening.

The original Pinin Farina body had suffered some minor scrapes over the years and those areas were carefully refinished and blended in for the beautiful overall finish seen on the car today. The bumpers were replated, and many smaller details of the exterior were corrected. In the cockpit, the seats were re-trimmed in the correct pattern, the seat frames were rebuilt and powder coated, and the door panels replaced. The original rubber floor mats were showing wear and were replaced with new English Wilton wool in red with the correct rubber firewall mat. A new top was neatly installed onto the restored original frame, with newly plated latches and links, and a new top cover was installed.

Upon close inspection today, it is clear that this appealing Alfa Romeo is a wonderful blend of preservation and thoughtful refurbishment. This beautiful Giulietta Spider from arguably the best era of Italian motoring would be a great car for spirited drives, or a suitable entry to some of the best rallies around the world.

\$55,000 - 75,000
Without reserve

Please note that this vehicle is titled as 1963 and with chassis number 171827



167

1970 Porsche 911T 2.2 Coupe

Chassis no. 9110101264

Engine no. 6108611

2,195cc SOHC Flat 6-Cylinder Engine

2 Zenith Carburetors

125bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Exceptionally well preserved example*
- * *Matching numbers with original California license plates*
- * *Delivered in rare special order color 'Gras Grün Metallic'*
- * *Factory optioned with Fuchs wheels, Koni shocks and sway-bars*
- * *Offered with Porsche COA, history file, original books and tools*



The Porsche 911

The most historically significant of all Porsche models, so far, has undoubtedly been the 911. Introduced in 1963, it would be the mainstay of Porsche production for 30 years, retaining the same basic construction albeit constantly modified and uprated. With a layout broadly similar to the 356, the 911 had a steel platform chassis with springing by torsion bars, MacPherson front struts and rear trailing arms, though motivation came in the form of a flat-6 air-cooled engine and a 5-speed transmission, as first seen on the 904. Now 50 years later, early 911s continue to grow in popularity among collectors, prized for the purity of their driving experience as much as for their iconic shape.

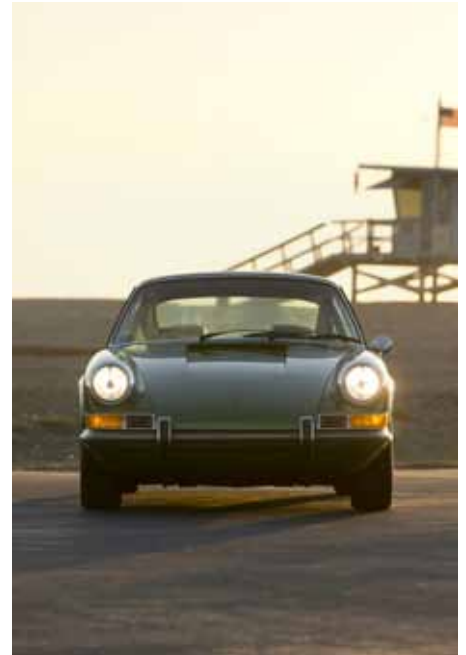
The Motorcar Offered



Offered here is an exceedingly original and carefully preserved example of the iconic, early 911. Completed at the Porsche factory on May 1st, 1970, this car was built for US delivery and equipped as seen today, with Fuchs alloy wheels, Koni shocks, front and rear sway bars, comfort equipment and tinted glass. The car

was painted in the same *Gras Grün Metallic* (8383) as it wears today, a vibrant, special order color, and fitted with the same black leatherette interior over charcoal carpets. As the car still has its original, blue California license plates, it appears that this is where the first owner resided. By the late 1970's the Porsche was owned by San Jose, California resident Mark Malone, who kept it until 1994, when he sold it to Fresno, California resident, Christopher Panoz. Mr. Panoz sold the car onto another Fresno resident shortly thereafter, before it was acquired by Jeff Russell, also of Fresno. The car remained with Russell until 2005 when it was purchased by the consignor.

Today this sporting 911 shows beautifully, with a subtle patina throughout the interior and exterior, excellent panel fit as only seen on original cars, and most importantly, the driving

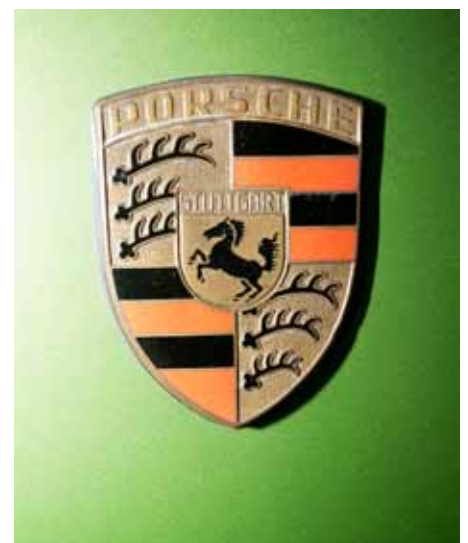


experience of a car that feels like it has never been apart. Most recently, the 911 received a thorough service, and sports new brake pads and rotors, new Vredestein tires in the correct 185HR15 size, while all other scheduled maintenance was attended to. Furthermore, a compression check was performed, showing even compression on all six cylinders.

Accompanied by a history file containing the car's Porsche Certificate of Authenticity, receipts and service records, as well as its original books and tools, this well kept 911 has been spared from misuse and neglect over the years. With fewer than 100,000 miles from new, it boasts a remarkably original interior, including its door panels, headliner, carpets, seats, dash board and so on, while much of its original paint is present. This 911 has benefited from careful maintenance and devoted ownership of but a

few, primarily California-based owners since new. In its striking special order color, this 911 represents the period it was built perfectly, and should be an enjoyable and highly usable collector car for its next owner.

\$35,000 - 45,000
Without reserve



168

Restored at a cost of more than \$80,000

1956 Studebaker Sky Hawk

Chassis no. 7810278

289ci OHV V8 engine

Single Carburetor

210bhp at 4,500rpm

Two-speed Flight-o-Matic automatic transmission

Independent front suspension - Live Rear Axle

Four-wheel hydraulic drum brakes

* *Offered from a Private Collection*

* *Comprehensive restoration*

* *Matching numbers*

* *Striking color combination*

* *Iconic Design*



The Sky Hawk

A one year model only, the Studebaker Sky Hawk heralded from the brief era of the merged Packard and Studebaker corporations and was one of four two door coupes offered, constituting a range on a singular theme: that of the dramatic coupe penned by the team at the Raymond Loewy Studio headed by Robert Bourke.

At the base of the range was the six-cylinder Flight Hawk, while the Power Hawk, Sky Hawk and Golden Hawk all were powered by V8s of increasing performance, 259, 289 and 352 cubic inch motors respectively. Although

the Golden Hawk may have drawn press for its performance, and some argue may have been the first muscle car based on its power to weight stats, Sky Hawks tended to be the better all round for handling though the additional weight of the 352 proved to make the series too nose heavy.

What is undeniable is their individual and distinguished looks, but unfortunately their high price tag of \$2,477 lead to modest production of a little over 3,000 units, or less than 5% of Studebaker production that year.

The Motorcar Offered



This striking Studebaker Sky Hawk was acquired by the current owners January 2005. The car was subsequently sent to WCD Garage in Northboro,



Massachusetts where a thorough restoration was carried out, at a cost of more than \$80,000. In completing this work the car's two tone black over primrose color scheme was retained and the interior matched in vinyl white/primrose.

Today, a few summers later, the car has gained some light age, most notably the hard headlining panels have started to detach from their mounts, but otherwise presents extremely finely.

With their individual and intricate design features, these Studebakers will always draw a crowd, this in its period guise and fabulous condition must be one of the finest around.

\$50,000 - 60,000



169

The Bruxelles Motor Show

1965 Ferrari 275GTS

Coachwork by Pininfarina

Chassis no. 07799

Engine no. 07799

3,285cc SOHC V12 Engine

260bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Delivered new as factory show car in Oro Chiaro over Rosso Scuro*
- * *Exceptionally well presented example with matching numbers engine*
- * *Prominent ownership history and kept by first owner for 34 years*
- * *One of Ferrari's best driving cars*
- * *Documented history by Ferrari historian Marcel Massini*



The Ferrari 275GTS

There had been open-top Ferrari road cars before the advent of the 250 series, but it was, chiefly, Pininfarina's offerings on the later chassis that established the convertible as a fixture of the Ferrari range. After the experimentation and variety which characterized the coachwork of the 250-series cars, the arrival of the 275 in 1964 brought with it bodywork being manufactured by Pininfarina themselves, with a considerably improved build quality. The chassis followed Ferrari's established practice, incorporating a multi-tubular frame tied together by oval main tubes, and for the first time on a road-going Ferrari there was independent rear suspension, this setup employing a double wishbone and coil-spring arrangement similar to that of the 250LM sports-racer. The adoption of a rear-mounted five-speed transaxle combining the now all-synchromesh gearbox and differential in a

single unit helped improve weight distribution, and this feature would characterize future generations of front-engined Ferrari road cars.

Car & Driver magazine had this to say: "Since the engine is heir to a V12 tradition that's gone on for almost twenty years, it's only natural that it should be the dominating factor in the car's personality, and that the whole car should have been developed around the engine and its own unique character. You can feel it as much as you can hear it. It has a taut, powerful rush of response that comes to you through the seat of your pants, through the steering wheel rim. The instant the clutch is engaged, the chassis takes on life and begins to move as a unit with the engine, it's an all-in-one-piece sensation that you normally feel only in racing cars, one that's unique to the Ferrari among normal passenger vehicles today."

The Motorcar Offered



Built during the last few months of 1965, this fine example of Ferrari's mid-sixties Spider, chassis no. 07799, was the 143rd 275GTS completed in a production run of just 200 cars. 181 of these were configured with left hand drive. 07799 was given Pininfarina body no. 175143, and finished in the excellent soft gold metallic color *Oro Chiaro* and fitted with a *Rosso Scuro* (red) interior.





It was a left hand drive example destined for European delivery, fitted with metric, kilometers per hour gauges. Upon its completion, 07799 was delivered by the Ferrari factory in-house delivery logistics team to the Belgian importer Garage Francorchamps SA, for display at the Bruxelles Motor Show, held early January of 1966. The striking new Ferrari Spider must have been what every attendee with a taste for Italian sports cars came to see – a thoroughly modern car tastefully finished in a very chic livery. It appears the car was only on loan to Garage Francorchamps, as 07799 was transported back to Maranello after the motor show.

In February 1966, 07799 was sold to its first owner, Juan Quintano Halpern of Madrid, Spain, through the Spanish Ferrari importer, Tayre SA, also based in Madrid. Mr. Quintano, a true

Ferrari devotee, was surely very pleased with the fine Italian thoroughbred, as he would keep 07799 in his collection for more than 3 decades, where the car benefited from dry central Spanish climate, and a single, devoted owner's stewardship. It was not until 2000 that Mr. Quintano parted with the Ferrari, when he traded 07799 for a Ferrari 206SP, chassis no. 018, a little more radical model of the marque!

The new owner embarked on a thorough mechanical and cosmetic re-commissioning of 07799, which at the time was believed to have had just 85,000 kilometers (53,000 miles) since new. The work included a change of the *Oro Chiaro* exterior to Ferrari's period correct and very popular, *Giallo Fly*, or Fly Yellow, a full interior re-trim in black and fitting of a new black convertible top.



The original, matching numbers engine was refurbished with new pistons, rings and bearings, a new clutch was installed and the suspension and braking systems all carefully restored as well. 07799 made its way to the US in 2001, where it was sold in August of that year at the Monterey Sports Car Auction. The new Florida-based owner would keep the car until the spring of 2003, when 07799 sold to a prominent collector based in Mexico City, Mexico. In the mid-2000s, the GTS was sold to a Colorado based collector, before settling in a Pennsylvania collection of other excellent Ferraris.



Today 07799 presents extraordinarily well. The *Giallo Fly* exterior was recently redone by noted restorer, Robert Platz of Camden, New Jersey, and looks fantastic. It is beautifully accented by excellent bright work, trim and weather-stripping.





The black canvas top fits snugly, and the glass is clear throughout. The classic Borrani wire-wheels are mounted with the correct, 3-eared "knock-offs", and fitted with Michelin XWX radial tires.

Inside, the all-black interior presents equally well, reflecting its previous owners' respectful connoisseurship. The wooden fascia dash panel is in beautiful condition, as are the gauges and dash pad. 07799 is fitted with a classic FM radio, most likely a period addition by the car's first owner. The engine compartment is detailed as expected on a car of this caliber, as is the undercarriage and suspension.

Most importantly, 07799 still retains its original, matching numbers engine, and a recent inspection by Ferrari Classiche came back with the promise of certification once the correct

size Borrani wire-wheels have been installed and the ratio markings of the transaxle have been corrected. This fine Ferrari is accompanied by noted Ferrari Historian Marcel Massini's report, receipts from the engine rebuild and other work performed in 2000-2001, tools and an owner's manual.

With its prominent show-car history, 07799 is arguably one of the most special examples of the 275 GTS. The exciting *Oro Chiaro over Rosso Scuro* factory-delivered livery is another sophisticated feature of 07799, an appearance that a future owner could return to if desired.

This excellent 275GTS is a car that has enjoyed the careful custodianship of just a few, devoted owners, most importantly one single owner through its first 34 years. Here is a chance to

acquire a superb example of Ferrari's exceptional mid-1960s Spider, kept in fine order and with an exciting history that truly sets it apart.
\$1,150,000 - 1,300,000



170

1959 AC Ace Bristol

Chassis no. BEX 1090

Engine no. 100 D2 1000

1,971cc OHV Inline 6-Cylinder Engine

3 Solex Downdraft Carburetors

128bhp at 5,750rpm

4-Speed Manual Transmission with Overdrive

4-Wheel Independent Suspension

Front Disc/Rear Drum Brakes

- * *One of only 465 AC Ace Bristols produced*
- * *Professionally restored to exacting standards*
- * *Colorado Grand participant*
- * *Well-understood history*
- * *The elegant older brother of the Shelby Cobra*



The AC Ace Bristol

Frequently described as the more sophisticated older brother of the Cobra, the AC Ace Bristol is an embodiment of the quintessential British sports car. Featuring a beautiful and elegant aluminum body, the car weighs less than 2,000 pounds, making it a very lithe and sporting car to drive. The AC was styled closely after the Ferrari 166 Barchetta and remains a beautiful and striking shape. The specification was remarkable for the late 1950's and included the triple carbureted BMW-derived 120hp inline-six, an interesting independent suspension design with hydraulic shock absorbers, and Girling front disc brakes. In total, just 465 AC Ace Bristols were produced.

The Motorcar Offered



This wonderfully restored, factory left hand drive Bristol-powered AC Ace was originally purchased by Charles Kaleta of Le Grange Park, Illinois, reportedly as a gift for his son Charles Junior, who planned to study in Switzerland. It is

fitted with a factory heater, oil cooler and oil temperature gauge. As part of the restoration work, a Laycock electric overdrive with period appropriate switchgear was fitted for extended high-speed touring, and the engine rebuilt to desirable and correct D2 specifications.

The car passed through several hands, eventually being discovered by respected AC marque specialist Jerry Bensinger in a northern Ohio barn in 2006. Although needing complete restoration, the Ace remained wonderfully complete and unmolested. Evidently, very early in the car's life engine number 930 was exchanged for engine number 100 D2 1000. On file are pre-restoration photos confirming the undisturbed nature of the car upon its discovery.





The previous owner, noted vintage racer and enthusiast Richard Scott of Sidney, Ohio, purchased BEX 1090 with the intention of restoring it for extended and reliable touring, as well as for Concours events and shows. Accordingly, equal attention was paid to its running and handling as well as its cosmetics, with suspension, steering, springs, shocks, brakes, instrumentation and wiring either replaced or restored. The respected firm Marcovicci-Wentz, of Long Island, New York, rebuilt the Bristol engine with work including all new bearings, pistons, and valves and a 0.020-inch overbore. Upon completion, the Bristol was dynamometer tested and tuned with detailed reports produced, which are included in the documentation file accompanying the car.

Mark Wehrman, also of Long Island, rebuilt the four speed gearbox. A proper Laycock electric

overdrive unit, complete with correct switchgear was sourced from England and provides extended highway cruising capabilities.

During restoration, the entire car was completely disassembled, but the body was not removed from the car's tubular chassis to avoid loss of critical alignment points. A rotisserie was



fabricated to allow work on the body and chassis from all possible angles. This work was completed by the staff at Automotive Hammer Art of Indianapolis, Indiana.

An authentic and correct restoration, the car features such original specification items as flocked rear boot side panels, proper corrugated radiator hoses and clear, corrugated fuel lines, plus heavy, grease impregnated covers for the front and rear leaf springs. Even the window washer bottle and correct Guildford air cleaner housings are present.

Cosmetically speaking, the car has an outstanding and fresh appearance, as would be expected of a high quality recent restoration. Fewer than 4,000 miles have been logged since completion. The paint, brightwork, upholstery, undercarriage, and engine bay are all finished to exceptional standards.



Following the completion of the restorative works the car was amply road tested and final sorting performed in preparation for the 2009 Colorado Grand, where it performed brilliantly and was admired both for its appearance and performance. The Grand is but one of many prestigious events this AC Ace Bristol is eligible for.

BEX1090 is an ideal candidate for Concours events around the globe, as well as road rally events where its nimble chassis and suitably powerful 2.0-liter Bristol power plant are a near perfect driver's combination.
\$290,000 - 340,000

The car is offered complete with a new top and tonneau cover, side windows, a grease gun and "T" key, correct storage bags for the top as well as tool kit. Also included is a reprinted owner's manual, photo documentation of the restoration including before and in process photos, extra keys, and select documentation relating to the restoration and previous ownership period.

With its authentic and stunning high-point restoration and mechanical excellence,



1906 Autocar Type 10 Runabout

Chassis no. 7962

Engine no. 7978

2 Cylinder Side-valve Engine

12hp

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear Mechanical Brakes

- * *Handsome Brass-era automobile*
- * *Former A.A.C.A. Junior and Senior National First Prize Award Winner*
- * *Formerly owned by famed collectors Dr. Samuel L. Scher and Richard C. Paine Jr.*
- * *Offered from a Private European Museum collection*
- * *Pioneering American motorcar*



The Autocar Company

Established in 1897, the Autocar Company of Pennsylvania produced robust little cars powered by opposed two-cylinder engines. Autocars eschewed chain drive in favor of more durable shaft drive, adopting the *System Panhard* in 1902 with the introduction of the Type 6.

Autocar's product line expanded in 1905 with a four-cylinder model and later, a line of heavy duty trucks. The light two-cylinder Autocars were last cataloged in 1908 and by 1913, the company turned its full attention to trucks, establishing a reputation for rugged, durable haulers that excelled in urban industrial and delivery applications.

The Type 10 was the most successful Autocar, introduced in 1904 and continuing through 1906; well over 1,000 were built. Offered only with lightweight Runabout coachwork, they were reliable, practical and surprisingly advanced automobiles.

The Motorcar Offered

This Autocar was purchased in 2008 from the famed collection of Maine-based Richard C. Paine Jr., who had acquired it from another prominent collection, that of Dr. Samuel Scher of Mamaroneck, New York in 1967. Prior to Paine's acquisition, Dr. Scher had Gus Reuter restore the Autocar to showroom condition, resulting in Junior and Senior National First Prize awards in Antique Automobile Club of America competition as well as a Thompson Trophy.

It is equipped with right hand wheel steering, Gray & Davis acetylene headlights, Neverout kerosene sidelights, a Gray & Davis kerosene taillight and a trumpet bulb horn. The opposed two-cylinder engine has atmospheric intake valves. The cooling radiator is located in front of the front axle with its three-quarter elliptical leaf-springs, below the coal scuttle engine hood. The rear axle is suspended with semi-elliptical

leaf springs and located by long trailing arms. The engine is a symphony of red painted iron and polished brass.

The car has aged well over the last 50 years, showing the gentle aging and patina from careful preservation in two Museum collections. Despite the age of its restoration it can be shown with pride and confidence, and in fact Reuter's restoration, and its excellent provenance in the collections of Dr. Sam Scher and Richard C. Paine, Jr. for essentially a half century will add immeasurably to its appeal.

\$40,000 - 50,000
Without reserve

One owner from new

1972 BMW 2000 TII Touring

Chassis no. 3 423 293
 1,990 cc Inline SOHC four cylinder
 Kugelfischer fuel injection
 150 bhp at 5800 rpm
 Alpina-Modified 5-Speed Manual Transmission
 4-wheel independent suspension with Bilstein Struts, Semi
 Trailing Arms with Coil Springs
 Front Disc Brakes, Rear Ventilated Disc Brake Option

- * *One owner from new*
- * *Alpina modified, European model original delivered to the US*
- * *Meticulously maintained and documented*
- * *Exceptionally rare*
- * *A fantastic back road burner*

ALPINA ROVERBERG INC.		RECHNUNG NR. 04/77 8/1718
Kunden: ALPINA Mr. Paul Bremer, 9101 Hülthausen, Süddeutsche, Nr. 2011a U.S.A.		Rechnung Nr.
Artikel: BMW 2000 TII Touring European Version Chassis-Nr. 3 423 293 Demonstrator Car		Preis: 12.987,-
Tinted glass (with laminated safety screen) Sunroof Black leatherette upholstery Three-spoke wheel 5-speed transmission Installation of limited slip differential (1750 locking effect) and changing of final drive ratio from 3.45 to 3.4 x 1 21250 chassis-set with Bilstein struts and shock- absorbers (lowering without steel wheels) 2 ALPINA alloy wheels 2 1/2 x 13" wide set. 8 hole Borealis tires on 30 185/70 SR 13 wheels & lowering of car adjustable anti-sway bars front and rear Ventilated rear disc brakes High ratio steering box 18.0 x 1 Lockdown steering wheel 130 mm Ø		200,- 87,- 87,- 87,- 87,- 618,- 600,- 710,- 131,- 80,- 100,- 1.110,- 100,- 130,- 130,-
Gesamt: 19.465,55		19.465,55



The BMW 2000TII Touring

Forty years ago BMW was hardly the juggernaut in the U.S. it is today. Sighting a Bimmer on the road back then was a cause for heads to turn, but the cognoscenti were more interested in the badge it was wearing, and as the boxy 1600 gave way to the trend-setting 2002, the badge to lust after was tii. The Touring variant of the little sport sedan was never officially imported to the U.S., which made it a rarity even during its time in production and today makes it among the most coveted of the tii lineup. A total of 5,783 were constructed over its four years in production, a fraction of the over 827,000 BMW 1600 and 2002 models built, and only a very few of the Tourings were then modified by Alpina, the famed Bavarian tuning *haus*.

The Motorcar Offered

This unique and rare machine was purchased new by the consignor and has been in his care ever since. Meticulously maintained and documented from the purchase invoice on June 8th, 1972 to today, it is unlikely a finer example can be found.

While the 2000TII Touring European-spec demonstrator carried a base price of only \$12,987, the addition of the a full compliment of ALPINA options, plus tinted glass, a sunroof and a 5-speed manual brought the final tab to \$19,465.55. For your extra five grand, the good folks at Alpina supplied such goodies as a limited slip differential, Alpina chassis setup with Bilstein suspension, larger Alpina wheels shroud in Pirelli tires, higher ratio steering box, ventilated rear disk brakes adjustable sway bars, and a lowered stance. To the untrained eye, little gave the car away, but it was a true sleeper that

could run with cars that cost much more and virtually guaranteed a smile when dropped it onto a twisty road.

Service records indicate regular maintenance combined with a 1992 repaint in the original colors at a cost of over \$4,000. Showing less than 83,000 original miles, the car still looks very nice and well presented. It is clearly a Bimmer that has been tenderly loved and carefully enjoyed.

Hot hatch specifications combined with find-another-one rarity, and one-owner-from-new status make this special BMW a real prize. Dollar for dollar, there are few vehicles that can claim to be as much fun to drive or as interesting to own. As a pre-1975 car, it qualifies for plenty of fun events and can easily be registered anywhere.

\$40,000 - 50,000
Without reserve

173

The Property of Fred Mack, sole owner since new
1953 Jaguar XK120 Roadster

Chassis no. 674111

Engine no. W 9122-8

3,442cc DOHC Inline 6-Cylinder Engine

Twin SU carburetors

180bhp at 5,300rpm

4-Speed Manual Transmission

Independent Front Suspension, Rear Semi-Elliptical Leaf Springs

4-Wheel Hydraulic Drum Brakes

- * *Believed to be the longest Jaguar ownership of all – 60 years*
- * *Offered with original guarantee and letter from Lyons*
- * *Original tool roll included*
- * *Excellent model for rallies and tours*
- * *One of the fastest sports cars of its day*



The Jaguar XK120

"We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days" - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise.

The XK120's heart was, of course, the fabulous XK engine; a 3.4-liter 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price.

The Motorcar Offered



There can be few gentlemen of 102 years of age that are spritely as Fred Mack. In 2006 he celebrated his 95th Birthday by skydiving, and enjoyed the experience so much that two years ago as he 'turned the ton' he did it again! Today, he lives in Newtown Square in Pennsylvania, but he has lived in various states on the Eastern

seaboard and over the course of more than a century he feels he can record having driven through 46 of the U.S. States – he estimates having covered more than three million miles "mostly at top speed," in some eighteen automobiles that he has owned since his teens.

Having been schooled at the New York University Guggenheim School of Aeronautics, his career path saw him work for a whole host of aviation and aircraft engineering companies, including Seversky, Brewster, Curtiss, Glenn L. Martin and Piasecki Helicopters among others. Roughly forty percent of his way through his life he took a job with the Otis Elevator Company advising them on the design of airplane structure, which necessitated a move to New York City. There for the first time he saw and sat in a Jaguar XK120 in the New York showroom close to Fifth Avenue, and while it created the



desire to own one, this was a pipe dream at that time. A solid wage increase with his move to Piasecki, combined with an increasing interest, shared by his first wife, in SCCA events turned that dream to a reality. One day, at a Rose Tree Car Club event in Media, Pennsylvania a sports car dealer approached him saying that he wanted to sell Jaguars, but needed to order three to be granted that option. Mack promptly ordered one with him, choosing the scheme of the car he'd sat in before, Slate Grey with a red interior and chrome wire wheels. The dealer was able to get it for him for \$3,600 instead of the going rate of \$4,400. He still has the Jaguar sales sheet where he worked out the calculations, which is on file! When he went to collect his new car from Hoffman's Importers, it was white with red interior and had painted wires, the dealer explaining that he felt this was better suited to him!

From that day in 1953, the car has very much been part of his life. In the early 1990s after a period of storage, when the car had sat under a plastic cover and its paint had lifted, Mr. Mack decided to refurbish the XK. After an arduous battle with a restorer, the car emerged with new paint, and a renewed interior.

The Jaguar was ready in time for Fred to take it to a Franklin Mint show in 1999 and at the age of 91 for him to drive a 250 mile round trip to his Wyoming Seminary reunion in Kingston, Pennsylvania. A few years later at his 95th birthday the Jaguar Club gave him a party. Today at the car's ripe age of 60 years, with continuous ownership from new, perhaps the celebration should be for the car as it's unlikely that any Jaguar has been owned so long anywhere in the country, or even the world and it has been acknowledged as such.

Now lightly aged from its post cosmetic restoration use, it has recently been serviced prior to the sale. Accompanying it are its original tool roll and a guarantee statement dated August 8th, 1953. Together with these is a charming personalized letter from Jaguar Cars Ltd. dated a few months after he received the car thanking him for his purchase and reminding him that their client service doesn't end at that point, signed by William Lyons. In terms of provenance, it doesn't get much better than that.

\$75,000 - 95,000

174

1930 Delage DR70 Tourer

Coachwork by James Flood & Co

Chassis no. 29663

2,516cc L-Head 6-Cylinder Engine

45bhp

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- * *Sporting Delage Tourer*
- * *Brisk six-cylinder performance*
- * *Eligible for many tours and rallies*
- * *A fine French automobile for the connoisseur*
- * *Exceptionally rare coachwork*



Automobiles Delage

Soon after moving to Paris around the turn of the last century, Louis Delage had established himself as a renowned engineer in local automotive circles. He worked at Peugeot for awhile, before founding Delage & Cie. near Levallois, a northwestern suburb of the French capital. Despite humble beginnings, Delage proved that he could be a serious constructor of some very fine automobiles.

By 1912, the company had grown considerably, and Mr. Delage and team had enjoyed great success at the Gran Prix courses around Europe. It was decided that the emphasis for growing the brand would be geared towards the upper end of the automobile market. They began producing a more powerful six-cylinder car, with a 2.5-liter engine designed by engineer Arthur-Leon Michelat and built in-house.

The six-cylinder cars evolved over the next decades, ultimately evolving into the DR model, introduced in 1927. Power came from an L-head unit with a Ricardo-type cylinder head; this engine was offered in two displacements, a 2177cc unit and the larger 2516cc version. The DR would become one of the best selling Delage automobiles of all time.

The Motorcar Offered



The sporting example offered here, chassis no. 29663, dates to 1929. Believed to have been exported to Australia in 1930 as a completed, right hand drive configured chassis, it was fitted with the larger 2,516cc six-cylinder Delage engine. Once in Australia, the new chassis was clothed by Melbourne-based



coachbuilders, James Flood & Co. with a lightweight, sporting open touring body, the same as seen on the car today. An attractive design, the Delage features a low, vee'd windshield and ample space for four adults.

The Delage is believed to have been owned by a Mr. Vanderkelen, a consul for Belgium, until 1938, after which time it passed through a few other owners' hands before being acquired by a Mr. Ian de Beuzeville in the 1960's. During Mr. de Beuzeville's ownership the aging Delage was treated to a restoration, and would later be used extensively on tours and rallies by him. Around 2004, the car was imported to the United Kingdom, before joining a Spanish collection around 2007.

Finished in an appropriate dark shade of British racing green with contrasting black fenders, the

Delage looks sporty and correct for the period. Displaying a nicely aged older restoration, the green interior shows a nice patina that invites further use. Fitted with many period performance upgrades such as headlight and radiator stone guards, black center lock wire wheels on black wall tires, and a racing-type wooden steering wheel, the Delage has good looks and sporting intentions. A wonderful prewar car for tours and rallies, offering brisk six-cylinder performance easily managed by the 4-speed gearbox and sizable brakes, this Delage deserves serious consideration.

\$90,000 - 120,000



1970 Mercedes-Benz 280SE 3.5 Coupé

Chassis no. 111026.12.001918

Engine no. 116980.12.001680

3499cc SOHC V8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Delivered new to California*
- * *Matching numbers example*
- * *Meticulously maintained*
- * *Delivered with factory sunroof*
- * *The quintessential GT Coupe*



The Mercedes-Benz 280SE 3.5

The ultra-luxurious 280SE Coupé, Cabriolet and 300SEL saloon models were chosen by Mercedes-Benz to launch its magnificent new 3.5-liter V8 engine in 1969. An over-square design featuring a cast-iron block and aluminum cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torquey 200bhp, courtesy of Bosch electronic fuel injection and transistorized ignition. Thus equipped, the 280SE 3.5 was good for cruising speeds up near 125mph, with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

Although the equivalent SEL saloon used the 'New Generation' bodyshell, the Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmissions,

air conditioning, power windows and stereo radio as standard. Significantly, the 280SE 3.5 was to be the final model to feature this long-established and much admired body style, and today these last-of-the-line classics are highly sought after by discerning collectors around the world.

The Motorcar Offered



This lovely example of the timeless 280SE Coupé was finished at the Stuttgart works during the summer of 1970, during the second production year for the 3.5 models. Specified for the US-market, the 3.5 was delivered to its first owner in September of 1970, though Allen Auto Leasing in Culver



City, California. The car remained in the Los Angeles area for years, where it received regular service and maintenance by local specialist shops. It is not clear for how many years the car remained in Southern California, but by 1991 the car had relocated to Massachusetts where it was owned by the Satran family. The Satran's treated the fine classic to restoration and refurbishing work performed by Hudson, Massachusetts-based Hatch and Sons Automotive. Among many other details, Hatch and Sons repainted the 280SE, and refinished the fine wood trim.

The Satran's finally parted with their luxurious classic in 2004, and in September of 2005 it was purchased by the vendor, a noted collector of fine European classics. While in his ownership, additional restoration work has been carried

out, including further refinishing of the interior wood, a new leather interior, a new headliner, new carpets, and a thorough service of the A/C system. Finished in elegant Dark Blue with lovely Parchment upholstery, the 280SE looks as luxurious today as it did in 1970. It is fitted with a long list of power amenities, such as power steering, power assisted disc brakes, and power windows. The car is also equipped with a highly desirable factory sunroof. Offered with books, tools, a jack and a copy of the Mercedes-Benz *Wagenkarte*, this splendid 280SE is reported to be in good running condition, and with working air conditioning, it is a great touring GT car for weekend getaways both near and far.

\$60,000 - 80,000

Without reserve

Please note that this vehicle is titled as 1971



1955 Mercedes-Benz 300SL Gullwing Coupe

Chassis no. 198.0405500183

Engine no. 198.9805500184

2,996cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Direct Fuel Injection
212hp at 5800rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- * *One of 12 Gullwings delivered in Strawberry Red Metallic*
- * *Matching numbers example*
- * *Expertly restored by Rudi Konieczek*
- * *Originally delivered to European royalty*
- * *Multiple-time California Mille finisher*



The 300SL Gullwing Coupe

Max Hoffman rarely missed an opportunity. The impresario of imported cars on New York's Park Avenue built the U.S. presence of most European brands after World War II – Jaguar, Allard, Alfa Romeo, Lancia, Mercedes-Benz and more – and when Mercedes-Benz won the Carrera Panamericana in 1952 with a W194 300SL coupe driven by Karl Kling, Hoffman seized the moment.

He approached Mercedes with a radical idea: take the charismatic tube frame W194, with its high performance 3-liter engine and characteristic roof-hinged doors, and create a road car based on it. It was audacious, but Hoffman had a highly developed sense for the U.S. market and backed up his suggestion with his checkbook. He placed an order for a thousand luxury high performance coupes based on a more civilized version of the W194.



Mercedes-Benz, still valiantly trying to shake off the devastation of the war and the weak European market, took him up on it and the 300SL was born.

Hoffman had proposed a relatively direct transformation of the multi-tube framed

W194, retaining its roof-hinged doors, tall, wide sills, 45° canted triple-carbureted single overhead camshaft inline six and fully independent suspension with more civilized accoutrements. The engineers at Mercedes-Benz weren't satisfied with such a simple transformation and added the first direct mechanical fuel injection system ever offered in a production automobile. Introduced at the February 1954 New York Auto Show, the 300SL was an instant sensation.

Its curved doors soon brought it the nickname "Gullwing" which has stuck for well over half a century and been copied by many lesser automobiles hoping to capitalize on the 300SL's halo. The body design was refined for the street and added eyebrow moldings over the wheel wells to signal an association with Mercedes-Benz's later race cars. The driving position,





The Motorcar Offered

steering wheel location, controls and instruments' visibility were carefully refined by M-B to make driving the 300SL a rewarding experience.

Over the next three years Mercedes-Benz built over 1,400 300SL Gullwings. The majority were sold through Max Hoffman in North America, validating both the reality of his vision and returning many times over the confidence he showed in backing its development.

Ever since 1954 the Mercedes-Benz 300SL Gullwing has been one of the cars every collector must own or experience.



The stunning Gullwing depicted on these pages is one of only a dozen delivered in the striking shade of DB 543 Strawberry Red Metallic, with upholstery in red plaid fabric and fawn vinyl and a factory-fitted Becker radio. It was completed on March 29th, 1955 and shipped on April 4th to Wurzburg, Germany. The 300SL was destined for royalty; its first owner being

recorded as His Serene Highness Emich Kyrill, 7th Prince of Leningen in Amorbach, Germany. We can only imagine he enjoyed some happy miles with his wife, Duchess Eilika of Oldenburg, the daughter of a princess.

Subsequent owners included Arthur D. Gimble, a US Army officer based in Schweinfurt, Germany. Its next known owner was Louis C. Meyer of Van Nuys, California, and later Rudi Klein of Los Angeles.

By 1972 the Gullwing was in the possession of John L. Getz of Lomita, California; receipts on file document his ownership. In October of 1980, Getz sold the car to Mr. Guenther Karl Schennach of Paso Robles, California, an active member of the Gullwing Group. Schennach was obviously a serious Gullwing enthusiast, and a stack of receipts document



his loving restoration of the Gullwing in 1981-82. DMV receipts on file show that the car had been registered with license number '300 CYN' - perhaps even a coincidence given California's plate numbering system at the time - but Schennach applied for a new vanity license plate 'GW300SL', which the car bears to this day.

In 2005 the very well-maintained Gullwing passed to the vendor thru noted 300SL restorer Rudi Konieczek, who proceeded to comprehensively restore the car to Concours standards. Presented in the factory color of Anthracite Grey over a stunning green and grey plaid pattern upholstery, it is the ultimate visual expression of the early 300SL Coupe. Since its restoration, the Gullwing has been driven regularly, including on long-distance tours such as the California Mille, which it

completed successfully in both 2007 and 2011. An extensive file of receipts from the current ownership period attests to regular and fastidious maintenance to ensure a virtually 'turnkey' experience.

During a recent test drive by a Bonhams specialist, the Gullwing proved to be an excellent companion for the open road, feeling much as it might have when delivered to His Serene Highness when new. With good power, very effective brakes, and an intuitive transmission that is easy to shift, just a few miles in the 300SL is all it takes to see how far ahead of its time it was in 1955. A tight suspension and responsive steering gives the driver a healthy dose of confidence for living out his or her Mille Miglia inspired fantasies.

Here is an opportunity to own a truly great example of the legendary 300SL Gullwing - a car

with a well-known history and an extensive record of careful maintenance through the decades. In short, a blue-chip collectors' motorcar that can be driven, shown, and enjoyed with great pride.

\$900,000 - 1,100,000

Please note that this vehicle is titled under its engine number.

1959 Jaguar XK150 Fixed Head Coupe

Chassis no. S836334DN

Engine no. V5809-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- * *Matching numbers example*
- * *Factory Left Hand Drive XK150*
- * *Striking color combination*
- * *Great car for restoration or refurbishment*
- * *The ultimate expression of Jaguar's XK series*



The Jaguar XK150

The XK150 is the ultimate expression of Jaguar's XK series. Introduced in 1957, it continued until superseded by the E-Type in 1961. Increasingly "civilized" with creature comforts, the cat's claws were still evident in the increasingly powerful dual overhead camshaft six-cylinder XK engine. The traditional XK look was retained, though revisions to the bodywork included a number of changes, primarily to add interior room for the driver and passenger. The revised fender line made room for a wider cowl and windshield and fed into thinner doors that much improved comfort. Jaguar adopted the disc brakes which had so dramatically demonstrated their effectiveness in the C- and D-Types at Le Mans, improving not only braking performance but also the XK 150's marketing. The package was appealing, comfortable, and offered sensational performance, with looks to match courtesy of Sir William Lyons' classic "leaping cat" coachwork.

The Motorcar Offered

According to Philip Porter's excellent book *Original Jaguar XK*, this Jaguar was completed at the Jaguar works in late June, 1959. It was configured as seen today; a fixed head coupe fitted with the manual four speed overdrive transmission and left hand steering, and was most likely destined for the US market. Little is known about the car's subsequent history, but it appears to have been kept on the road for all these years. The red interior appears original, and now shows a wonderful patina. The paint shows some imperfections, however the car looks as if it has never been taken apart for restoration. Here is a wonderful example to refurbish before enjoying it on rallies or tours, or indeed to give the "full treatment" to bring it up to Concours-level condition.

\$45,000 - 55,000
Without reserve

Please note that this vehicle is titled as a 1960



178 †

From a prominent European Collection

1956 Citroen 2CV

Chassis no. 312695

435cc Opposed 2-Cylinder Air Cooled Engine
Single Downdraft Carburetor
12hp at 3600rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- * Beautiful and authentically restored example
- * Desirable early “ripple bonnet” example
- * Great fun to own and drive
- * One of the motoring icons of the 20th century
- * Early examples seldom seen in America



The Citroen 2CV

Ranking alongside the Volkswagen Beetle, Mini and Land Rover as one of the classic mass-produced cars of the post-war era, Citroen's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favored car of the environmentally-concerned motorist. Although the original 375cc air-cooled flat-twin engine grew, eventually, to 602cc, the 2CV's performance remained modest at around 110km/h flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. The 2CV was built in civilian, military and commercial versions, the latter - a small delivery van - being known as the 'Fourgonette', which was first seen in 1951. By the time production ceased in 1990 more than five million 2CVs of all types had been made.

The Motorcar Offered

This delightful 2CV is stunningly restored to a high standard of authenticity. It is the desirable and best looking early type with the “rippled bonnet”, the most pure iteration, true to the original form; these were produced through 1959. Finished in the signature Citroen grey with a charming blue and yellow tartan cloth interior, the 2CV also has the full-length fabric roof, allowing for *plein air* four-passenger motoring when desired, but with full weather protection if needed.

The Citroen's restoration is quite fresh and the car has spent most of the last five years as part of a prominent European collection. As a result the car has been well looked after and presents very nicely. Used only sparingly in the last few years the Citroen is reported to be in fine operational condition. This a rare chance to

acquire a wonderfully presented example of the charming early *deux chevaux*.

\$12,000 - 18,000
Without reserve



179

1975 Lamborghini Countach LP400 'Periscopica'

Chassis no. 1120126

Engine no. 1120126

3,929cc DOHC V12 Engine

Six Weber Carburetors

375bhp at 8,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Exceptionally well presented 'Periscopica' Countach*
- * *Few long-term owners and just over 53,000 kilometers from new*
- * *Matching numbers example*
- * *Presented in the original color combination*
- * *One of just 150 built*



The Lamborghini Countach

The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. The origin of the car's nickname is both well known and unclear. The person who bursted 'countach!' on first seeing the new Lamborghini is unknown, but in the Piedmontese dialect expression, it roughly means; 'holy smokes!' and pretty much explains the car to most. As *Motor* magazine observed, "few people gazing at the original Bertone Countach at Geneva in 1971 could have regarded it as anything but a "show" car. There were those fold-up doors for a start and the space-age cockpit with its abysmal rear visibility not to mention the strange

engine/transmission configuration." Happily, Lamborghini disregarded criticism, and boldly the Countach entered production with only minor details changed.

The Miura's four-cam V12 was retained for the Countach, though this time installed longitudinally and equipped with side-draught



Weber carburetors. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. Designated 'LP400' (LP = Longitudinale Posteriore) by the factory, the first Countach is commonly known as the 'Periscopica', after its central periscope, faired into the roof, which provided rearward vision.

Just 150 of these early Periscopica Countachs were built between 1974 and 1977, and they remain the absolute purest iteration of what would become Lamborghini's signature design profile until this day. This landmark designed pioneered and popularized the wedge-shaped, sharply angled look of the modern-era supercar – a very memorable mark in the automotive historical timeline.



The Motorcar Offered

The exceptional example of Lamborghini's original LP400 'Periscopica' Countach offered here, chassis no. 1120126, was produced in the model's second production year, 1975. According to the *Certificato d'origine*, Lamborghini S.p.A's official certificate of authenticity issued for 1120126, the car was finished by the factory as seen today, in *Rosso Lamborghini*, the burnt orange-red over a *Nero* (black) interior. As all LP400's, 1120126 was fitted with a kilometers per hour speedometer and Celsius temperature gauges.

The car is believed to have crossed the Atlantic for delivery to its first owner, a member of the Bronfman family, who owned The Seagram Company, Ltd, once the world's largest distillers of alcoholic beverages. By 1978 the Countach came into ownership of another Canadian, Arnold 'Arnie' Sylvester, who would keep the

car until 1991, when purchased through a California-based broker by Ypsilanti, Michigan resident, David Gamret.

Mr. Gamret purchased a very well cared for car; both Bronfman and Mr. Sylvester appeared to have taken exceptional care of the exclusive supercar over the years, and with just over 40,000 kilometers from new, the car appeared original and preserved in every way. 1120126 remained in Mr. Gamret's ownership until recently, and has benefitted from excellent stewardship while in his care as well. A detailed maintenance log has been kept, supported by an abundance of receipts from both cosmetic and mechanical refurbishments performed during the past two decades. The work has all been done by specialist shops around the country with genuine Lamborghini parts sourced wherever possible. The work includes installation







of new exhaust mufflers in 1993, and a full brake system refurbishment in 1998, where all four brake calipers and the clutch slave cylinder were rebuilt by White Post Restorations. In 2001, Jon Hammond and his Haslett, Michigan based restoration shop performed a bare metal re-spray, and finally in 2007, 1120126's original, matching numbers engine was refurbished by Stuart Plant. The original Campagnolo wheels have also been restored, using the exact correct paint, and then fitted on the classic Michelin XWX tires. Shown at the 2008 Meadowbrook Concours d'Elegance, the 'Periscopica' Countach must have looked the part in the gathering of the Grand Classics.

With just over 53,000 kilometers since new, and few devoted owners' careful attention to detail, 1120126 must be one of the best kept and most original LP400s around today. The

interior remains original, as do the glass and trim work. The car presents as a low mileage, correct example, surely the best way to buy one of these delicate thoroughbreds. With its matching numbers engine intact, and still in its original color combination, 1120126 has been spared of later-model spoiler and wing upgrades. A very important car for its era, the car that ushered in the era of the modern supercar, here is an exceptional example of the original Countach.

\$600,000 - 750,000



180

1910 Mercedes 45hp 4-Seat Tourabout

Chassis no. 7686

Engine no. 10288

6,785cc T-Head 4-Cylinder Engine

Single Carburetor

45hp at 1,100rpm

4-Speed Manual Transmission, Chain Drive

4-Wheel Semi-Elliptic Leaf Springs with Live Rear Axle

Rear Drum Brakes

- * *Renowned high quality automobile*
- * *Delivered new to the U.S.*
- * *Formerly owned by famed collector Richard C. Paine Jr.*
- * *Offered from Private European Museum collection*
- * *Delightful older restoration showing gentle patina*



The Mercedes-Simplex



Enough has been written about Gottlieb Daimler, Wilhelm Maybach and their Mercedes automobiles to fill a book. While Karl Benz is given credit for the first series-produced internal combustion vehicle, Daimler and Maybach, demonstrated the commercial viability of the automobile and continued to refine, develop and improve it until the products of Daimler Motoren Gesellschaft

were renowned throughout the world for their quality and performance.

It wasn't easy, as a rush of concepts including the first mass-produced four-cylinder engine and an inline eight-cylinder consumed Daimler's capital, forcing him to accept investors. They quickly clashed with Maybach who soon left. Within a year even Daimler abandoned his eponymous company but the two were persuaded to return three years later, along with Paul and Adolf Daimler, Gottlieb's sons, who gradually took over his responsibilities.

Maybach continued to be the designer and innovator, largely responsible for the introduction of the Mercedes in 1901. Only a year later the prolific Maybach introduced a redesigned series of Mercedes cars which were named Mercedes-Simplex to highlight their

improvements, primarily a much lighter engine and improved cooling which also reduced weight and complexity. The Mercedes-Simplex models were a great success, bringing renewed visibility to the company.

There were five models, ranging from 18/22hp to a massive 60hp behemoth. Wealthy sportsmen like Count Zborowski became customers, while in the United States no less a personage than William Kissam Vanderbilt was a notorious sight on the roads of Long Island, Newport and Massachusetts behind the wheel of his Mercedes-Simplex ("Red Devil").

As Vanderbilt's experience shows, there were wealthy Americans to whom nothing less than the largest, fastest, most luxurious automobile was sufficient, and the list of American Mercedes owners began to read like



The Motorcar Offered

the social register. Bernard Baruch, Henry Clay Frick, Isaac Guggenheim, Harry Payne Whitney, and Colonel John Jacob Astor – all counted themselves as Mercedes-Simplex owners. By 1906 Mercedes had its own showroom in Times Square where it was represented by the company's longtime agent, William Steinway of the piano-making family.

The cars were built of the finest materials, though Maybach's designs were as lightweight as possible to ensure performance superior to heavier contemporary competitors.

Powered by four-cylinder T-head engines with 4-speed manual transmissions in unit with the differential on the cross-shaft to the double rear wheel drive chains, the Mercedes-Simplexes were machines of quality, distinction and performance. In order to get the

maximum benefit from the weight advantage conferred by Mercedes' thoughtful design they were frequently fitted with sparse but still luxurious coachwork.



According to Mercedes factory records, car number 7686 with engine number 10288 was shipped from their German works and arrived with the U.S. Distributor in January 1910 as a complete rolling chassis ready for coachwork. In this period, as noted above, that agent was William Steinway, whose base in the New York City area would have permitted a whole host of likely coachbuilders, such as Brewster, Holbrook, and Rothschild & Co. available for its first owner to choose from.

Subsequent records of the car's history in the US do not exist with Mercedes, but because the car is thought to have been bought by Scher on the East Coast in the late 1950s, it is quite possible that the car existed in that region of the country from new. In 1958 and 1960, Dr. Scher advertised in *The Antique Automobile* for a carburetor for a 1906/7



Mercedes 45 'must be original', so it seems likely that he restored this car in that era.

The Mercedes was certainly in show condition again by the mid-1960s, when Dr. Scher concluded his multi-car sale to Richard C. Paine Jr. and it is clearly listed as being part of that deal on the 41 car listing of that sale, described as "completely restored" but without a record of AACA or other awards which go with other cars included in the transaction. It is still adorned with Dr. Scher's stylized "S" monogram.

The car remained in Paine's collection until his death in 2007 and was subsequently sold by Bonhams at our September 2008 Owls Head, Maine auction when it passed to the current owners. In this custodianship, the car has seen limited use, and occasional display, including at the Casino in Baden-Baden in

Germany alongside a Mercedes Factory SS Sports Tourer.

The 1910 Mercedes 45hp Four-Seat Tourabout is a stunning example of the kind of high performance four-seat automobile preferred by sporting customers in America at the time. It is finished in beige with a maroon undercarriage and body accent and highlighted by beautiful deep tufted leather upholstery and a beige cloth top. It features Gerhardt bullseye kerosene headlights, sidelamps and taillight, dual rear spares, leather covered top frame, blackwall tires and a brass trumpet horn. To counter the urge of its 45hp engine it is provided with expanding shoe rear wheel drum brakes. It is, of course, right hand drive.

As long as this car has been known in the collector car world it has worn the stylish "Double Roadster" coachwork it wears today.

This fashionable and sporty body style of the 1908-1910 period was typically reserved for the ultimate high performance machines of the day. Healey & Co., one of the favored coachbuilders for Mercedes cars, was particularly fond of the double roadster style and built many bodies for Mercedes motor show display cars. The other prominent American sporting coach builders Quimby and Holbrook also produced numerous double roadster bodies. Thomas Flyer offered a double roadster as well as Simplex; today a famous and stunning example of a Simplex double roadster survives at the Western Reserve Museum in Cleveland.

Close examination of the body reveals that the matched bucket seats are certainly period items and of high quality construction. Much of the sill work is old and likely original. The steering box angle looks unchanged from new



and the gear change lever locations have not been altered. The floor boards and much of the seat riser structure looks new or largely rebuilt. Much of the bracketry on the car, particularly in the spare tire area, is either old or an unusually authentic reproduction.

The fenders are simple flat panels, but distinctively flared at the front and continued horizontally straight out at the rear for a dramatic effect. The sparse coachwork makes an eloquent statement of performance and purpose and there is no doubt that this is an automobile to be reckoned with on the road.

This is an exceptional automobile of the highest quality and most refined design of the time. With 45 horsepower from its huge Mercedes-Simplex engine it will cruise effortlessly at sustained high speeds. Carefully checked

over in recent times and restarted, the car is presently in running order, but should be fully recommissioned prior to touring and use. When accomplished, it will no doubt make a very enjoyable and rewarding car for tours and events. Its rarity, quality, style and patina will make it a welcome participant in shows and concours. It is a wonderful example of the restoration standards of the 1950s and early 1960s, a 45hp Mercedes that is nearly ready to be used and enjoyed with pride and confidence.

Formerly from the storied collections of Dr. Samuel Scher and Richard C. Paine, Jr., the provenance of this Mercedes is impeccable and presents a rare opportunity to share the ownership experience enjoyed by these two extraordinary collectors.

\$500,000 - 600,000
Without reserve



1974 Maserati Merak

Coachwork by Ital Design

Chassis no. AM122US1382

2,965cc Quad-Cam V6 Engine
3 Weber Carburetors
190bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- * *One of only 630 original version Meraks*
- * *Fitted with desirable European chrome bumpers*
- * *High quality restoration to original specifications*
- * *Only two known private owners from new*
- * *Incredible value for a true 1970s Italian thoroughbred*



The Maserati Merak

Maserati followed-up its first mid-engined supercar - the Bora - with the similar Merak. Launched at the 1972 Paris Motor Show, the Merak was a competitor for Ferrari's top-selling Dino 246 and used a stretched version of the Maserati-built four-cam V6 that had debuted in the Citroën SM. The French firm owned Maserati at the time, so the Merak made use of the SM's transmission and power-operated, all-disc braking. The unitary construction chassis, all-independent suspension and impeccable handling remained basically as the V8-engined Bora's, though to reduce costs the latter's tubular rear subframe was replaced by an extension of the all-steel monocoque. In addition, the Merak offered the convenience of '+2' seating in the rear and superior all-round vision thanks to its distinctive rear 'flying buttresses'.

Widely recognized as one of the finest, if not the finest, of contemporary V6s, the Merak engine proved smooth, powerful and capable of delivering its urge over a surprisingly wide range for such a high performance engine. Like any true thoroughbred, the Merak possessed handling commensurate with its breathtaking acceleration. "Performance and handling are the *raison d'être* of a mid-engined sportscar, and the Merak's astounding cornering power is a match for its straight-line punch," observed *Motor* magazine. The most successful Maserati of its day, the Merak ceased production in 1983 after 1,832 had been built, only 630 of these being the original version which had a production run of 1972-1974.

The Motorcar Offered



We are advised by the consignor that this numbers-matching Merak has had only two private, San Francisco Bay Area-based owners from new. Mr. William Bradley of Mountain View, California, its first known owner, obtained the highly desirable and rarely seen European-specification chrome bumpers, which it still wears today, directly from the Maserati factory in Italy. These attractive bumpers replace the



much-disliked US “impact bumpers” which did no favors to the pure lines of this attractive wedge-shaped GT.

The Merak’s second known owner was Frank Pepler of San Francisco, who had a complete engine-out restoration performed to Concours standards. The car was refinished in its original fly yellow color and presents strikingly with the Merak’s signature design feature - aluminum flying buttress rear roof pillars. The yellow is a stark contrast to its black leather interior, set off by a mouse hair dashboard in very fine condition. Overall, the Merak presents as a very good example throughout, including an impressively detailed engine bay.

The car has been serviced and maintained regularly during its lifetime with SM World of Valencia, California, with various receipts

included. Photos documenting the engine-out restoration also accompany the sale.

Mechanically the car is described as being in excellent order by the consignor, who further advises that all of the electrics work, including the Blaupunkt AM/FM radio, automatic antenna, clock, and power windows. Today the Merak looks stunning with its svelte European bumpers and interesting styling details, including its early-type single spoke steering wheel. Additionally, the car is offered with books including a use and maintenance manual as well as a shop manual, and a quantity of restoration and maintenance receipts.

The Merak is perhaps one of the most underrated Italian sports cars of the 1970s, representing great value at a modest price. Overshadowed by the V8 Bora and its 6- and

8-cylinder Ferrari competitors, the Merak has yet to fully realize its potential in the market. Its contemporary competitor, the Ferrari Dino 246, trades at many times what a comparable Merak sells for, however this delta cannot be justified by any rational thinker. The Merak, therefore, is a thoughtful and sophisticated choice for the Italian sports car enthusiast. This lovingly-cared for example is one of the finest we have come across in many years. It is truly advisable to “buy the best” example of a particular model, and here is a great opportunity to do just that.

\$35,000 - 45,000
Without reserve

1959 Jaguar XK150S 3.4-Liter Roadster

Chassis no. T831474DN

Engine no. VS1456-9

3,442cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

250bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-wheel Disc Brakes

- * *Comprehensive restoration by Classic Showcase*
- * *Sensibly upgraded for long-distance touring*
- * *Matching numbers original engine*
- * *Jaguar Heritage Certificate included*
- * *Genuine high-performance 'S' model*



The Jaguar XK150S

The ultimate expression of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. The XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors. It benefited from a new, wider body that provided increased interior space and improved visibility, courtesy of a single-piece wrap-around windscreen that replaced the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been noted on the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

The XK150 was available at first only in fixed and drophead coupé forms; the open roadster version didn't appear until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors and twin electric fuel pumps. The car regularly recorded in excess of 130mph in magazine road tests. 'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money,' declared *The Autocar*.

The Motorcar Offered



This left-hand-drive XK150S is confirmed by its Heritage Certificate to have been dispatched on October 14th, 1958 to Jaguar Cars New York. It was finished in cream with red upholstery and a black top before purchase by its first owner, Mario Riedmann of Alkali Lake, British Columbia.



Retaining its original matching numbers engine, the Jaguar has benefited from a comprehensive nut and bolt restoration by Classic Showcase, the result being an ideal mix of a car that can be enjoyed on the road as well as shown at Concours events.

During this restoration the car was stripped to bare metal in preparation for primer, sealer, paint, base, clear coat, and finally, color sanded and buffed for a superb finish. The engine was rebuilt to factory specifications, while an upgraded 5-speed transmission was fitted for long-distance touring. The clutch system and hydraulic systems were restored, and a new wiring loom was fitted. The radiator and gas tank have both been replaced, while the suspension components and rear end have been restored. Brightwork was replated and the door glass was replaced.

A new properly tailored upholstery and top were fitted, and today the car gleams in Old English White over a Biscuit interior. This entire process was documented on a DVD that accompanies the car. The 150S models are some of the most highly prized Jaguars of the 1950s, renowned for their excellent driving attributes and great looks; here is a great example for the owner looking to experience a 150 as Sir William Lyons intended.

\$160,000 - 190,000



183

1959 Mercedes-Benz 190SL

Chassis no. 121040.9500166
Engine no. 121921.10.9500172

1,897cc SOHC Inline 4-Cylinder Engine
2 Solex Carburetors
105bhp at 5,700rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- * *Matching numbers example*
- * *Exceptional restoration*
- * *Striking color combination*
- * *Offered with books and build sheets*
- * *Attractive European Roadster for the connoisseur*



The Mercedes-Benz 190SL



With the American sports car market booming in the early 1950s, Mercedes-Benz agent Max Hoffman needed an affordable sporting Mercedes-Benz model to distribute. With the up-market 300SL already in production, the 190SL was conceived as a higher volume sales leader, incorporating sophisticated styling that

resembled that of the 6-cylinder 300SL; in short, a sporting Mercedes that was more attainable than the super-exotic Gullwing and 300SL Roadster models.

Constructed on a modern monocoque chassis platform, using coil sprung independent suspension both front and rear, the 190SL handled very well. The 1.9 liter SOHC 4-cylinder engine used a light aluminum cylinder head and was mated to a fully synchronized 4-speed manual transmission. Built between 1955 and 1963, the classy Mercedes-Benz became a very popular choice for the young and hip. Using many styling and engineering details from its big brother, the 300SL, it was most importantly a quality automobile as was expected from Mercedes-Benz.

The Motorcar Offered

This fine example of the classic Mercedes-Benz 190SL must be one of the best restored 190's available today. Completed at the Stuttgart Mercedes-Benz plant in February 1959, the new Roadster was finished in black, with a contrasting light ivory hard top. Built as a US-version, the car was handsomely equipped with a windshield washing device, white-wall tires, a rear jump-seat and a rearview mirror on the left door.

Like many European sports cars of this era, this example was delivered new through the New York City based importer, Hoffman Imports. Although little is known about the car's early history, it is evident that the previous owner did a fantastic job bringing this car back to its former glory.



The ground-up restoration performed included all new cosmetics and a full mechanical overhaul. The car presents beautifully throughout; the silver exterior is sharply accented by tidy bright work and the correctly trimmed interior in green complements the exterior tremendously well.

These wonderful Mercedes-Benz Roadsters are highly usable weekend drivers or welcomed entries in most Concours d'Elegance events. With parts readily available from the Mercedes-Benz Classic Center, these cars are easy to maintain. Their popularity has skyrocketed in recent years; they are truly a classic on the rise.
\$150,000 - 175,000
Without reserve

Please note that this vehicle is titled as a 1958.



1973 Ferrari Dino 246GTS

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 06290

2,419cc DOHC V6 Engine
Three Weber Carburetors
195hp at 7,500rpm
Five-speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- * Two long-term private owners since 1975
- * Desirable factory options including Daytona seats, A/C, and power windows
- * Shown at Concorso Italiano
- * Driven 15,000 miles in last 5 years
- * US specification Dino GTS



The Dino 246GTS

The Dino 246 GT replaced the 206 GT in late 1969, an important year for Ferrari as it saw the firm's formal association with FIAT and put at Maranello's disposal the considerable resources of the Torinese group. The Dino's chassis was lengthened, the body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power was adequate compensation for any weight gain. The outside fuel filler of the 206 was deleted, and the predecessors' distinctive knock-off wheels followed soon afterwards. A Targa-top version, the 246 GTS, followed in 1972.

According to the highly respected *Road & Track* magazine, "it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being."



The Motorcar Offered

This delightful Dino is a US specification GTS imported in late 1973 by Bill Harrah's Modern Classic Motors of Reno, Nevada, delivered in the rarely seen optional color of *Blu Dino Metallizzato* with beige interior, and fitted with the optional Daytona seats, air conditioning, and power windows.

We understand that this Dino was sold new in Oklahoma; a Registration Certificate dated February 26th, 1975, in the name of Morey-Hughes Enterprises of Oklahoma City, quotes a factory delivered price of \$16,700. The vendor recalls that the original dealer's wife had intended to keep the Dino, but decided instead on a Chevrolet Corvette after driving the Dino some 3,000 miles.

In 1975, still with very few miles on it, the Dino was purchased by Gary Caster, a Navy pilot





06290 while in Virginia in the 1970s.



who drove it often, keeping it as his preferred transport for many years while in Virginia and later at the US Navy base in Naples, Italy. During its time in Italy in 1984, the Dino's engine would be rebuilt, though invoices for this work have not been located. Eventually Caster moved to San Diego, California, taking his Dino with him, and he continued to drive it until 1989 when a road accident relegated it to the garage.

In 1999, the vendors acquired the Dino, with some 92,000 original miles at the time, and decided immediately to embark on a restoration to prepare it for extensive and reliable touring. A bare metal repaint in Fly Yellow was performed, while the bumpers were sent off for replating. Matt Jones of Re-Originals obtained the correct upholstery items in Italy, which include the Daytona "chairs", door panels, carpets, mouse hair dash and other components. Window rubbers have been replaced





as well as door rubber and trunk rubbers. A set of desirable and attractive Campagnolo wheels give the car an aggressive demeanor.

Since completing the restoration, the vendors have reported that the Dino has been a reliable companion on long-distance trips - with an estimated 15,000 miles of happy motoring covered over the last half dozen years. The odometer reading of approximately 3,000 miles is said to reflect the car's original mileage of ca. 103,000. They have also enjoyed showing the car at venues including Concorso Italiano and the Danville d'Elegance. Of the four Ferraris that have seen long-term ownership in the vendors' hands, they report the Dino to have been their favorite to drive overall.

Offered with a jack, tool kit, operator's manual, parts book and more, this is a Dino

246 GTS in a highly desirable specification and should offer a great entree to the hallowed Dino driving experience.
\$250,000 - 300,000

Please note that this vehicle is titled with chassis number 246GTS06290



185

Ex-Jean De Dobbeleer

1928 Bugatti Type 44 Cabriolet

Chassis no. 44769

Engine no. 502

2,991cc SOHC Inline 8-Cylinder Engine

1 Schebler Carburetor

Approximately 100bhp at 4,500rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- * *In current ownership since 1960*
- * *Recent re-commissioning by Jim Stranberg's High Mountain Classics*
- * *Bugatti's reliable and powerful 3-liter model*
- * *Excellent Bugatti touring car*
- * *Eligible for prominent rallies and tours worldwide*



The Bugatti Type 44

By the early 1930s, Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoyed countless successes aboard the Molsheim factory's products and often chose them for their everyday transport. Considered the finest touring Bugatti of the 1920s, the Type 44 was introduced in 1927 and was produced until 1931. Debuted at the Paris Auto Salon in October 1927, the Type 44 replaced the 2-liter Type 38. It shared much of the Type 38's chassis, although strengthened to withstand the increased power output.

1,095 were built, of which around 10 percent are believed to survive today. The Type 44 was powered by the revised single-overhead-cam straight eight engine, one of the most famous automobile power units of all time.

Because of its lengthy run of success, Ettore Bugatti remained committed to his single-cam design, only adopting the double-overhead-camshaft method of valve actuation on the Type 50 of 1930, after considerable prompting by his eldest son, Jean. The Type 44's twin-block, three-valves-per-cylinder, single-plug engine displaced 2,991cc and produced approximately 80bhp, an output good enough for a top speed of over 75mph.

Most importantly, the engine received an entirely new crankshaft, one having nine plain bearings for the eight cylinders, thus becoming one of the most solid and reliable crankshaft Bugattis ever made. Driving via a four-speed gate-change gearbox, the Type 44 used a finely tuned leaf spring suspension, and had large, effective drum brakes on all four corners. "The 3-litre Type 44: Smooth,

fast and reliable"'- that's how renowned Bugatti historian H.G. Conway headlines his chapter on the Type 44 in his Bugatti book in *The Great Marques* series. That really sums up the great Type 44.





The Motorcar Offered

The fine example offered here, Type 44 chassis number 44769, lives up to that fine reputation in the best possible way. Completed at the Molsheim Bugatti works in October 1928, the new Type 44 was delivered to Parisian Bugatti agent, Stand-Auto, in December that same year. 44769 was offered with a considerable price tag of 44,450 French Francs to its first owner. According to Belgian Bugatti registrar Kees Jansen's records, 44769 remained in Europe, where it was later owned by a Mr. Buson. Mr. Buson would later sell the car onto renowned Bugatti expert, Jean De Dobbeleer.

In 1960, 44769 was purchased by the consignor, an East Coast enthusiast who lived in Reno, Nevada at the time. 44769 was shipped by boat to the USA that year, and has remained here ever since. Barely running, 44769 was in need

of restoration, and soon a nearly 5 decade long restoration process was begun.

This process was aided by the fact that the car was essentially untouched, having all original chassis parts with original consistent factory numbering throughout. Help was provided at critical points by Bugatti enthusiasts in the US and Europe, starting out with a careful disassembly in 1961, under the guidance of Dr. William O'Brien, an avid American Bugatti Club member. Later, the transmission was rebuilt and the front axle refurbished with new kingpins and rebuilt shock absorbers.

The engine was rebuilt during the same period, including restoring the crankshaft back to standard bearing size, rebuilding of the rod and main bearings as well as the oil pump. The distributor was replaced with a Vertex

magneto for reliability. The owner performed the hand chasing on the cambox, having observed the original method while visiting the factory at Molsheim.

During the mid-1990s, the bodywork was removed and a frame-up rebuild of the chassis was undertaken by Dennis Taylor Reproductions. Going down to bare metal, any rusted areas were carefully replaced with new metal, and the wood was refurbished where needed.

The owner finally began assembly in 2004 installing a new cherry wood dash, a set of matched Jaeger instruments purchased in Paris in 1966, and a new wiring harness from Rhode Island Wiring Co. The mechanical functions of the car were evaluated for operability and safety in 2006 by Jim Stranberg's High Mountain Classics. The water pump,





44769 during the 1950s.



generator, clutch and braking system were gone through, and valves and timing reset. Furthermore, the radiator honeycomb core was replaced by a UK-based specialist. Finally in September 2007 the car had its maiden outing at the American Bugatti Club Grand Prix and Rally at Watkins Glen, NY. It has since been driven regularly on the beautiful country roads of the Virginia Piedmont.

In 2012, 44769 went back to Colorado for further refurbishments and tuning by Mr. Stranberg. At this time the suspension was completely rebuilt and brakes examined and repaired. The camshaft was reground to standard, hardened, and the valves re-set once again.

An extensive history file is available documenting the car's movements, stages of restoration, and expenses during all these many years.

A great example of Bugatti's grand touring Type 44, this would be a wonderful addition to any collection of pre-war or post war motorcars, a strong contender at any Concours d'Elegance or a excellent driver on tours with Bugatti clubs around the world.

\$385,000 - 450,000



1961 Porsche 356B 1600 Super Coupe

Chassis no. 117474

Engine no. 085561

1,582cc OHV Flat 4-Cylinder Engine

Dual Solex Carburetors

75bhp at 5,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- * *Matching numbers example*
- * *Desirable Super specification*
- * *Longtime Pacific Northwest car*
- * *High quality restoration by Tom Black's Garage*
- * *Great choice for tours and rallies*



The Porsche 356B



Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful *autobahn* burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but

luxurious cabriolets and more spartan Speedsters and roadsters, more than 76,000 examples in all by the time production ceased in 1965.

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

The Motorcar Offered

This very attractive, matching numbers 356B 1600 Super Coupe is believed to have been sold new in the Northwest, and spent its entire life in that area. It is known to have enjoyed long-term ownership by the late Todd Webb, a Porsche expert and well-known amateur racing driver, and was placed into secure storage until 1999, when Webb's estate offered it for sale.

It was acquired by a Portland enthusiast who entrusted it to Tom Black's Garage for a two-year, bare-metal cosmetic restoration that was completed in 2005. The body was resprayed in its original Silver Metallic. The window frames were re-chromed; new body seals, body decos, and new bumper guards were sourced. New red leather and correct square-weave carpeting were installed by Guy's Interiors in Portland, known for its Pebble Beach-quality upholstery work.



356 specialist Heckmann and Thiemann Motors performed a complete engine overhaul in 2006. The transaxle and drum brakes were also rebuilt. The original AM radio was replaced with a slightly newer but period-correct Blaupunkt AM/FM radio. With total mileage reported to be under 100,000, this very attractive little 356 coupe is described by the consignor as being in excellent condition and a highly enjoyable driver.

More than half of all the 356s built are believed to survive, and this classic model enjoys a strong support community around the world. Well-restored examples are always in great demand. This 356B coupe would be a perfect starting point on which to base a Porsche collection, or serve as a fast and comfortable ride for vintage rallies and club events. It is supplied with a correct tool kit

and jack, all restoration and service receipts from 1999 forward, and a collection of 356 literature accrued during the consignor's ownership. A Certificate of Authenticity has been applied for. A fine classic Porsche that is eminently usable still today, this attractive 356B merits close inspection.

\$50,000 - 70,000

Please note that this vehicle is titled as a 1962



187

The 1952 Earls Court Motor Show, 1953 Sebring 12 Hours
1952 Frazer-Nash Le Mans Replica MkII
Competition Model

Chassis no. 421/200/174

Engine no. BS1/116

1,971cc DOHC Bristol Inline 6-Cylinder Engine

150bhp at 5,750rpm

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

- * *One of the most original Le Mans Replicas in existence*
- * *1952 Earls Court Motor Show feature car*
- * *1953 Sebring 12 Hour participant*
- * *Ex-Stuart "Duke" Donaldson and George Waltman*
- * *Two owners from new—in present ownership since 1959*



The Frazer-Nash Le Mans Replica MkII

Introduced as the High Speed Competition Model in 1948, a handful of examples were produced until TMX 545 powered to a 3rd place overall finish in the running of Le Mans 24 Hours the following year. Henceforth, the subsequent examples produced were named "Le Mans Replicas" to honor the strong performance in '49. 21 of these Le Mans Replicas were built but advancements in competition required further upgrading. In 1952, an entirely new chassis frame composed of two parallel four inch diameter tubes with similarly sized cross members replaced the old BMW 328-based architecture. While the new setup was lighter, thanks to the greater simplicity of its construction, there was some debate as to whether it was better than the old chassis. The newly christened Mark II rounded out the production run with a further eight cars. Production of the Le Mans Replica series ceased in 1954.

The Motorcar Offered



This unrestored and completely original Le Mans Replica Mark II has had only two owners from new and an incredible history both on and off the track. Cars do not survive 61 years in such pristine nick without careful attention and care, both of which the Frazer-Nash has received in spades.

The second MkII produced, serial number 174 was promptly debuted at the 1952 Earls Court Motor Show in October of that year, and was featured extensively in Frazer-Nash's own brochure for the new MkII. Clothed in white paint and red leather, the car was first purchased by American Frazer-Nash agent Stuart "Duke" Donaldson and delivered in December, 1952. Donaldson, a New Yorker and accomplished racer in his own right, had entered a Le Mans Replica, serial number 421/100/160, in the premier running of the Sebring 12 Hours in 1952 (the first Sebring race, in 1950, had a duration of six hours). With Larry Kulok and Harry Grey at the wheel, Duke's Nash swept the field of Ferraris, Porsches, and Cunninghams to come in first place overall. Looking for a repeat of his performance the following year, Duke hoped his new MkII would be his ticket to back-to-back victories. Showing just as it had on the podium



at Earls Court, Duke's MkII entered the race with a red number '1' gracing its sides and with Tony Bonadies and George Rice—both accomplished circle track racers who had found success in the Midwest and Northeast—at the wheel .

Unfortunately, another victory was not to be had, as ten laps in the clutch failed and could not be fully repaired. In the mid-50s while the car was still actively competing, it was painted red—to match the '52 Sebring winning car—and the engine was moved back six inches to improve the handling characteristics, a change that would prove to be effective. Reports that a De Dion rear axle was also fitted at this time are spurious as the original live axle remains installed on the car with no records of this change ever being made.

In 1959, George Waltman, who had been racing for some time and was becoming a well known

figure on the racing scene, purchased 174 and a wealth of spares from Duke for \$1500. Waltman later remarked that he had, "bought it in favor of a Ferrari that Luigi Chinetti had offered me at the time. I've never been sorry of the choice..."

A true gentleman racer, he was known to bring a no-nonsense attitude to the sport while at the same time driving with a keen eye on having a good time. His fame would grow greatly with his solo endurance racing exploits. At the 1961 Sebring 12 Hours, his completion of the race in his Triumph TR3 would earn him the headline "Iron Man of Queens" in *The New York Times* with a race review that mostly talked about Waltman and only briefly mentioned the actual winners. George's legend would be cemented with his solo running of the 24 Hours of Daytona seven years later, when he drove his Morgan Plus Four down from New York City

to Florida and ran the 24 hours in its entirety. Despite having to stop for an hour after every four hours in the car to satisfy FIA rules, he finished only five laps behind James Garner's AIR team Corvette, piloted by four professional racers. After the race George changed the oil and drove back to New York in his Morgan, the only entrant to complete the grueling 24 hours of Daytona without a co-driver, and without a pit crew. He was the consummate gentleman racer – and a very good one at that.

George Waltman considered his Frazer-Nash to be the crown jewel of his collection. Driving the car sparingly at Watkins Glen, Lime Rock, Bridgehampton, and various other tracks, it still received less use than his other racers. Though he was a man of simple pleasures and modest means he didn't coddle the car in a plastic bubble. In a 2001 letter to Frazer-Nash USA







registrar Bob Schmitt, Waltman said, "I always drove it on the road to all the race events, with my comping equipment aboard. It never let me down, and I always was able to drive it back from the events I ran it in."

In April of 1963, Waltman drove the Frazer-Nash to its second major show, the New York Auto Show, where this time it was shown as a decade old artifact. Later that year, *Car and Driver* reviewed the Le Mans Replica in the July issue. While the cover featured a different car, the article itself was laden with photos of Waltman's Frazer-Nash about which the *C/D* editors waxed about the car:

"The racing car feel of brutal, open masculinity has never been more gently arrived at. It's

the kind of head-turner that almost gets embarrassing to drive, and we found ourselves whipping along with an enormous grin."

The last big outing for the Nash was in 1975 when George shipped the car to the UK for the Frazer-Nash 50th Anniversary Gathering at Castle Combe. It is likely he would have driven it there, had that been an option. Into the later '70s and '80s the car continued to be gently used and shown—George's son fondly recalls riding in it as a boy in the early '80s—but by the early '90s the car was carefully stored on Waltman's Pennsylvania farm, rarely driven.

Quietly owning the car, George still occasionally spoke publicly about his prized

Frazer-Nash, most strikingly in his scathing rebuke to a review of a Le Mans Replica Replica. His edited letter appeared in the March 1999 issue of *Classic & Sports Car* noting that he'd "rather own a real Fiat 500 than a fake FN."

Waltman's practical ownership and frugal but spirited use of his Le Mans Replica MkII has preserved the car in the remarkable condition in which it shows today. Any modifications from its original delivery specification, including the color change, the repositioning of the engine, and the replacement of the transmission housing with a painted NOS unit were all completed in 1960 or prior. 174's stunning preservation status is best summed in George Waltman's own words:



174 practicing at the 1953 Sebring 12-Hour.



George Waltman in 174 at Watkins Glen, October 1975.



I still have it fitted with Dunlop diamond tread (sic) race tyres. The interior is still original, and actually, nothing has been butchered up or screwed around with since it left the Sebring Circuit.

With George's passing in January of this year, it has come time for his Frazer-Nash to move on to its third owner from new. One of the last true American gentlemen racers, George raced for fun and enjoyment, becoming a legend in his own time thanks to his unrepeatable accomplishments. His Frazer-Nash was the crowning achievement of his collecting career and the jewel of his garage.

Le Mans Replicas are remarkable for their eligibility for the most prestigious vintage

events, including the Mille Miglia, Targa Florio, Le Mans Classic, California Mille, Colorado Grand, and many more. George certainly proved its dual-purpose nature as a mount with which to drive to the track, race, and then drive home. With its storied history, stunningly authentic originality, and mountains of character, one can only hope that, in George's own words, "the FN finds an honest home."

\$550,000 - 650,000

Please note that this vehicle is titled under its engine number and as a 1953



188

The ex-John Bloom

1964 Rolls Royce Silver Cloud III Drophead Coupe

Chassis no. SFU.259

Engine no. S2148

6230cc OHV V8 Engine

220bhp (estimated)

4-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- * *Current owner since the early 1970s*
- * *Unrestored original condition*
- * *Rarely seen Drophead Coupe coachwork*
- * *A rare and desirable Silver Cloud variant*
- * *Black leather interior*



The Silver Cloud III Drophead Coupe

The Rolls Royce Silver Cloud was introduced in 1955. As the last model built on a separate chassis, custom-bodied cars could be provided for those who wanted a personalized version of Rolls Royce's most popular model. With the Silver Cloud II's release in 1959, the six-and-a-quarter liter L410 V8 was introduced to address a perceived need for greater acceleration and torque.

Debuting in 1963, the 3rd series of the Rolls Royce Silver Cloud featured revisions to its interior and engine as well as a reduction in weight. Carburetors were upgraded from 1 ¾-inch to 2-inch units, and the compression ratio was raised to 9:1. This resulted in a minor increase in power, and to address the problem of breaking crankshafts in the 2nd series, the crankshaft in the 3rd series was nitride hardened. The 1964 Silver Clouds further benefitted from wider front seats.

Formed from a 1961 merger of the Rolls Royce-owned coach builders H.J. Mulliner and Park Ward, Mulliner Park Ward was Rolls Royce's division responsible for bespoke bodies. One of the most notable models they produced were the Fixed Head Coupe and Drophead Coupe, built from 1964 to 1966. They are known for their angled headlights at the front of an avant-garde body, and as they were meant for owner-drivers, the dashboard received a more contemporary look.





The Motorcar Offered

John Bloom, London's East End-born entrepreneur who was no stranger to scandal, got his start selling Electromatic twin tub washing machines. He democratized the electric washing machine, selling direct to consumers for 39 guineas, half the price of the competition. By 1960, he was able to acquire the Rolls Razor company to meet growing production needs, but fraudulently disguised the acquisition cost under a shell company to borrow more and inflate his margins. In 1962, he was rewarded for his apparent success with a seven-year contract stipulating a salary of £15,000/year, the use of a Rolls Royce, and a Park Lane apartment. Incidentally, Bloom has been a longtime friend of Formula 1's Bernie Ecclestone.

In 1964, the company Rolls Royce at Bloom's disposal was this Silver Cloud III Drophead

Coupe. One of only 328 specially coachbuilt Silver Cloud III models, and roughly 100 Mulliner Park Ward drophead coupes, SFU.259 was dispatched to dealer H.R. Owen Ltd. on May 15, 1964. It was delivered to Electromatic Washing Machines, Ltd. for John Bloom on May 25, 1964, under registration JB III, and featured a power operated roof with cover, Dunlop white-wall tires, luggage straps, electric windows on both doors, and a Hirschmann electric antenna. It also benefitted from Continental springing and tailpipe, as well as a heavy gauge frame (naturally for hauling washing machines to clients!).

Originally delivered in *Rouge Irisé* over off-white leather, it has been refinished in more restrained burgundy over black leather, with the latest respray in 2003. Some time during the 1960s, the Silver Cloud III was converted to left-hand

drive. The current ownership dates back to the early 1970s. Coming out of long-term private ownership, and with a distinguished first owner, this coachbuilt Silver Cloud III Drophead Coupe represents the absolute pinnacle of British luxury motoring in the mid-1960s.

\$125,000 - 150,000



189

Barn Find

1972 Lancia Stratos *Stradale*

Coachwork by Bertone

Chassis no. 829ARO 001941

2418cc V-6 Engine

192bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- * *Virtually original, as delivered*
- * *Approximately 50,000 kilometers from new*
- * *Long-term ownership, parked in storage since 1998*
- * *Complete and sound, ready for sympathetic restoration*
- * *Rare 'Stradale' version*



The Lancia Stratos

The Lancia Stratos is many things - among them, one of the most successful rally cars ever built, one of the most valuable Lancias ever produced, an example of clever corporate parts sharing, challenging and daunting to drive and a spaceship for the road. All of that is true, but it doesn't tell the full story. Constructed for homologation purposes, Lancia Stratos '*Stradale*' or 'street' models used the same 2.4-liter Ferrari Dino V-6 found in 'Rally' or racing versions, but in a significantly lower state of tune. Even with 'only' 192 horsepower, the Stratos *Stradale*'s light weight, less than 2,200 pounds, helped the wedge-shaped rocket accelerate from 0-60 MPH in less than five seconds, on its way to a top speed of some 140mph.

While record keeping is difficult to exactly reconcile, it is thought that approximately 492 Lancia Stratos models of all variants were constructed during the car's brief production run.



As many were either raced, crashed, or both, it's impossible to know how many surviving examples remain, especially of the *Stradale* variant. While the exact number is unknown, many of the Stratos's built and delivered as '*Stradale*' models have over the years been either modified for competition or turned into Group 4 rally replicas.

The Motorcar Offered

There are certainly very few *Stradale* examples which survive intact in almost completely original condition from new. This is one such car. This Stratos was originally delivered in Germany, historically one of Lancia's best export markets. It was imported to the US in late 1982 and purchased by the vendor, a citizen of the UK who was a resident in California, in November of that year. He took delivery of the Stratos in Albuquerque and recalls vividly the drive home to San Francisco, a trip which took him through both the deepest arroyos in the Mohave Desert as well as snow in the mountains.

In all conditions, the Lancia was a thrill to pilot. He often used the car to commute between his home in San Francisco and his ranch in Santa Barbara, sometimes on the Pacific Coast Highway, occasionally on the Interstate. As his





family grew and other obligations found him spending more and more time abroad, the Stratos was used less and less, finally going into storage at the ranch in June, 1998.

The Stratos has not been started or run since that time but on a recent inspection by Bonhams specialists, the body appeared to be in very sound condition and it is mechanically complete. The odometer read 50,116km (31,072 miles) at the time of inspection and the Lancia showed all factory delivered finishes and details, with the exception of the seats, which had at some point prior to 1982 been reupholstered in leather in place of the original cloth, along with an aftermarket gear shift knob. The required German-language data plate is in place as is the California 'Bureau of Automotive Repair' sticker in the door jamb attesting to its Federalization on

import, as none of these cars were officially brought into the US.

A total re-commissioning would be required before the car is run again, and it would not only be prudent but absolutely required that all mechanical systems be thoroughly rebuilt and refreshed before beginning to safely exploit the performance capability of this supercar. The Stratos can be a surprisingly usable car. It has great forward visibility, enabling it to be very accurately placed. There is a good deal of luggage room in the rear and the cockpit also has ample elbow room thanks to the helmet pockets in the doors.

When properly sorted, they are also surprisingly unfussy mechanically, as in their day they needed to be reliable on long and grueling rally stages.



The Lancia Stratos is acknowledged as one of the all-time classic purpose-built rally cars; to find a rare *Stradale*, which is largely a time warp as delivered, is essentially unheard of. This delightful example awaits a sensitive hand to bring it back to good health again; the experience of turning the key again will be one to be savored.

\$250,000 - 300,000



190

1927 BMW R42

Chassis no. 13049

Engine no. 43068

494cc Opposed Twin-Cylinder “Boxer” Engine

12BHP

3-Speed Manual Transmission

Leaf Spring Front Suspension, Rigid Frame

Shaft Drive

* *Matching Numbers*

* *Full restoration by Bench Mark*

* *Only 300 miles since full rebuild*

* *Specification verified by factory records*

* *Accompanied by substantial documentation*



The BMW R42



It was designer Max Fitz, forbidden by treaty from working on aircraft engines following World War I, who came up with the blueprint for BMW motorcycles that the company follows to this day, 90 years after the first R32 was produced. That first bike featured his now-familiar transverse-mounted “boxer” motor, its twin cylinders jutting out into the cooling

breeze. Also present from the beginning was shaft final drive; BMW’s attention to engineering and focus on solid build quality was already readily apparent.

The R42, introduced three years later in 1926, moved the brand more firmly down the road to profitability and success. With the engine repositioned in the frame for improved weight distribution, stronger, straighter front downtubes could be employed, sharpening the bike’s handling. Braking too was improved; gone was the arcane block-and-pulley type rear brake. Stylistically, the R32’s quaint valanced fenders gave way to simpler, more modern looking sheetmetal. Despite the fact that all BMW two-wheelers built up to 1941 owe much to the R42, its production lasted just three years, making this rare Bimmer among the brand’s most desirable and sought-after vintage machines.

The Motorcycle Offered

This numbers-matching, second-year R42, complete with its optional Bosch electric lighting set, horn and magneto, has a great pedigree verified by the archivists at BMW Mobile Tradition. It was restored a few years ago by noted BMW specialist Craig Vechorik at his Bench Mark Works shop, and has seen just 300 miles since the full rebuild. The current owner keeps the machine in show-worthy, rideable condition; included in the sale is a small selection of spares, much paperwork and a notebook documenting the bike’s restoration.

\$50,000 - 60,000

191

1950 Rolls Royce Silver Wraith Enclosed Drive Limousine

Coachwork by H.J. Mulliner

Chassis no. LWHD48

Engine no. W48D

4,257cc OHV Inline 6-Cylinder Engine

Approximately 125bhp

4-Speed Manual Transmission

Front and Rear Drum Brakes

- * *In current ownership since 1975*
- * *Illustrated in Rolls Royce in America*
- * *Left-hand-drive example for American market*
- * *Electric divider window*
- * *Engine rebuilt to original Rolls Royce specification*



The Rolls Royce Silver Wraith

In 1946, Rolls Royce resumed automobile production with the Silver Wraith. The last Rolls Royces delivered exclusively as chassis for coach-built bodies, they were offered with the pre-war inline 6-cylinder, with a new head incorporating overhead inlet valves and side exhaust valves.

Unlike previous Rolls Royces, this was the first model to have commonality with its Bentley sibling. Many mechanical parts were shared due to low demand for luxury cars in post-war England. This was partly due to the economy, but also to a significant automobiles tax and gasoline rationing.

The Motorcar Offered

Ordered in 1950 from Inskip, Inc. by the A.G. Baker Funeral Home of Bridgeport, Connecticut, chassis LWHD48 was delivered with Mulliner body style #5151 in black and grey. The Silver Wraith has always been appreciated for long-distance driving, and this car shows just over 107,000 miles.

The current owners purchased it in 1975 and treated it to a rebuilt engine in 1976, and new paint in 1993. The interior has had refurbishing as needed, and the correct-size wheels have been fitted. Otherwise, it is largely original. It can be seen in the book *Rolls Royce in America* by John Webb de Campi. Here is a well-documented, well-preserved Silver Wraith in a rarely-seen body style coming out of long term ownership; a great entree to the post-war Rolls-Royce experience.
\$50,000 - 75,000



192

1954 Chevrolet Corvette

Chassis no. 0792086F54YG

235ci OHV Inline 6-Cylinder Engine

3 Carter Carburetors

150bhp at 4200rpm

2-Speed Powerglide Automatic Transmission

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

4-Wheel Drum Brakes

- * *Numbers-matching example*
- * *Recent paint job to high standards*
- * *Completely overhauled engine and transmission*
- * *Iconic Harley Earl design*
- * *First year of production at the St. Louis plant*



The Chevrolet Corvette

The sports car boom was in full swing by the early 1950s, fueled by the desire of American GIs returning from WWII who wanted something like the lithe Jaguars and MGs they had seen overseas. American manufacturers like Chevrolet therefore felt pressure to introduce a competing model. Introduced in 1953 at the Autorama display of the New York Auto Show, the Harley Earl-designed Corvette started life as a comfortable, leisurely six-cylinder boulevard cruiser. It was built with a fiberglass body over a Chevrolet sedan powertrain and chassis. However, thanks to its more pedestrian underpinnings, the Corvette was available at an accessible price, and a strong dealer network meant that buyers would not have to endure long waits for British or Italian parts to come from overseas. For 1954, production was moved to the St. Louis plant in expectation of high demand. The overhead

valve 235ci Blue Flame Six engine, which already had dual exhausts and solid lifters for performance, was upgraded with triple Carter carburetors and a new camshaft for increased power. Unfortunately, sales were still below expectations, and only 3640 were built for that year, nearly resulting in the Corvette's demise.

Luckily for the Corvette, there was a second chance. Thanks to the introduction of the Thunderbird, the Chevrolet 265ci V8, and Zora Arkus-Duntov's influence, the very first Corvettes did not fade away. Instead, the new V8-powered Corvette was sent back into battle in 1955, making these earlier cars the genus of what is arguably the most popular American sports car. The clean styling of the early cars represents some of Harley Earl's best work, and surely stood out on Main Street USA when parked next to a contemporary Bel Air or Plymouth Cranbrook!

The Motorcar Offered



Built in the second year of Corvette production, this numbers-matching car is fully optioned and comes with an unrestored aftermarket hardtop. It is also one of about 200 to be optioned with a white steering wheel instead of the more common red. This original California car has had recent major



work: The body has been newly refinished in the popular Polo White color, the engine and transmission have been overhauled, and the radiator, starter and battery have been replaced. The radio has been restored by a specialist. As such, it's ready for show or an evening on the town.

maintenance. The bonuses are a fully-designed dashboard, carpeting and interior trim, a functioning top, and readily available parts. Here is a great example waiting for its next keeper.

\$60,000 - 90,000
Without reserve

While Chevrolet intended the Corvette as competition for MGs, Jaguars, Alfa Romeos, and other similar cars, perhaps it is more appropriate to compare it to the fiberglass-bodied specials of the period. And in that comparison, the Corvette clearly comes out ahead as the better, more thoroughly-engineered solution to the question of how to get European sports-car performance with American parts availability and ease of

End of Sale

Acknowledgements

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Malcolm Welford

Photography Credits

Motoring photographer, Pawel Litwinski:

After nearly a decade of specialization in this field, Pawel's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. www.litwinski.com

Pawel Litwinski: Lots 101, 102, 103, 106, 108, 109, 110, 113, 114, 115, 116, 118, 120, 121, 122, 123, 124, 125, 127, 128, 133, 134, 135, 136, 137, 138, 139, 140, 142, 143, 145, 148, 149, 150, 151, 152, 153, 154, 157, 158, 159, 160, 161, 162, 163, 164, 165, 167, 169, 170, 172, 174, 176, 177, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189 and 192.

Simon Clay: Lots 104, 126, 129, 146 and 171.

Jack Criswell: Lots 166 and 175.

DCPG Photography: Lot 141.

Michael Lichter Photography: Lot 155.

Scott Nidermaier: Lots 119 and 130.

The Rodder's Journal: Lot 132.

Dan Savinelli: Lot 130.

Peter Singhof: Lot 160.

Sean Smith: Lot 173.

Steve Twist: Lot 117.

Tim Layzell

Tim Layzell was born in Somerset, England. His family has always had a passionate interest in historic motor sport. Tim's work proved immensely popular and his paintings have continued to mature not only as his artistic skills have developed but also as his encyclopaedic knowledge of motor sport history and his own unique insight on that history has expanded. The result is some of the most evocative images of some of the greatest moments in the sport.

Tim has developed two distinct motoring art styles. In one, he paints with an eye to super realism and super detail while maintaining an element of nostalgia, reflecting the unique tones provided by the color photography of the 1950s, 1960s and early 1970s. In the other, he paints in his own, distinctive, 'pop art' style where solid blocks of color and strong speed lines draw the observers' eye into the work. In recent years there has also been the birth of a new style which is almost a mix of both which he refers to as his 'Poster' style.

Tim's enthusiasm for motor racing and motor sport is all encompassing but the majority of his work focuses on the period from the 1930s to the 1970s. In between these two periods lies

what Tim believes to be the 'golden era' of motor racing. The 1950s and 1960s produced not just some of the greatest cars of all time, but also some of the greatest drivers such as Moss, Fangio, Clark and Collins.

As well as watching motor racing and observing cars, Tim has also been directly involved in motor sport competing in his 1930 Riley 9 Special.

Tim's refreshingly different paintings, both in subject and style, have proved immensely popular at the venues at which he continues to exhibit, such as the Goodwood Revival, the Silverstone Classic, the Monaco Grand Prix, the Salon Prive London, the Pebble Beach Concours d'Elegance and the Retromobile in Paris.

Tim now has customers in many countries around the globe and has continued to improve his skills and his style so that he is now rightly regarded as one of the World's leading motoring artists.

For more details about Tim's work, please visit www.timlayzell.com.

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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.

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 Quail Lodge & Golf Club in Carmel, California, on Friday, August 16, 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

1.1 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.

1.2 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

1.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale 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.

1.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. Bidder Registration

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 'Buyers' 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%) of the Hammer Price of such Lot, 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:

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.

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, or debit card transaction made in person with a PIN, in United States currency, **no later than 12:00 noon Pacific Time on Sunday, August 18, 2013.** Additionally, for purchases of automobilia and other non-motor vehicle property *only*, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given buyer may be limited.

11. Removal of Lot

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyers' 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 'Buyers' 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

CONDITIONS OF SALE – Motor Vehicles & Automobilia (continued)

expenses, attorney's fees and any incidental damages;

(b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;

(c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;

(d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;

(e) Rescind the sale of the Lot to the Buyer at any time;

(f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;

(g) Institute legal proceedings for damages or specific performance.

16. Absentee, Telephone and Online Bids

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

17. Bonhams' Copyright

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

18. Miscellaneous

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

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration

before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;

(ii) the arbitration shall be conducted in the city of San Francisco, California; and

(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day;

(III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and 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 'Buyers' information', any Important Notices, and the bidder registration form referred to above and any other absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

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

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

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

18.7 Time is of the essence of this agreement.

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

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

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

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the auction 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.

Sample Bank Letter Of Guarantee

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Quail Lodge Auction on August 16th, 2013.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Guide relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Guide in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
220 San Bruno Avenue
San Francisco, California 94103
Tel +1 (800) 223 2854
Fax +1 (415) 861 8951
Automated Auction Results
Tel +1 (800) 223 2854 ext. 3400

Bonhams

1793

Sale title: Quail Lodge Auction	Sale date: Friday, August 16, 2013
Sale no. 20994	Sale venue: Quail Lodge & Golf Club, Carmel, California, USA
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your resale license number here _____ We may contact you for additional information.	

Shipping	
Automobilia: I will collect purchases myself by 12pm August 18 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/>	Motorcars I will collect purchases myself by 12pm August 18 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Authorized shipper's name: _____

Please note that all telephone calls are recorded.

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*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND AGREE THAT YOU SHALL BE LEGALLY BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature:	Date:

To complete this form, check the Auction Catalog(s) you would like to order, fill in the price in the Total column and fax to +1 (415) 861 8951, or mail to:

Bonhams
220 San Bruno Avenue
San Francisco, California 94103

Are you a current catalog subscriber?

☐ Yes ☐ No

If you have any questions please contact us at +1 (800) 223 2854, ext. 3550.

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Left:
1950 Hudson Hornet

From the Alec Ulmann Archive
Dion Pears, Ickx/Oliver in the Gulf Ford GT40 on their way to victory ahead of the Ferrari 312 of Andretti/Amon



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Below:

From a Private European Museum Collection, ex- Richard C. Paine Jr.
1934 Packard 1101 Eight
7 Passenger Touring
Without reserve





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California & Western Paintings & Sculpture

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Charles Reiffel
To Wander - In San Diego Back Country, 1938
oil on board
Sold for \$206,500

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September 20-23, Los Angeles

San Francisco previews arranged
by appointment

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Clockwise from top left:

1845 \$2.5 PF-67★ Cameo NGC
\$180,00 - 240,000

1880 \$4 Stella Coiled Hair Cameo
PF-67 NGC
\$1,000,000 - 1,500,000

1891 \$20 Ultra Cameo PF-68★
NGC
\$350,000 - 500,000

1907 \$20 Saint Gaudens
High Relief PF-69 NGC
\$400,000 - 500,000



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Made in California: Contemporary Art

October 21
Los Angeles & San Francisco
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David Park (1911-1960)
Portrait of Imogen
Cunningham, 1952
oil on board
15 3/4 x 12 in.
\$70,000 - 90,000

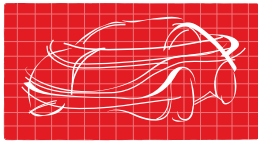
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Further entries invited.

*The ex-Scuderia Ferrari,
Tazio Nuvolari, Hans Ruesch,
Dick Seaman, Dennis Poore
1935 Alfa Romeo 8C-35
Grand Prix Single-Seater
Chassis no. 50013*

Photo credit:
Spitzley-Monkhouse Collection

The Las Vegas Motorcycle Auction



January 9, 2014
Bally's Las Vegas Hotel & Casino

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Above:
Sold for \$480,000 at the Las Vegas Auction, Bally's, January 2013
1939 BMW RS 255 Kompressor

Left:
Sold for \$167,800
1954 BMW Rennsport RS54 Sidecar

Sold for \$134,800
1952 Vincent 998cc Black Shadow

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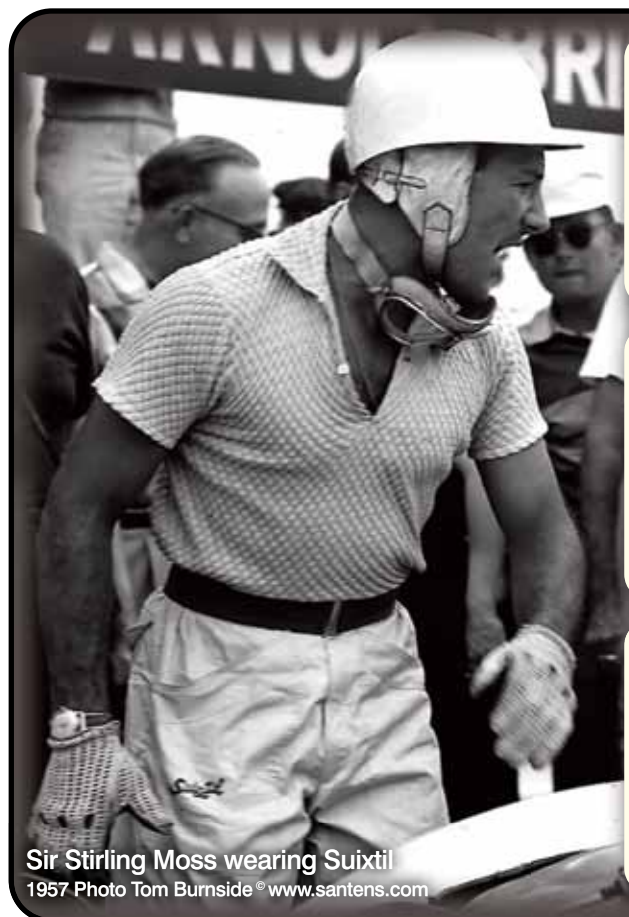
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Sir Stirling Moss wearing Suixtil
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Above:
*From the Estate of Eugene Beardslee,
the only Figoni and Falaschi bodied
Bentley ever built*
1947 Bentley Mark VI Coupe
Coachwork by Figoni and Falaschi

Left:
1930 Cadillac V-16 All Weather Phaeton
Coachwork by Fleetwood

Beautifully restored
1955 Chevrolet Bel Air Convertible



Index

Lot	Year	Make	Model	Lot	Year	Make	Model
170	1959	AC	Ace Bristol	173	1953	Jaguar	XK120 Roadster
166	1961	Alfa Romeo	Giulietta Spider	177	1959	Jaguar	XK150 Fixed Head Coupe
157	1973	Alfa Romeo	Spider Convertible	182	1959	Jaguar	XK150S 3.4-Liter Roadster
105	1914	American	Underslung Model 644 Touring	159	1967	Jaguar	E-Type Series 1 4.2-Liter Roadster
131	1951	Aston Martin	DB2 Coupe	101	1902	Knox	Model C Runabout
133	1965	Aston Martin	DB5 Sports Saloon	179	1975	Lamborghini	Countach LP400 'Periscopica'
102	1968	Aston Martin	DBS Series I	142	1955	Lancia	Aurelia B24S Spider America
118	1954	Austin-Healey	100 BN1	153	1957	Lancia	Aurelia B24S Convertible
141	1964	Austin-Healey	3000 MkII Lightweight	189	1972	Lancia	Stratos HF Stradale
171	1906	Autocar	Type 10 Runabout	114	1948	Lincoln	Continental Cabriolet
152	1931	Bentley	4½ Liter Supercharged Le Mans	163	1958	Lister-Chevrolet	Knobbly' Sports-Racing Two-Seater
190	1927	BMW	R42	125	1925	Locomobile	Model 48 Sportif
172	1972	BMW	2000 Tii Touring Alpha	127	1959	Lotus	Elite Series I
138	1924	Bugatti	Type 35 Grand Prix	122	1962	Lotus	22 Formula Junior
185	1928	Bugatti	Type 44 Cabriolet	162	1966	Lotus	Cortina MkI
129	1910	Buick	Model 10 Touring	119	1932	Marmon	V16 Victoria
107	1912	Cadillac	Torpedo Touring	181	1974	Maserati	Merak
147	1930	Cadillac	V-16 All Weather Phaeton	180	1910	Mercedes	45hp 4-Seat Tourabout
156	1931	Cadillac	V-12 Victoria Coupe	111	1952	Mercedes-Benz	300 Cabriolet d
192	1954	Chevrolet	Corvette	176	1955	Mercedes-Benz	300SL Gullwing Coupe
164	1962	Chevrolet	Corvette 327/340bhp	183	1959	Mercedes-Benz	190SL
178	1956	Citroen	2CV	139	1961	Mercedes-Benz	Type O321H Bus
134	1901	De Dion Bouton	5hp Motorette	121	1963	Mercedes-Benz	300SL Roadster
174	1930	Delage	DR70 Tourer	175	1970	Mercedes-Benz	280SE 3.5 Coupé
149	1949	Delahaye	175 S Cabriolet Dandy	151	1953	Morgan	+4 Roadster
148	1934	DeSoto	Airflow Coupe	106	1964	Morgan	+4+ Coupe
160	1953	Ferrari	250 Europa Coupé	104	1929	Packard	640 Custom Eight Roadster
130	1960	Ferrari	250GT Cabriolet Series II	136	1934	Packard	1107 Coupe Roadster
169	1965	Ferrari	275GTS	112	1938	Packard	1608 Twelve Custom Landauette
124	1966	Ferrari	330GTC	109	1910	Peerless	Model 29 Park Phaeton/Victoria
113	1967	Ferrari	330GTC	135	1957	Porsche	356A 1600 Speedster
140	1971	Ferrari	365GTB/4 Daytona Berlinetta	186	1961	Porsche	356B
184	1973	Ferrari	Dino 246GTS	154	1966	Porsche	906
144	1986	Ferrari	328GTB	120	1970	Porsche	911S 2.2 Coupe
128	1989	Ferrari	328GTS	146	1970	Porsche	911S/T Coupe
103	1963	Fiat	1100 Sedan	167	1970	Porsche	911T 2.2 Coupe
115	1954	Fiat-Stanguellini	Bertone Berlinetta Coupe	158	1989	Porsche	911 3.2 Carrera Cabriolet
132	1932	Ford	Highboy	191	1950	Rolls Royce	Silver Wraith Enclosed Drive Limousine
150	1935	Ford	Model 48 Roadster Hot Rod	137	1957	Rolls Royce	Silver Cloud I Sports Saloon
145	1936	Ford	Model 48 Roadster Hot Rod	188	1964	Rolls Royce	Silver Cloud III Drophead Coupe
108	1948	Ford	Super DeLuxe "Woodie" Station Wagon	126	1908	Sharp Arrow	Runabout Recreation
165	1963½	Ford	Galaxie 500 R-Code Factory Lightweight	161	1962	Shelby	AC Cobra
110	2006	Ford	GT	168	1956	Studebaker	Sky Hawk
187	1952	Frazer-Nash	Le Mans Replica MkII Competition Model	123	1947	Tatra	T87 Sedan
117	1921	Indian	Board Track Racer	116	1959	Triumph	TR3 Roadster
143	1960	J.W. Payne	¾ Midget Racing Car	155	1952	Vincent	Rapide "Black Lightning" Special



Lot 179: 1975 Lamborghini Countach LP400 'Periscopica.'

