Bonhams

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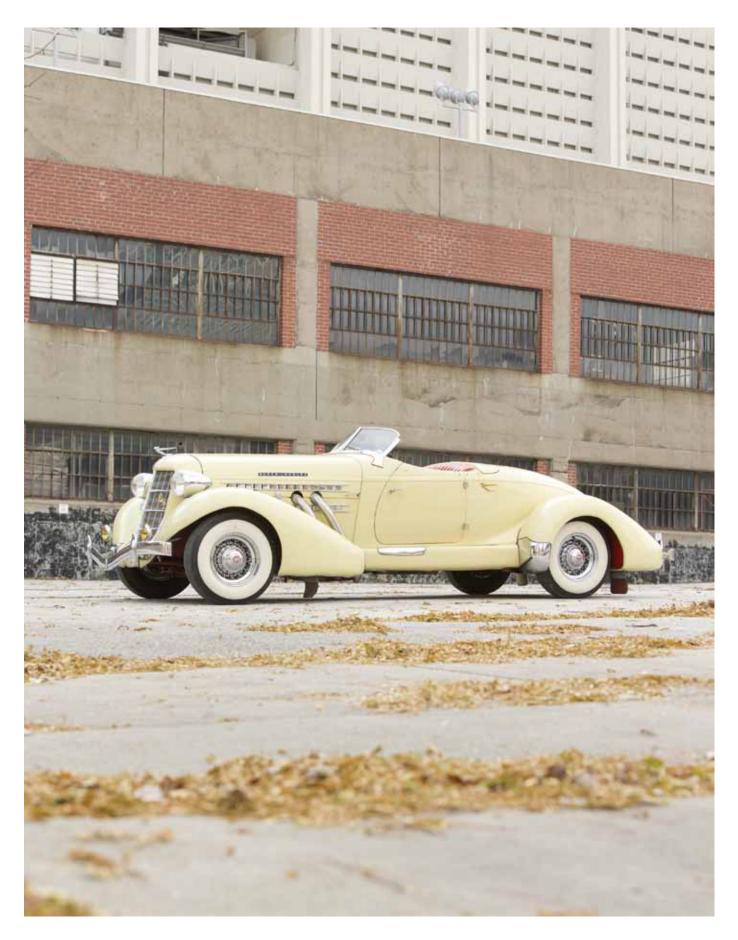
SCOTTSDALE











The Scottsdale Auction

January 16, 2014 Motorcars 11am Automobilia 9am The Westin Kierland Resort & Spa Scottsdale, Arizona



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/scottsdale**

Preview and Auction Location

Bonhams Pavilion on the Pittman Lawn of the The Westin Kierland Resort & Spa 6902 E Greenway Parkway Scottsdale, Arizona 85254

Preview

Tuesday January 14, 9am to 5pm Wednesday January 15, 9am to 6pm Thursday January 16, Motorcars only from 9am to 11am

Auction Times

Thursday January 16 Motorcars 11am Automobilia 9am

Bonhams

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Bids

+ 1 (415) 861 7500 + 1 (415) 861 8951 (fax)

From January 13 to 18, to reach us directly at the Bonhams Pavilion at The Westin:

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

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

Admission to Preview and Auction

Bonhams' Preview and Auction Entry Packages are listed in the Buyer Information section of this catalog on page 4. **Auction Number: 21392**

Lots 1 - 201

Please see pages 4 to 6 and 268 to 269 for bidder information including conditions of sale, aftersale collection and shipment

Front /cover Illustration

Lot 130 - The ex-Baron Philippe de Gunzbourg 1931 Alfa Romeo 6C 1750 Supercharged Gran Sport Spider by Zagato

Automated Results Service

+1 (800) 223 2854

Buyer 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. Please note the following entry options:

- Premium Entry Package \$150 ~ includes an Auction Catalog, entry for two people, bidder pre-registration, auction day reserved seating and some complimentary food and beverage. To take advantage of this package, please contact Anna Nearburg at +1 (415) 503 3426 prior to January 14 and at +1 (415) 391 4000 on or after January 14, or visit our Pavilion at The Westin Kierland Resort & Spa.
- 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 \$100,000 of the bid price, 20% of the amount of the bid price above \$100,001 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

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 sellers permit number 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 sellers permit number and/or is a licensed automobile dealer in the applicable state must furnish its state's resale certificate along with a copy of its dealer's license with the cashier prior to or at the time of purchase. Purchased lots picked up by a nonlicensed carrier would be subject to the same rules as apply to purchases collected in Arizona.

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

1. The buyer is an Arizona, Out of State and or Foreign Automobile Dealer. All dealers will be required to complete an Arizona Resale Certificate and or one of their home state and provide a copy of their dealer's license.

All out of state dealers must provide proof of shipping to their home state by an ICC carrier. Also, a copy of your driver's license may be required along with completion of one or more of the following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State and Form 5012, Certificate to Establish Residency In a Foreign Country. In addition all buyers shipping their Automobile out of State will be required to sign an Arizona "90 Day Permit".

2. A qualified nonresident of Arizona cannot take possession of the automobile in Arizona without incurring sales tax. The automobile must be shipped through an ICC carrier and the client must complete one or more of the following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State. A legible copy of a current valid driver's license that indicates an address outside of Arizona must also be furnished.

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.

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 Saturday January 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.

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.

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

Buyer Information (continued)

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 in Scottsdale, AZ at +1 (415) 391 4040 beginning Monday January 13 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/Scottsdale or contact the Client Services Department to obtain information and learn how you can register and bid online.

Currency Converter

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

Damage

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

Payment & Collection of Lots

Payment

Payment for purchased lots must be made no later than 12pm local time on Saturday January 18. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. 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 The Westin Kierland Resort & Spa

Bonhams will be accepting payment during and after the auction on Thursday January 16. We will be open on Friday January 17 from 8.30am until 5pm, and again on Saturday January 18 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 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 Saturday January 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 Saturday January 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 Saturday January 18 until Tuesday January 21 at 9am.

Transport and Shipping, Charges for Removal and Storage

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

Motor Vehicles:

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday January 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 its 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

International Motorcar Transport

CARS, contact Fiona Spence, +1 (310) 451 0020, fiona@carsusa.com

Domestic and International Motorcar and Motorcycle Transport

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

Automobilia:

Automobilia lot removal and storage charges are as follows:

Uplift/removal charge for lots being transported to Bonhams' San Francisco gallery: \$20 for small to medium items; from \$50 to \$100 for large items. Storage charges: \$5 per day per lot, beginning Monday January 27.

Bonhams

220 San Bruno Avenue San Francisco, California 94103 Office hours for collection of property: 8.30am to 5pm, Monday through Friday THE WESTIN KIERLAND RESORT & SPA
6902 East Greenway Parkway, Scottsdale, Arizona 85254 USA
T 480.624.1000 F 480.624.1001
kierlandresort.com

Ladies and Gentlemen,

Welcome to The Westin Kierland Resort & Spa and thank you for the opportunity to serve you during "auction week" 2014. This year we celebrate our third anniversary of hosting one of our destinations most respected sales, the Bonhams Scottsdale Auction of Motorcars. Whether you're a bidder or simply an admirer of the extraordinary vehicles for sale, we couldn't be more proud to host what promises to be another landmark three day event.

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

Warm regards,

J. Bruce Lange Managing Director

Bonhams at The Westin Kierland Resort & Spa



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

Telephone numbers for January 13 - 18 +1 (415) 391 4000 +1 (415) 391 4040 (fax)

Directions

From the East Valley/ Tempe/ Chandler:

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

From North Phoenix:

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

From Phoenix Airport/ West Phoenix:

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

From South Phoenix/ Tucson:

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

Happy New Year,

It has become a tradition to start our year in Scottsdale for this incredible week dedicated to our beloved vintage motoring hobby, and with that it is our great pleasure to present to you our 2014 Scottsdale Auction catalog.

We have strived to find the best examples of the world's most important motorcars to offer to you at this landmark auction; our presentation spans a full one hundred years of motoring and beyond.

The most prominent marques of international automotive history are represented. Our offerings include one of the absolute finest examples of the Alfa Romeo 6C 1750 Supercharged Gran Sport Zagato Spider extant, with unparalleled authenticity and fascinating provenance. The Ferrari line-up spans from the earliest cars produced by the legendary *Cavallino Rampante*, to the modern day, topped by the incredible *Tailor's Car* - the 1951 212 Export Touring Berlinetta now offered from more than 40 years in its current ownership.

Nothing but diversity! The sale features a formal yet sporting and powerful 50HP Simplex dating from 1910, representative of the finest one could buy a century ago. A stellar brace of 1950's and 1960's sports cars are anchored by an excellent pair of Mercedes-Benz 300SL's, representing both 'Gullwing' and Roadster body styles. More than one third of the cars will be offered without reserve.

Our automobilia offerings are similarly in a league of their own - a hundred carefully chosen items, topped by one of the most important film memorabilia garments in the world: Steve McQueen's tweed jacket as worn by him throughout the 1968 cop drama *Bullitt* - a movie that nearly 50 years later remains the benchmark for car chase scenes, one that has spawned many imitators but no equals.

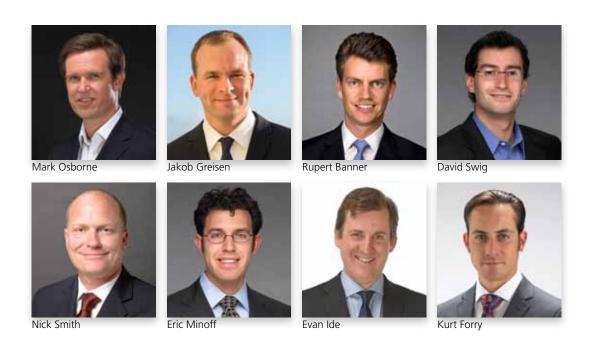
We enjoy a wonderful and fruitful partnership with one of the premier resorts in the Scottsdale area, The Westin Kierland Resort & Spa. We are very proud to hold the Bonhams' Scottsdale Auction at this AAA Four Diamond destination, amongst its wonderful grounds and luxurious surroundings, with easy access from anywhere in the Phoenix vicinity.

We hope you will enjoy exploring this catalog and learning about the wonderful motorcars that we have the privilege to present to you. The Bonhams team is here at your service; if there is anything we can assist you with before, during, or after the auction, please do let us know.

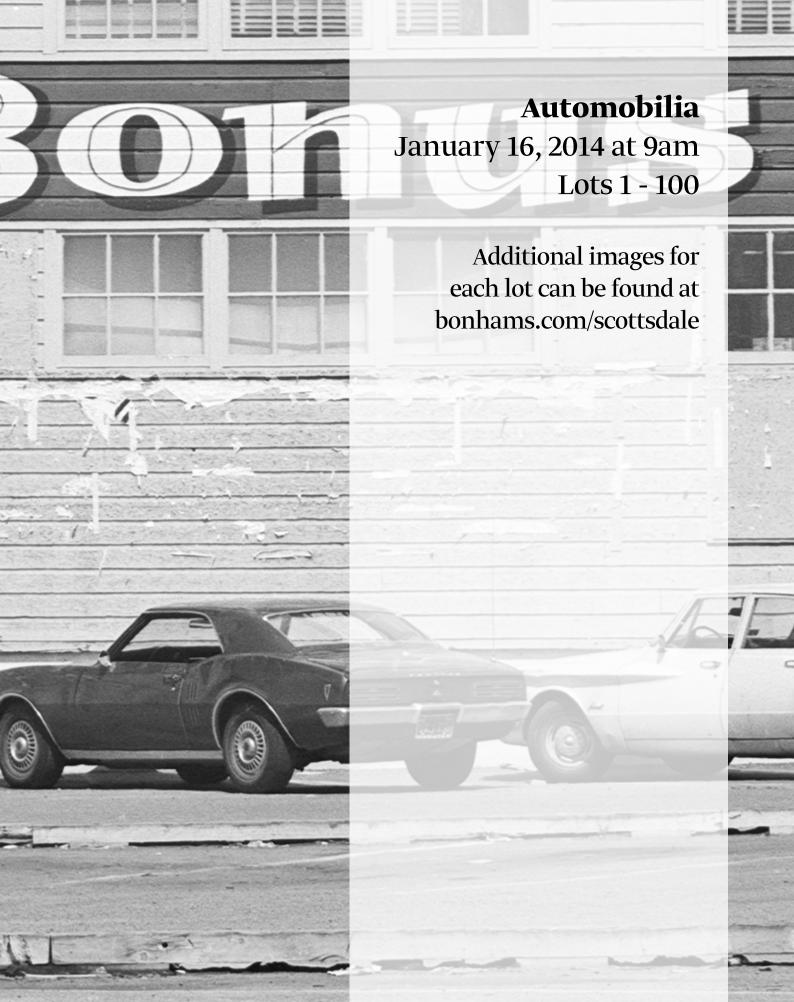
Enjoy the holiday season and we look forward to seeing you on Thursday, January 16.

Sincerely,

The Bonhams US Motoring Specialist Team



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8





10



Automotive Books and Literature

1

A grouping of Bugatti titles,

The Bugatti Legend; Grand Prix Bugatti; Bugatti Thoroughbreds From Molsheim; Great Marques Bugatti; Die Bugattis; Bugatti by Borgeson; The Big Bugattis 46&50; Bugatti Hugh Conway, etc (red) (like new); Bugatti Hugh Conway, etc. (blue) (writing on edges) (9)

\$200 - 300 Without reserve

2

A lot of Ferrari titles,

The Complete Ferrari; Ferrari Formula 1; Ferrari; Enzo Ferrari; Ferrari, 25 Years of Formula 1 (2 copies); Ferrari The Sport/Racing and Road Cars (2 books); Ferrari The Sport and Gran Turismo Cars; Ferrari The Man, The Machine.

\$200 - 300 Without reserve

3

Maserati: A Complete History from 1926 to the Present and Mille Miglia 1927-1957,

Maserati: A Complete History from 1926 to the Present (Writing on spine and edges, some page numbers written in); Mille Miglia 1927-1957 (like new) (2)

\$300 - 400 Without reserve

4

A grouping of Alfa Romeo titles,

Zagato Settant' Anni Vissuti Di Corsa; Alfa Romeo Zagato SZ e TZ; First Among Champions The Alfa Romeo Grand Prix Cars (like new); The Immortal 2.9 Sunday, 29 August 1999 Christie's; FIAT Cinquanta anni di immagini Della piu importante industria Italiana; Alfa Romeo Production Cars (1910-1962 and 1962-1996, 2 books) (6)

\$300 - 500 Without reserve

5

A collection of Alfa Romeo titles,

Alfa Romeo Giulietta; Alfa Romeo Veloce The Racing Giuliettas; Alfa Romeo Giulia Coupes 1963-1976 (2); Alfa Romeo Spiders; Alfa Romeo Legends; Alfa Romeo Giulietta Le auto classiche; Fantastic Alfa Romeo; Le Grandi Alfa Romeo (9) \$700 - 900

Without reserve

6

A collection of important Alfa Romeo titles, collection includes: The Legendary 2.3 Alfa Romeo 8C2300 (vol.1-3)(like new); The Immortal 2.9 Alfa Romeo 8C 2900 A and B; Tutte Le Vetture Alfa Romeo (signed) (3)

\$800 - 1,200 Without reserve 7

Automobiles Voisin 1919-1958,

1991, ed of 3500 w/ English translation, hardbound, with slipcover, 312 pages, like new condition with age being taken into consideration.

\$800 - 1,000 Without reserve

8

A Ferrari 330GT Body Coachwork spare parts list/catalog, 1967,

for the Ferrari 330GT, 2+2 Coupe, from Pininfarina, a comprehensive parts book with all body parts illustrated with part number, description, and quantity. This is a 1967 edition, some drawings dated 1964, others 1967 The pages appear to be photocopied from a 'dyeline' printed version from the original engineers drawings, and screw bound in a card cover, printed in Italian, 69 pages, good and clean condition.

\$900 - 1,000

9

Geoffrey Goddard & Doug Nye: Ferrari in Camera; together with three original prints from the Goddard Picture Library,

a good copy of this sought-after and limited edition book, copy 511, outlining Goddard's Ferrari work, published by Palawan Press in 1995, red cloth-bound cover, in red slip-case, 360pp, extensively illustrated with images taken by Geoffrey Goddard, 1950s-1980s, together with three monochrome period prints; Mike Parkes 1963 Ferrari 250 GTO, Ludovico Scarfiotti tuning a Dino and Ferrari 250 TR driven by Gendebien; all with Goddard Picture Library I.D. on reverse, approximately 8 x 10 ins.

\$1,000 - 1,200

10

A 10 ANS DE COURSES (10 YEARS OF RACING) by E. Montaut,

31 plates printed in colors (some in pochoir), each with leaf of descriptive text, publisher's pictorial wrappers, preserved in original slipcase. 8¼ x 13¼ ins.

\$1,600 - 2,000 Without reserve

Automotive Art

11

An assembled grouping of advertising signs, comprised mostly of French advertising including a double-sided porcelain Leiss Ikon flange sign, double-sided porcelain Vines de la Craffe sign, single-sided painted tin LeClare sign, a single-sided porcelain Kleber sign, and a single-sided painted tin Automobiline sign. (5)

\$300 - 400 Without reserve



















A '20th Century History of a Porsche' Triptych, American,

each panel signed and dated (lower left), mixed media on board.

each panel 24 1/4 x 39 ins. (61.5 x 99 cm) \$300 - 400

Without reserve

13

A 1968 Porsche racing poster, professionally linen backed. 461/2 x 33 ins. \$600 - 800

Without reserve

A 1978 Porsche Rally Monte Carlo poster, professionally linen backed. 39.5 x 30 ins. \$300 - 500 Without reserve

A Large 'Dans L'Enfer De Monza' film poster, original movie advertisement poster; multicolored lithograph, professionally linen backed. 63 x 45½ ins.

\$300 - 400 Without reserve

A large 1969 Grand Prix de Paris poster, original event poster, depicts an artist's rendition of the bust of a period driver; multicolored lithograph, professionally linen backed. 62 x 451/2 ins.

\$600 - 800 Without reserve

A Steve McQueen 'Le Mans' film poster, 1971, original Gulf Oil giveaway poster, professionally linen backed. 2134 x 17 ins.

\$100 - 200 Without reserve

An impressive collection of original Monaco Grand Prix posters,

11 original event posters in all, covering the years 1969, 73, 75, 80, 81, 83, 84, 85, 86, 87, and 1988, all professionally linen backed, approximately 16 x 24 ins.

\$2.500 - 3.500 Without reserve

1969 has what appears to be red marker on the upper right hand corner but in overall good condition: 1973 has tack holes in three corners. some wrinkle lines and has a small tear on the linen back at the top of the poster but not the poster itself; 1975 has slight surface abrasions to the red in middle of the poster, otherwise crisp edges and in good order; 1980 has some wear to the blue in the upper right corner and the same wear occurs slightly down the left hand side, clean with crisp edges: 1981 is a clean poster with crisp edges, very slight wear in some spots on left side; 1983 is in good, clean, crisp order; 1984 is in good, clean, crisp order; 1985 appears as though the colors smeared slightly when mounted to linen, otherwise good, clean, crisp order: 1986 is in good, clean, crisp order: 1987 is in good, clean, crisp order; 1988 is in good, clean, crisp order.

A Citroen advertising poster, circa 1970s, original French advertising for the DS model, professionally linen backed, approximately 401/2 x 30½ ins.

\$400 - 600 Without reserve

A Phillips Autoradio advertising poster by R. Geleng, circa 1950s,

original lithograph, depicting a pin-up style beauty on the hood of a car, professionally linen backed. 401/2 x 301/2 ins.

\$400 - 600 Without reserve

A rare closed circuit viewing of the 49th annual Indianapolis 500 poster, 1965, original event poster celebrating this new technology for viewing the race, professionally linen backed, approximately 41 x 26 ins.

\$600 - 800 Without reserve

A Fangio Champion du Monde 1951 poster, multicolored lithograph, Valvoline ad celebrating Fangio's 1951 victory, professionally linen backed. 22 x 161/2 ins.

\$300 - 400 Without reserve











18 19 20









23

A MCF motorcycle club of France poster by GEO HAM, circa 1935,

exciting image from an advertising master, professionally linen backed, *approximately 15* 1/2 x 12 ins.

\$700 - 900 Without reserve

24

A Vinot et Deguingand advertising poster, 1912,

professionally linen backed, approximately 38½ x 27 ins.

\$800 - 1,000 Without reserve

25

A Super Aeroline New York Motor Oil advertising poster, 1938

professionally linen backed, *approximately 41 x 31* **\$800 - 1,200**

Without reserve

26

A fine original Fisk tires advertising border or wall frieze,

part of the "Time to re-tire" advertising campaign designed by Jessie Wilcox Smith featuring children retiring to bed, this was originally used as a wall paper border and the instructions are printed on the reverse, mounted between two pieces of Plexiglas for display on either side. 44 x 11¾ ins. overall

\$1,400 - 1,600

27

Robert Carter: Nuvolari Alfa 12C,

the second in a series of large original oil on canvas works. Showing Tazio Nuvolari in the 4-liter V12 winning the Vanderbilt Cup in 1936, held at the Long Island Track. *54 x 72 ins*.

\$8,000 - 10,000

28

Robert Carter: 1908 Targa Florio,

oil on canvas depicting Vincenzo Trucco and Alfieri Maserati in the 8.0 liter 4-cylinder Isotta-Fraschini, winners of the 185 mile race. 48 x 78 ins.

\$6,000 - 8,000

29

Michael Mate: "Moss Gathers it up",

signed original, depicting the Rob Walker Ferrari 250GT SWB Berlinetta driven by Graham Hill and Stirling Moss in the 1961 Le Mans race, oil on panel. 18 x 24 ins.

\$2,000 - 4,000

30

Michael Mate: "64 Targa",

signed original, oil on panel, illustrates the winning Porsche 904 GTS in the 1964 Targa Florio. 24 x 36 ins.

\$2,000 - 4,000

31

Michael Mate: "Second Place, but not Second Best",

signed, original, oil on panel, illustrating the 1967 Ferrari 330 P4 Berlinetta driven by Scarfiotti and Parkes #21 leading the Chaparral 2F; the Ford MkIV went on to beat Ferrari by four laps. 24 x 36 ins.

\$2,000 - 4,000













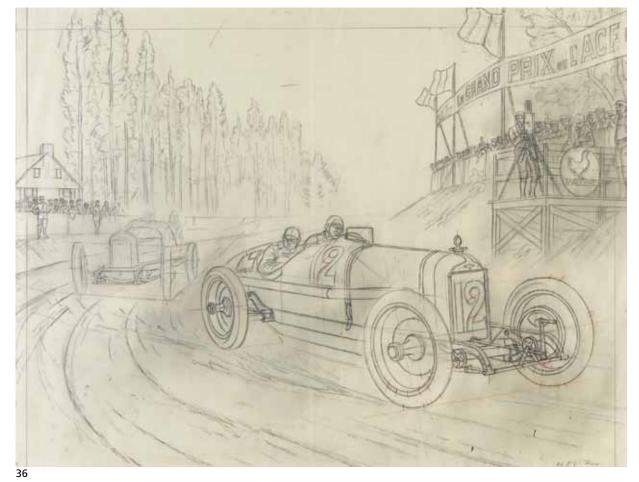








33 34 34



David Kimble: original artwork cutaway of a 1965 Cobra 427 S/C, CSX 3022,

signed, produced by a method of airbrushing acrylic paint onto litho film-positive transparent film, line work sometimes as fine as a single hair with details that are unfathomable, a simply breathtaking example of precise, engineering-minded automotive art, framed, approximately 44 x 23½ ins.

\$15,000 - 20,000

33

Roth Studios, 'Swamp Rat',

original T-shirt and decal designs, signed 1964 Ed Roth, Maywood Cal. previously of Jim Brucker's personal collection. 22½ x 24½ ins. overall \$3,000 - 5,000 Without reserve

34

A set of 'Geo Ham' racing prints,

this set features the Amilcar racing car and the driver "Blue Helmet", both colored lithograph prints, artfully matted, framed and glazed, approximately 32×24 ins.

\$1,000 - 1,500 Without reserve

35

A "Peter Helck, The Heroic Age of Automobile Racing" portfolio,

a collection of eight original etchings, presented in a linen covered portfolio, 1903 Circuit des Ardennes; 1904 Jenatzy Mercedes; Thunder under the Bridge; 1905 Vanderbilt Cup; 1907 Grand Prix; 1908 Race through Medieval Town; and 1908 Briarcliff Trophy, inscribed "Peter Helck, The Heroic Age of Automobile Racing", number 62 of a proposed limited edition of 500. In fact, only 260 complete sets were made.

\$1,000 - 2,000 Without reserve







37





Peter Helck: A large preliminary pencil drawing of 'Le Grand Prix de l'ACF',

signed, artist's technical preliminary sketch of Jimmy Murphy's first American win in the French Grand Prix leading the 2 Litre Ballot, in pencil on draftsman's paper, mounted, framed, and glazed. 33½ x 27½ ins. overall

\$2,000 - 4,000 Without reserve

Jesse Alexander: Mike Hawthorne in a Ferrari Grand Prix Car, Monza 1958,

silver gelatin print, signed in lower right margin. 11 x 9¾ ins.

\$1,000 - 1,500

Jacques-Henri Lartigue (1894-1986): 1936 Grand Prix Automobiles de Monaco, silver gelatin print, printed later and signed in ink (in the margin). 8 x 131/4 ins. \$2,500 - 3,500

Jacques-Henri Lartigue (1894-1986): "1912 ACF Grand Prix Delage",

silver gelatin print, printed later and signed in ink (in the margin). 9½ x 13 ins. \$2,500 - 3,500

Jacques-Henri Lartigue (1894-1986): "Nuvolari" 1930 Grand Prix Car, silver gelatin print, printed later and signed in ink (in the margin), extremely rare and strongly believed to be an unpublished print complete with J.L. limited print embossed stamp. 12 x 91/2 ins.

\$5,000 - 7,000

















46 (reverse)

41

A fine watercolor painting of a Delahaye 135, signed by artist, MS 90, well executed, with vivid colors, illustrating the front end of a Delahaye 135, artfully matted, framed and glazed.

\$600 - 800 Without reserve

42

A brass "Cadillac" sign mounted on wood, brass cast, early Cadillac font decoratively mounted on a hardwood backing. 35½ x 19½ ins.

\$250 - 350 Without reserve

43 N.A. Watts: Alfa Romeo P2,

original, signed, mixed medium on artist paper, fascinating and finely detailed depiction of Giuseppe Campari leading team mate Antonio Ascari during the 1924 running of the Grand Prix Automobile de France, artfully framed and glazed, 35 x 26½ ins.

\$3,000 - 5,000 Without reserve

44

Dennis Hoyt: Porsche 956, 1986,

signed, carved on wood in relief, meticulous details carved into wood with a rippled technique to show motion over the race car, wood is stained and painted with minor dents and dings towards top of piece. *overall dimensions 34 x 22 x 4 ins.*

\$2,500 - 5,000 Without reserve

45

A Wendy Berg: 'La Machine de Romance', bronze sculpture,

signed, number 34/36, depicting a veteran motoring scene mounted on a wooden base. approximately 19 ins. long

\$1,000 - 2,000 Without reserve

46

Dennis Hoyt: "Phil's Favorite",

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 66 ins.* \$60,000 - 80,000





F1 and Motorsports

47

A personal note from Enzo Ferrari, 1963, here on Ferrari monogrammed letterhead, a personal note that reads "Here is the promise that I kept with many dear congratulations and greetings." signed in his famous purple ink. 6¾ x 4¼ ins.

\$400 - 600

48

An important grouping of signed racing photographs,

a group color photograph (not signed) of the 25th anniversary of CIAPOPT which includes the very "Who's Who" of Ferrari racing; a signed photograph of Umberto Magliano, 1966; a signed photograph of Michael Seltemkse, 1966; together with a signed photograph of Juan Fangio and a Mercedes W196 and a signed 1966 Indianapolis Motor Speedway postcard from Graham Hill. (5)

\$600 - 800 Without reserve

49

An important collection of Ex-Arnold Stafford trophies and racing acknowledgements,

collection features a miniature replica of the 'Motor "Le Mans" Trophy Replica', 1975, for Mr. Stafford's efforts with Gulf Research Racing Co. at Le Mans; an Exeter Trial tankard dated 1939, in electroplated silver; a one hour high speed trial Brooklands cigarette caddy, dated 1936; and an honorary mention, 1 pint, electroplated, tankard for his assistance in starting up the Durban factory in 1935; all four items in good order. (4)

\$1,500 - 2,000













A rare 1946 Indianapolis 500 center piece,

Royce brand and model name, in good order.

made of ebonized wood with Indy graphic which reads 'Best wishes Tony and Wilber,' referring to Tony Hulman (owner of the racetrack) and Wilber Shaw (President of the Indy 500 at the time), this piece also is accompanied with the seven silk signal flags on sticks, some of the flags suffer from water marks and slight tears; together with an original 1946 Indianapolis 500 pennant, in good order. (2)

\$500 - 700 Without reserve

Models

51

A Franklin Mint 1:8 scale model of the Rolls-Royce Silver Ghost AX201, from the hand built Connoisseurs Series, resin cast, mounted with chrome metal parts, leather upholstered seats and a finely detailed dash, delivered in a presentation box showcase, with wooden base and engraved Rolls-

\$500 - 700

52

A 1:8 scale model of an Aston Martin DBR1 by Javan Smith,

a detailed 'kerbside' scratch-built resin constructed bodied finished in British racing green, pewter hand brake, gear shift and pedals, with faux plywood foot boards, aluminum steering wheel with faux wood trim, steel exhaust, spoked wheels, corduroy bucket seats and wrap around windscreen, mesh front air intake, mounted on plinth, enclosed within a Plexiglas case. 10½ x 23½ x 8½ ins.

\$1,000 - 2,000 Without reserve

53

A 1:8 scale model of an Mercedes-Benz W196 by Javan Smith,

a 1954/5 Mercedes-Benz W196 Monoposto, finely detailed 'kerbside' scratch built model, resin constructed bodied finished in silver with racing number 18, pewter gear shift and pedals, aluminum steering wheel with faux wood trim, steel exhaust, spoked wheels, plaid and leather bucket seats, mesh front air intake, mounted on plinth, enclosed within a Plexiglas case. 10½ x 23½ x 8½ ins.

\$1,000 - 2,000 Without reserve

54

A 1:8 scale model of a 1955 Porsche 550 Spyder by Carl Schneider Million Dollar Collection,

this handsome rendering is finished in bright silver, in scratch-built resin, depicts in detail this iconic auto, finely detailed in a striking 1:8 scale and mounted on a hardwood display.

\$1,000 - 2,000 Without reserve

5

A 1:8 scale model of a 1938 Alfa Romeo 8C2900B by Carl Schneider Million Dollar Collection,

assembled by hand, this resin bodied model is finished in white with a bold red stripe on either side, exquisitely detailed grille, amber headlamps and dashboard, artistically mounted on a hardwood display base.

\$1,000 - 2,000 Without reserve



A 1:8 scale model of a 1938 Alfa Romeo 8C2900B Mille Miglia by Carl Schneider Million Dollar Collection

this very distinguished scratch-built resin model finished in red livery, depicts a rare and strikingly good looking Italian auto, a quality interpretation of one of history's greats, missing a very small front left hood-latch but in otherwise good order, mounted on a wooden display base.

\$1,000 - 2,000 Without reserve

57

A 1:8 scale model of a 1938 Alfa Romeo 8C 2900B Superleggera Spider by Carl Schneider Million Dollar Collection

a scratch-built, resin model finished in black, made in very limited quantities, fine details throughout, including all correct accounterments for this make, mounted on a wooden display base.

\$1,000 - 2,000 Without reserve

58

A rare 1:12 scale model of a 1930 8 Litre Bentley by Fulgurex, Swiss, 1972,

model number 12531, a supremely detailed scratchbuilt model, custombuilt at the Fulgurex factory circa 1972, from in excess of thousands individually prepared hand-made brass, steel, aluminum and copper components; details include opening doors, hinged cowling revealing fully detailed engine, spoke wheels with knock-off hubs fitted with rubber tires, articulated steering to front wheels and rear suspension, finished dashboard with finely detailed instruments, leather seating and interior paneling, the hood in retracted position and bodywork primed and finished in British Racing Green paintwork, bearing small brass plaque to underside stamped 12757. 17 ins. long overall

\$6,000 - 10,000 Without reserve

59

A 1920s Alfa Romeo P2 race car clockwork tin toy, circa 1925, a large tin toy car by "C. I. J." France, "Made in France" stamped underneath rear axle, in red with racing number 2 and clover leaf motif, with fine details, demountable wheels, leather bonnet straps intact, finely meshed radiator grille, opening filler caps, detailed suspension, accurate hood louvres, steering front wheels. An excellent, very accurate and detailed Alfa Romeo badge. Paint has been touched up in some places and some restoration work is evident. 201/2 ins. long

\$3,000 - 5,000 Without reserve

60

A limited slip rear differential patent display model, c.1920s, displays a small scale version of how a rear differential works, mounted on wooden display.

\$150 - 250 Without reserve















A M.Schumacher Ferrari F1 electric car by ToysToys, Italy,

made in Italy under license from Ferrari, constructed of a steel frame and molded plastic body, emblazoned with the period F1 sponsorship and Ferrari branding, the power source being 2 x 6 Volt rechargeable batteries at a speed of 5mph, appears complete and in good order, approximately 84 x 38 ins.

\$400 - 600 Without reserve

62

A good 1920s era Citroën open seat touring pedal car,

produced by the Lely Small Car Co. England, Car No. 65, detailed early open-seat touring car, painted in a yellow and black two-tone motif, fiberglass body, black steel wheels with yellow pin-striping, polished aluminum grille with Citroen badge, pedal driven, wooden handled brake, wooden dashboard with battery gauge, electric lights and horn, windscreen, Naugahyde foldable canopy; some chips and scratches to exterior.

\$3,500 - 4,500 Without reserve

63

A Bugatti Type 55 junior,

produced by AX & Co. Belgium (serial no. AX16XUA004), electric/battery-powered, silver painted fiberglass body, chromed headlamps, bench seat for easy access to power source, polished aluminium grille and 'Grand Prix' style wheels, appears in good order with the exception of a few scratches. approximately 84 x 38 ins.

\$4,000 - 6,000 Without reserve

64

A late 1950's 1/4 Midget race car by Race Craft,

produced by the Race Craft corporation in San Gabriel, California, these child 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. \$3,000 - 5,000

65

A 1955 Pontiac Star Chief Custom Catalina pedal car,

electric/battery-powered, seemingly all original condition, fiberglass body that's pink and gray painted with silver detail, complete with Pontiac badges and matching lowa license plates; some scratches two exterior, small crack to right front headlight, missing rear antenna, approximately 72 x 24 ins.

\$3,500 - 4,500 Without reserve

Mascots

66

A fine molded glass mascot lot,

comprised of a 'Libellule' (Dragonfly) mascot in opalescent glass by Sabino, French, circa 1930's, a molded signature 'Sabino Paris' underneath left side of tail. *overall height 6 ins.*; together with a Corning 'Mother' glass mascot mounted on a decorative green jeweled display base, *overall height 4 ins.*(2)

\$400 - 500





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

68 A 'Tete de Coq' glass mascot by René Lalique, French, 1928,

clear and frosted glass with deep impressed mark 'Lalique France', first introduced February 3rd, 1928, catalog number 1137. *overall height 8 ins.* \$2,000 - 3,000

69 A fine 'Levrier' glass mascot by René Lalique, French, 1928,

intaglio molded, signed 'R.Lalique France', clear and frosted mascot featuring a running Greyhound molded in a plaque, first introduced March 14th, 1928, catalog #1141. 73/4 ins. long

\$7,000 - 10,000

70 A 'La Grenouille' glass mascot by René Lalique, French, 1928,

clear and frosted glass, etched R. Lalique France to base, has some damage and missing pieces, first introduced May 3rd, 1928, catalog number 1146. 21/4 ins. high

\$3,500 - 4,500

71

A rare 'Victoire' glass mascot with an amethyst tint by René Lalique, French, 1928, complete with Pierce Arrow radiator mount, this model is also known as 'Spirit of the Wind', signature R Lalique molded in relief on the nape of the neck, some damage can be noted to the chin and base, on custom ebonized wooden base, first introduced April 18th, 1928, catalog number 1147. approximately 10½ ins. long \$8,000 - 10,000





A 'Felix the Cat' mascot grouping,

featuring a 'Felix Kept on Walking' mascot after A E Lejeune, nickel-plated, engraved 'Copyright AEL' on the base, mounted on a Bakelite radiator cap, dark patina and some restoration. overall height 5 ins.; together with a 'Felix the Cat' mascot, circa 1930; marked LMF, a silverplated bronze flat style on a period radiator cap. overall height 6 ins.(2)

\$1,200 - 1,400

73

A large Eagle mascot by Anderson, American, circa 1920s,

alloy cast with nickel in original condition, mounted on dog-bone radiator cap. *overall height 6 ins. and wingspan 11¾ ins.*\$600 - 800

74

An Indian Chief Head by M. Podie Brad with Boyce Motometer, circa 1925,

bronze with original condition plating that's nearly worn off yet still an attractive piece, attached to Bakelite radiator cap, overall height 5½ ins.

\$1,500 - 2,500

75

A 'Winged Totem Pole' mascot, American, circa 1920s,

brass nickel-plated and painted, good original condition, approximate overall height 5½ ins. \$600 - 800

76

An articulated English Bobby mascot, circa 1920s,

nickel-plated bronze, when the car stops both arms go up and signal "stop", they also signal "right" and "left" turn when car turns, appears to function well with some plating issues from age, overall height 10 ins.

\$1,800 - 2,500

77

A 'Mr. Pig' mascot with vest and cap by E. Holt, British, circa 1922,

signed, mascot appears to be ready to drive a golf ball, silver-plated bronze with some wear from age, overall height 8 ins.

\$2,000 - 3,000









A fine 'Standing Elephant' mascot by M. Fricourt, French, circa 1920-25,

signed, nickel-plated bronze, exceptional detailing and artistry to this very life-like mascot, mounted on period radiator cap. *Overall height 7 ins.*

\$2,000 - 3,000

79

An Art Deco stylized Indian mascot by Mady, French, circa 1920s,

silvered bronze mascot, signed Mady at base, mounted on a period silvered radiator cap. approximate height 6 ins.

\$1,200 - 1,400

80

An 'Icarus' mascot by Colin George for Farman, French, circa 1920,

bronze cast on bronze radiator cap, with foundry mark Syndicate des Fabricators de Bronzes, France and registration numbers (3295), overall height 7 ins.

\$1,000 - 1,500

81

A Goddess mascot by Mappin & Webb, circa 1929.

bronze, depicting draped nude with hair flowing in the wind, engraved symbol of this London silversmith at base, *overall height 10 ins.*

\$1,800 - 2,200

82

A Texas Longhorn mascot, American, circa 1930,

nickel-plated bronze, in original condition with some wear from age, still intact with Boyce MotoMeter plug, *approximately 9 ins. wide* \$600 - 800

83

An 'Action Twins' wirly gig mascot from the Action Ornament Co. St. Paul, Minnesota, circa 1930s,

men cranking a blade fan, as the car moves the wind forces the men up and down in the cranking motion. Appears to function well, chromed zinc mounted on wood base, *overall height 6 ins.*

\$1,500 - 2,000





A fine 'Hispano-Suiza Stork' mascot stamped F. Bazin, French, circa 1920s,

serial #0214, silver on a rolled ebonized base, in good order, approximate overall height 6½ ins. and length 8 ins.

\$2,000 - 3,000

85

A 'Red Devil' mascot of Camille Jenatzy, marked Bosch Equipt. America's supreme ignition systems, American, circa 1920s, zinc die cast authentic red paint on a Bakelite radiator cap, original condition with small fracture around neck, slight paint-loss and dent on head, overall height 4½ ins.

\$600 - 800

86

A 'Chief riding a Snail' mascot by A.E. Lejeune, British, circa 1920s,

marked A.E.L. on this bronze cast piece, worn with age, in good order, approximate height 5¾ ins.

\$800 - 1,000

27

A rare "L'Elan" mascot, by Charles Soudant, French, circa 1921,

engraved Ch. Soudant with Susse Frese, Paris foundry mark on this bronze, depicts a nude sitting on sphere, original patina and wear from age, mounted with a period radiator cap on an ebonized custom base, overall height 8 ins. \$2,000 - 3,000

88

A rare 'Chemineau' mascot by Max Le Verrier, French, circa 1925,

signed, bronze, steam from radiator passes through the pipe, some wear with age to bronze, mounted on alloy 'dog-bone' radiator cap, overall height 5 ins.

\$4,000 - 6,000

89

A rare 'Seven League Boots' mascot, Austrian, 1920s,

marked 'Austria and DitMar' under the boot, bronze, slight remnants of gold-plating to jacket and boots, good condition with fantastic detail, mounted on a black display base, overall height 7 ins.

\$3,000 - 5,000

Described and photographed in the book: 'Motoring Mascots of the World ' by William C. Williams page 222 photo 948.











Engines

A finely restored 1937 Johnson 4.2hp outboard motor,

model LT37, serial no. 268972, highly polished aluminum, nice paint restoration with some decals missing, appears complete and in good order (display stand not included).

\$700 - 900 Without reserve

A finely restored 1939 Neptune 4hp outboard motor,

model no. 4A39, serial no. 14404e4, highly polished aluminum and brass, finely detailed decal on gas tank and in good order (display stand not included).

\$700 - 900 Without reserve

92

A circa 1928 Packard 8-Cylinder engine, appears complete (for the block and its internal components) and in garage kept condition, good for a restoration.

\$2,000 - 3,000 Without reserve

93

A circa 1932 Cadillac 12-Cylinder engine, suitable for a Series 370-B, appears complete in restored condition with gear box, transmission parts, exhaust manifolds, electrical wiring, and more, previously garage kept.

\$3,000 - 4,000 Without reserve

A 1950s era Coventry Climax FWA 1100cc racing engine,

serial number FWA 5286, suitable for Lotus, Cooper, Fairthorpe, Elva and Turner sports cars, appears clean and in a restored condition, features matching Weber 38 DOC3 carburetors (No. 214-216).

\$16,000 - 20,000







94 (detail)



94 (detail)



Fine Automobilia

95

A collection of vintage car club plaques or plates from the 1950s-1970s,

a grouping of cast aluminum plaques, various groups, mostly of Southern California, with clubs such as "Coachmen" in Ventura, "R.P.M's" in Ventura, "The Cavaliers" of Longbeach, and others, *all approximately 8 x 5 ins.*(10)

\$600 - 800 Without reserve

96

A racing car desk piece after WMF,

cast nickled-bronze, in the form of a speeding early open race car with driver and riding mechanic, the hinged hood revealing an inkwell. *16 ins. long*

\$1,000 - 2,000

97

An early race car desk piece by Wurttembergische Metalwaren Fabrik,

hollow cast, silver plated and very finely detailed, silver stamps on rear base of piece and makers mark on rear left foot of piece; depicts two race car drivers in a vintage car at speed, the hood and trunk open to reveal two compartments. 14½ x 7 ins.

\$4,000 - 6,000

98

A rare Pirelli belt buckle designed by Salvador Dali (1904-1989), Italian, circa 1970, NR 0183 and cast signature on front, solid brass, the front with erotic 'motoring' scene, the reverse marked made in Italy; together with an erotic hand tooled leather belt. *Buckle measures*

\$1,400 - 1,800

3 x 1¾ ins., belt is 41 ins. long

99

An Ex-Steve McQueen 1969 I.D.R.A. 2nd place 4x4 trophy from Ascot Park, Gardena, California,

this second place trophy was awarded to McQueen in 1969 at Ascot Park, height 21 inches, sold at the 1984 Steve McQueen Estate Auction at the Imperial Palace.

\$2,500 - 4,500 Without reserve





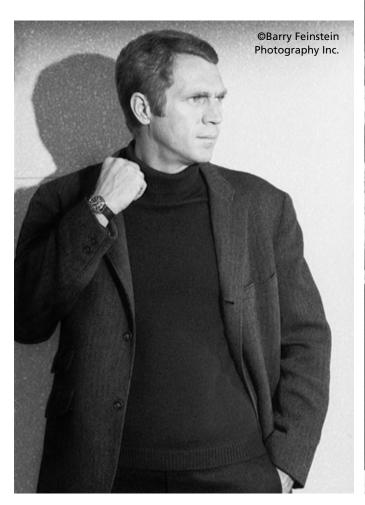




-



100
From The Chad McQueen Collection
The Bullitt Jacket





Whenever Steve McQueen donned a piece of clothing or apparel, inevitably it became fashionable. But when he donned a dark blue turtleneck and brown herringbone tweed jacket in the movie Bullitt – the most influential set of luy threads in movie history – McQueen crossed over into the realm of popular culture and became 'The King of Cool.' More than three-and-a-half decades later, his impact on films, cars, motorcycles and fashion are still talked about and emulated.

While one of the biggest box-office attractions of the 1960s and 1970s, McQueen has been reinvented since his 1980 death as much more than a movie star. In today's world, he is a silent pitchman, a fashion icon, an enduring mythical figure of alpha-male coolness, and his image and likeness are everywhere.

Where to begin with McOueen and fashion? Perhaps the Dark Seal Brown Type A-2 flight jacket he sported in the The Great Escape or the white Baracuta Harrington jacket with upturned collar that he pioneered in the early '60s? Later, he made the Belstaff Trialmaster iacket an icon in its own right. Who could forget McQueen's slim-fitting mod style Saville Row three-piece suits, blue lens tortoiseshell Persol sunglasses, and perfectly snipped hair from The Thomas Crown Affair, which created a timeless image of opulence. In Le Mans, McQueen set a global trend when wearing a Heuer wristwatch, which remains a multimillion dollar business more than four decades later with McQueen's image front and center.

In 1968's Bullitt, McQueen made the most

unlikely items extremely fashionable – desert boots, a trench coat, a blue turtleneck sweater and a brown tweed jacket. Only McQueen could make those clothing items – and a Ford Mustang GT fastback – global trends and a smash film that would benefit from the greatest on-screen car chase of all time.

Ah yes, the chase...

The rollicking nine-minute pursuit between the Mustang GT fastback and the Dodge Charger started around Easter 1968. The high-speed chase spanned five San Francisco districts, and reached speeds of up to 124 miles per hour. McQueen and stunt driver Bill Hickman, who drove the Dodge Charger, practiced chasing each other at an abandoned airfield in Santa





















Rosa to get a feel for one another, at times reaching out with their free hand to touch the other car. Practice, however, didn't mean things went perfect during the filming. McQueen crashed the Mustang at least three times and during the famed hill-jumping sequence, the brakes went out on the car. McQueen managed to slow down the Mustang by downshifting and maneuvering the vehicle on a street that inclined upward.

Bullitt didn't just start a new trend. It became the gold standard for all car-chase films. The chase has often been imitated, but never duplicated. Forty-five years later, the chase is near mythical around the world and cannot be toppled. Everything associated with the film has become the stuff of legends – the backstory, the in-fighting between McQueen and the studio, the cars, the chase, the actors, the derring-do of the men behind the wheels, the props and the clothes.

Perhaps no other piece of clothing was more important than the wool three-button jacket

with suede elbow patches, which was a creation of Academy Award-winning costume designer Theadora van Runkle ("Bonnie and Clyde", "The Thomas Crown Affair" and "The Godfather: Part II"). The tweed jacket, worn by McQueen throughout the chase, is often visible while the superstar wheeled through the streets of San Francisco in his green fastback Mustang in hot pursuit of shotqun-wielding hit men.

Presented from the Chad McQueen Collection, this Theadora Van Runkle piece has been in the hands of the McQueen family for forty six years.

The jacket was retained by Steve McQueen post-production and eventually handed to his son Chad during a 'clear out session' - Chad has retained it ever since. Courtesy of Chad, the piece took a sojourn for a period while on public display at the Warner Bros Museum in Burbank, California - today The *Bullitt* Jacket is presented, having seen little wear, in fine original condition having been respectfully cared for by Chad - it is in effect as last worn by Steve McQueen as Lieutenant Frank Bullitt.

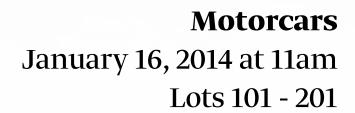
The jacket, much like the man, occupies a very special place in cinematic history, it is unquestionably one of the most important pieces of film –and McQueen memorabilia extant. Even McQueen, who was known for his devil-may-care attitude, would raise a crooked smile at the irony.

Refer to department

End of Session







Additional images for each lot can be found at bonhams.com/scottsdale



The "Bullitt" Mustang built by Gateway Classics for Chad McQueen 1968/2011 Ford Mustang Fastback

Chassis no. DRMVB0000157695M0

Ford Racing 347ci V-8 Engine Single Holley Carburetor 450bhp 5-Speed Manual Transmission RRS Front Independent Suspension, Rear RRS Three-Link Setup 4-Wheel RRS Disc Brakes

- Visually accurate recreation with modern updates
- Owned by Chad McQueen, son of Steve McQueen
- Documented on Celebrity Rides TV show
- Titled as a 1968 Ford
- Portion of proceeds to benefit Boys Republic school







The Ford Mustang and Bullitt

If any car could be considered the "going thing" in 1960s America, the Ford Mustang would be it. Selling over one million units from April 1964 through the 1966 model year was an unprecedented achievement for a sporty car. And in the Swingin' Sixties, no movie better captured the zeitgeist of American performance than *Bullitt*, a crime thriller with such a spectacular chase sequence through the streets of San Francisco that the *National Observer* was compelled to say, "Whatever you have heard about the auto chase scene in BULLITT is probably true...a terrifying, deafening shocker."

Chad McQueen was only seven years old when his father, Steve McQueen, appeared in the cop drama. "It was such a heavy impact for a kid," he told *Mustang Monthly* magazine. "It was loud and I even remember the smells. That's why I've done nothing but mess with

cars my whole life," becoming an actor who has raced Baja, competed at the top levels of SCCA competition, and at major endurance races including the Daytona 24 Hours. When Ford created the 2001 Bullitt GT program, they consulted with Chad, giving him the first production Bullitt Mustang. Ditto for the 2008 Bullitt Mustang. But what about a 1968 Bullitt Mustang replica?

The Motorcar Offered

The Hollywood producer responsible for creating the Overhaulin' TV show, Bud Brutsman, came up with the idea of building a quasi-modern interpretation for Chad for an episode of Celebrity Rides on the Learning Channel. Bud brought together YearOne (to supply the parts) and Gateway Classic Mustang (to build the car) to help with the project. Their plan was to make the 1968 Mustang as visually authentic as possible but with modern updates to the powertrain and suspension. This was challenging because the movie car was modified from stock, but Matt Stone, author of McQueen's Machines, had stills from the movie; complicating matters was the fact that a second car with minor trim differences was used for several scenes. Gateway built the replica in all of four months, documented by Bud's camera crew. Dynacorn's reproduction 1967 Mustang fastback shell gave them a fine











starting point with better steel, shock tower braces, and improved door hinges. Proper 1968 side scoops were added to make things more authentic. The body was then painted in DuPont/Axalta Hot Hues' Highland Green. YearOne supplied most of the new replacement components to finish the Bullitt Mustang build but several vintage parts were also used.

To make the Bullitt Mustang drive like a late-model vehicle, RRS front and rear suspensions were used. Up front, a coil-over strut system with RRS's Phase II brakes plus Stainless Steel Brakes Corporation's dual-piston calipers were utilized. Out back is RRS's bolt-in three-link suspension system that mates a Watt's link assembly to a 9-inch Ford axle (with 3.50 gears) for more contemporary ride and handling. Sixteen-inch American Racing wheels are shod with BF Goodrich G-Force Sport tires.

Under the hood is Ford Racing's 347 crate motor with 450 horsepower thanks to aluminum "Z" cylinder heads, Victor Jr. aluminum intake, 770-cfm Holley Street Avenger four-barrel carburetor, and a JBA exhaust system with straight pipes. All this power is hooked up to a late-model T-45 five-speed manual with a conversion kit from Keisler Engineering. In a proper nod to the past, a 1968 shifter is used.

A YearOne Deluxe black interior with woodgrain highlights is a subtle upgrade from what the original car had. A Boston Acoustics amp, speakers, and subwoofers are tastefully hidden from the purists. The vehicle is appropriately titled in California as a 1968 Ford.

Forty-five years after Steve McQueen raced through the streets of San Francisco, this fine recreation – owned by Steve's son, no less – is

the closest you will ever get to driving the real thing, which has been in hiding since the early 1970s. Additionally, a portion of the proceeds will benefit the Boys Republic school of Chino, CA, which has guided more than 28,000 at-risk teenage boys and girls to productive lives – including Steve himself.

\$80,000 - 120,000

Please note this vehicle is titled as a 1968.



The first 2008 Bullitt Mustang built by Ford, owned by Chad McQueen 2008 Ford Mustang 'Bullitt' Coupe

VIN.1ZVHT82H485157442

281ci SOHC V-8 Engine
Fuel Injection
315bhp at 6,000rpm
5-Speed Manual Transmission
Front Independent Suspension, Solid Rear Axle
4-Wheel Disc Brakes

- The first 2008 Bullitt Mustang off the line
- Approximately 1200 miles from new
- Owned by the son of the star of Bullitt, Chad McQueen
- Latter-day iteration of the original 1968 Mustang GT from the movie
- Portion of proceeds to benefit the Boys Republic school







The Bullitt Ford Mustang

Every car nut knows the scene. In the steep streets of San Francisco, starting in the nabe of North Beach, a 1968 Dodge Charger R/T runs from a Mustang GT. 440 vs. 390. Bad guy vs. good guy. All of the action in the movie was real, and the protagonist – Steve McQueen – handled most of the driving of the Mustang himself. While it could be argued that certain movies have surpassed the thrill and excitement of this 1969 police drama, none are more memorable, no doubt due to the locale and the



vehicles involved. *Bullitt* remains the movie to which all car chase scenes are compared.

In 2001, Ford created a modern-day tribute to the Bullitt Mustang, complete with mag wheels reminiscent of American Racing Torq Thrusts, Highland Green paint (plus two other colors available), and other unique touches. Five thousand five hundred eighty-two were built for the model year, then was succeeded by the Mach One among a slew of other special-edition Mustangs. Then, for 2008, the Bullitt Mustang returned.

Now on a new chassis and with styling that evolved from the previous-gen Mustang's "New Edge" theme, the 2008 Bullitt Mustang looked even more authentic than before. Bullitt-specific springs lowered ride height by 6 millimeters. Carbon metallic brake pads were standard. The

look-alike Torq Thrusts were not exclusive to the movie Mustang anymore, but the Bullitt's were eighteen inches with a dark gray finish (with matching calipers) with a machined outer flange. Mufflers were baffled and included 3.5inch stainless-steel exhaust tips. The 3.73 gears were a step up from the GT's, and horsepower was also increased as several Ford Racing parts bumped power to 315 horses. Like the original 1968 Bullitt Mustang, GT badges were missing, but so was the Ford Blue Oval. The 2008 Bullitt Mustang's interior consisted of black leather sport seats, machine-turned dashboard highlights, aluminum shifter ball, satin-finished scuff plates and pedal bezels, and available adjustable ambient lighting, among other things

Performance was a slight improvement from the basic Mustang GT with 5-flat 0-60 times and the sprint down the quarter taking 13.7 at 102.7









mph. These were times that ran rings around your typical stock 1968 390 Mustang GT (and even 440 Charger R/T, for that matter).

Says Chad McQueen, Steve McQueen's son, "Ford has really done a good job here. It looks just right, and sounds bitchin'. Well damped. Pretty torquey, too. This car really feels like a modern 1968."

The Motorcar Offered

And with that said, you can have that very same experience with this 2008 Bullitt Mustang offered here. Not only is it a low-mileage original with only about 1200 miles from new, but it's also Bullitt number 001. And then there's the owner – the son of Steve McQueen, who served as program consultant for Ford. With 5,773 built, there are enough Bullitt Mustangs to go around, but there can only be one no. 001.

A portion of the proceeds will benefit the Boys Republic school of Chino, CA, which has guided more than 28,000 at-risk teenage boys and girls toward productive, fulfilling lives since 1907 - including *the king of cool* himself.

\$50,000 - 70,000





1941 Lincoln Continental Convertible

Chassis no. H617749

292ci L-head V12 Engine Single 2-Barrel Carburetor 120bhp at 3,800rpm 3-Speed Manual Transmission with Dual-Ratio Rear Axle Front and Rear Leaf Spring Suspension 4-Wheel Hydraulic Drum Brakes

- A styling icon of the 1940s
- In present ownership for more than three decades
- Multiple award winning restoration
- Appealing color scheme
- The top-of-the-line Lincoln of its day



The Lincoln Continental

Lincoln finally abandoned Henry Leland's superbly engineered V-8 in 1933, becoming an all-V-12 line that year of full size, classically engineered automobiles. To meet the market's need for a lower-priced luxury offering in 1936, Lincoln introduced the Lincoln Zephyr with brilliant styling abundant in art deco details. Featuring an all-steel body with full steel roof, it was powered by a new V-12 engine derived from the strong and proven Ford V-8. Four cylinders were added and the cylinder angle was changed to 75° to give even firing impulses. Aluminum cylinder heads were employed for better cooling and combustion control. Lincoln remained "all V-12" but with only 267 cubic inches displacement (enlarged to 292 cubic inches in 1940), the Zephyr was economical both to build and to operate.

Lincoln's showpiece in 1940 was the brilliantly

styled Continental, a model that has rightfully become a legend among American luxury marques. The first Continental was rushed to completion, and in order for it to be ready in time for its introduction almost all exterior brightwork was eliminated, thus creating the elegant, unembellished styling that became one of the Continental's hallmarks. It continued to be built through the 1948 model year, and has been designated as a "Full Classic" by the Classic Car Club of America, one of the very few post-war cars with that honor.











The Motorcar Offered

This Lincoln Continental has been in the current ownership for nearly three decades. Acquired in fully restored condition, it has enjoyed many miles of careful use. In the car's prior ownership it was awarded a first prize by the CCCA, no surprise given the quality of the restoration. Despite the more than 30 years since the Lincoln was restored, it has held up quite well and still appears eminently presentable today. The interior has aged to a very appealing level where it could almost pass for a well-preserved original. Finished in the very complimentary Washington Blue over red color scheme, its visual presentation enhances the refined style of the Continental.

The car runs well and its on-the-road prowess is improved by its Columbia two-speed rear axle, allowing easy highway cruising. The care and maintenance of the Lincoln has been trusted to

Classic Coachworks in Hyannis, Massachusetts, who have and continue to look after the car diligently. The car has just been recently serviced and new water pumps installed, and subsequently a Bonhams specialist had the pleasure of experiencing the fine road manners and good performance of this Lincoln - a testament to the care and maintenance it has received over the years.

A well cared for Lincoln Continental Convertible such as the car offered here just begs to be enjoyed on the open road. A charming older restoration that has aged gracefully, it is not only deserving of your close inspection, but as a CCCA Full Classic[™] it should be an eminently usable companion for CCCA Concours events and tours.

\$50,000 - 70,000





1966 Austin-Healey 3000 Mk III BJ8

Chassis no. HBJ8L 36843

2,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
150bhp at 5,250rpm
4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes



- Expertly restored example of the classic Healey 3000
- The final iteration of the iconic big Healey
- Beautiful British Racing Green over Black livery
- Offered with restoration photos and receipts
- Accompanied by Heritage Trust Certificate





The Austin-Healey 3000

With the introduction of the final 'Big Healey' 3000 Mk III model, the legendary British manufacturer of sports cars successfully retained the essence of its classic curvaceous long hood/short deck sports roadster, but had grown the car to accommodate 2+2 seating, and loaded it with amenities directed towards the booming North American market.

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the fully civilized 3000 Mk III. Fitted with roll-up side windows and an easily operable soft top, the 2+2 tourer was quite enjoyable and safe for daily driving. Fitted with the potent 2,912cc 150bhp twin-carb six-cylinder engine, mated to a four-speed manual overdrive transmission, and equipped with disc brakes in the front, the 3000 Mk III also provided performance worthy of its sporting heritage.

Shortly after the Mk III was introduced in 1964, 'Phase II' upgrades were added that would further enhance the ride and handling of all subsequent Mk III BJ8 series chassis through 1967. Top speed was 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

The Motorcar Offered

Offered here is a wonderful example of the final iteration of the classic Austin-Healey 3000, benefitting from the long list of improvements carried out through the nearly decade long production run. Completed at the Abingdon factory in the summer of 1966, this 3000 Mk III BJ8 was configured with left hand steering, destined for the Healey-hungry North American market. A well-equipped example, it is recorded as being delivered with a heater, adjustable steering column, whitewall tires, a black tonneau cover, laminated windscreen and overdrive.

Although the early history remains unknown, this fine example is known to have spent decades in Florida, where it was in the same ownership for 21 years, before being purchased by the current owner, a Healey enthusiast residing in Arizona. While in Florida the car was









treated to a thorough nut and bolt restoration by noted British car restorer Paul Tsikuris and his Lakeland-based Tsikuris Classics restoration shop. It is evident that a professional and thorough job was performed on the Healey, as the car still presents magnificently today, despite the fact that the restoration was performed over two decades ago. Restoration photos and receipts accompany the sale of this car, documenting the extensive work performed.

Finished in the appropriately patriotic British Racing Green with trim and weather equipment in black, a factory-correct color combination for the BJ8, this Healey presents extraordinarily well. Fitted with correct silver-painted wire wheels wrapped in Vredestein Classic tires, and with attractive racing-style mirrors on each fender, this 3000 looks right for its era and is ready to be shown at local Concours events.

A great sports car that can be used for spirited drives on twisty roads, or longer weekends away from home, the BJ8 has room for two with luggage and a picnic basket, and would surely make for an excellent foray into the British sports car experience.

\$65,000 - 75,000 Without reserve

Please note that this vehicle is titled as a 1967.



1953 Jaguar XK120 Roadster

Chassis no. 672755 Engine no. W5764-8

3,442cc DOHC Inline 6-Cylinder Engine
Twin SU carburetors
160bhp at 5,000rpm
4-Speed Manual Transmission
Independent Front Suspension, Rear Semi-Elliptical Leaf Springs
4-Wheel Hydraulic Drum Brakes

- Matching numbers example
- Sold new in California
- An excellent choice for rallies and tours
- A pure expression of the XK120 Roadster design
- Offered with JDHT Heritage Certificate







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. With orders rolling in, Jaguar had no choice but to



rethink the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! Consequently, a new all-steel panelled body was developed, retaining the fabulous looks of the coachbuilt original.

The XK120's heart was 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. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side

screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.









The Motorcar Offered

A delightful example of Jaguar's 'OTS', or open two-seater, this left-hand-drive XK120 was completed on August 27, 1952 and dispatched September 3 of the same year to Los Angeles, California based distributor Charles Hornburg. The Jaguar Daimler Heritage Trust Certificate on file does not record the first owner's name, but does verify the original matching-numbers engine. A Southern California car delivered at the height of the early days of the West Coast sports car movement, we imagine that the first owner spent many happy miles behind the wheel of his XK120 on California's then muchless-trayeled two-lane backroads

It is believed that this car has enjoyed the longterm ownership of only two private owners from new. The second owner, who kept the car for 23 years, reportedly purchased the car from the original owner. Always garaged, we understand that the XK120 was treated to a sympathetic restoration in 2003. During the restoration, the car was stripped and repainted, wet sanded and buffed, and now presents in the brilliant black livery it wears today. The original body and frame were deemed to be straight and solid. A new gas tank was installed, and the matchingnumbers 3.4-liter engine was overhauled. The hydraulic systems were renewed, and a stainless steel exhaust installed with restored porcelain manifolds. The interior was more recently re-trimmed in Biscuit leather in 2012 with handmade workmanship, utilizing the proper materials. In addition, the Roadster's top and top bows were restored in 2013, complementing the 120's elegant lines.

The look is graceful, as befits an XK120 - original steel wheels with hubcaps and spats give this car the purest expression of the XK120s

sensuous lines. Additional features include Lucas tri-bar head lights and driving lights, while the original jack is also present. The vendor reports that he has enjoyed driving this Jaguar, in which he has taken obvious and well-deserved pride of ownership. A popular choice for vintage touring events, and a timeless design that needs no introduction, here is a usable and very well-presented XK120 Roadster that will provide many thrills for its next long-term keeper. \$120,000 - 140,000



1915 Packard 1-35 Twin Six Seven-Passenger Touring

Chassis no. 86193 Engine no. 86193

424ci Side-Valve V12 Engine Single Carburetor 88bhp at 2600rpm 3-Speed Transaxle Front and Rear Leaf Spring Suspension Rear Mechanical Brakes

- A major technological achievement of its era
- Incredibly smooth twelvecylinder engine
- Impeccably styled Packard coachwork
- Finely preserved example
- Proven tour car







The Packard Twin Six

By 1915, Packard Motor Car Company had firmly established its reputation as the maker of one of the world's finest motorcars. The company had produced a string of finely engineered and well-constructed models since its inception in 1899. Originally founded in Warren, Ohio, the company blossomed when it moved to Detroit, Michigan in 1905. For 1905, Packard found its identity as it moved away from one and two-cylinder mid-engine machines toward more refined four-cylinder offerings. With the exception of a brief offering of the highly complex Model K, the new four-cylinder cars were well received and capable. In 1907, the company hit the peak of its four-cylinder product when the Model 30 was introduced. The 30 had a legendary combination of power, smoothness, nimble handling, and looks that defy its numbers on paper. While not the biggest or most powerful of the era, there is something

close to perfection about these Packards.

By late 1915, production began on the model christened the "Twin Six." The name brought to mind Packard's six-cylinder experience and success. The resulting V12 engine was a triumph and solidified Packard's status as a luxury manufacturer. Its smoothness, power, flexibility and torque were unheard of at the time. Those who were experienced with driving more conventional cars of the era were shocked by the smooth delivery of power and free-revving quality of these engines. Enzo Ferrari was reportedly so impressed with the smoothness of the Twin Six engine that he used it as inspiration for his own V12 engines decades later.

The Motorcar Offered

A true survivor, the story of this Packard can be traced back to the 1940s, when it was donated to Charles and Sue Bovey for their museum in Virginia City, Montana. Charles, the son of the Chairman of General Mills in Battle Creek, Michigan, loved the Packard and it remained with the Bovey family until 2000, when the Ford Bovey Estate Auction was held. The Packard would be purchased by Clyde Stevens, of Farmington, Utah, who would keep it briefly before it passed into the hands of its present owner in 2002.

Under the direction of its knowledgeable new owner, the Packard was carefully returned to fully operational condition with every effort made to preserve the wonderful originality of this fine machine. With the exception of the top, side curtains, tires and spark plugs the machine remains as it left the Packard factory. Extra attention was given to the mechanicals to









ensure the car delivered as close as possible to its factory performance. Since recommissioning the Packard has logged thousands of tour miles with an impressive record of reliability. The speedometer shows 27,080 miles – a figure that could be original. The presentation of the rest of the car seems to support it; the beautiful leather shows minimal wear and the fine condition of the engine are clear indicators of low original mileage.

The owner reports the following about the car's performance:

"The Bijur Starting & Charging system works perfectly. I have placed heat shields next to the carb, re-routed the fuel line and sometimes add 2-cycle oil to the fuel tank on hot days to help avoid vapor-locking. I run Evans NPG coolant in the radiator, I also added a 2lb pressure coolant recovery tank under the front seat. We

completed, without any problem, the 650 mile Colorado-Wyoming Tour which included five mountain passes over 10,000 feet. It is an easy car to drive, and will cruise easily at 55mph all day long."

This is the absolute benchmark example of one of Packard's most significant products, and represents a rare opportunity to find such a significant survivor. As it has never been displayed on the show circuit, it would be a welcome competitor at conservation classes at a variety of high-profile Concours events. It is a wonderful museum piece worthy of an owner who will continue to preserve and delight in its authenticity. Given its low mileage and phenomenal performance on the road, however, perhaps its highest use is to continue on as the wonderful touring machine it is reported to be. \$170,000 - 200,000





1976 Ferrari 308GTB

Coachwork by Scaglietti-Design by Pininfarina

Chassis no. 19579 Engine no. 01770

2,926cc DOHC V8 Engine
4 Weber Carburetors
240bhp at 6,600rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Desirable early-production fiberglass 308GTB
- US-delivery model in sought-after Fly Yellow color
- Low-mileage, carefully preserved original example
- One of just 712 fiberglass 308s produced
- Offered with original books and tools







The Ferrari 308

Introduced as a replacement for the V6-powered 246 Dino, the 308GT4 received an all new, DOHC V8 engine, with a displacement of just under three liters. The new engine powered a model-range that still runs to this day, the current Ferrari 458 being the latest iteration. With the power-plant placed transversely above the rear axle, these cars have proven 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, but the 308 and 328 models of the 1970s and 1980s remain perhaps the most recognized of them all, surely owing some of their fame to the popular television series of the era, Magnum, P.I.

Unveiled at the 1975 Paris Auto Salon, the all-new 308GTB marked a major change of direction at Ferrari, and opened up a whole

new market for the Italian manufacturer. Penned by Pininfarina, the compact, clean design was to stand the test of time, and was deservedly placed as number five on *Sports Car International*'s Top Sports Cars of the 1970's list.

A notable aspect of the early 308GTB was that, although still built by Scaglietti, the car's bodywork was entirely made of glass-reinforced plastic, allowing for a very light weight of just over 2,300 lbs. These early fiberglass cars also featured dry-sump lubrication derived from Ferrari's racing experience. Just 712 of these first series, lightweight 308GTB's were produced until June of 1977, when a more traditional steel body construction was adopted.

The Motorcar Offered

Dating from the second production year of the 308GTB, the largely original example offered here incorporates many of the unique features of these early cars, with their lightweight fiberglass bodywork and dry-sump engine lubrication system. Completed in June of 1976, this car, chassis number 19579 was built for the US market, incorporating the mandatory California emissions regulations and safety standards of the day. It was finished just as presented today, painted in the vibrant Fly Yellow Ferrari color, fitted with saddle interior and black accents and mounted on the classic Campagnolo five-spoke alloy wheels. The brand new Ferrari was imported by the legendary US Ferrari agency, Chinetti Garthwaite Imports, and was sold to Philadelphia, Pennsylvania based Ferrari dealer Algar Enterprises in January of 1977. Here 19579 found its first owner, renowned Ferrari enthusiast and dealer Ron.









Spangler of Prancing Horse Farm, Bel Air, Maryland. Mr. Spangler would keep the yellow 308 until 1982, when sold with around 8,000 miles to Lafayette, New Jersey resident Jim Cular. 19579 is believed to have remained in the New Jersey area throughout the 1980's and 1990's, later being owned by a Mr. David Fanelli in the early 2000s.

Acquired by the consignor in 2008 in very original and un-damaged condition, today this well-kept 308GTB shows fewer than 14,000 miles on its odometer, and upon close inspection is revealed to be a very well-preserved example throughout. The original saddle interior shows remarkably well, with the original delivery protection-plastic still in place on the door panels, while the vinyl dash, fascia and console area remain in excellent condition. The car's engine and storage compartments display

original finishes and factory markings, as would be expected of a low-mileage preserved car like this, and the overall fit and finish of doors and lids are outstanding.

The Fly Yellow paint shows a nice patina, with some characteristic hairline-cracks that these early fiberglass 308's are known for. Shod on correct Michelin XWX radial tires, 19579 looks correct in every way, and beautifully represents the beginning of a great era for Ferrari. Here is a chance to acquire a collectible, usable, iconic and rare Ferrari.

\$75,000 - 100,000

Please note this vehicle is titled with chassis no. F106AB19579.



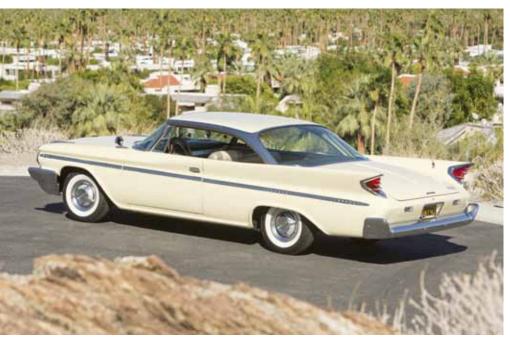


1960 DeSoto Fireflite Two-Door Hardtop

Chassis no. 7103110818

361ci OHV V8 Engine Single 2-barrel Carter Carburetor 295bhp at 4,600rpm 3-Speed TorqueFlite Automatic Transmission Front Independent Suspension - Solid Rear Axle 4-Wheel Drum Brakes

- Original and well-preserved example
- In the first owner's hands for 40 years
- Three owners from new
- Driven just over 42,000 miles
- A dramatic example of 'The Forward Look'







The DeSoto Fireflite

1960 was the final full model year for the DeSoto brand, as the division was closed down shortly after the introduction of the 1961 models. There were only two lines offered in 1960, the Fireflite and the Adventurer. It is somewhat ironic that the styling similarity between Chryslers and DeSotos is often given as another of the many reasons DeSoto struggled for recognition in the market, as the bold, yet clean detailing on the DeSoto arguably shows off Virgil Exner's dramatic 'fleetwing styling' more elegantly than does the Chrysler.

A lack of brand discipline and cohesive marketing strategy at Chrysler Corporation in the mid-to-late 1950s is certainly at the heart of the death of the once-proud DeSoto brand. With luxurious Dodge models and inexpensive Chrysler models crowding the 'mid-price' DeSoto from both ends, it was inevitable that something would have to give.

The Motorcar Offered

This lovely DeSoto Fireflite coupe was delivered to its first owner, Mr. George Petricek on February 19, 1960 by Marshall & Clampett Motors on Figueroa Street in Los Angeles, California. Mr. Petricek was especially proud of his big, stylish new hardtop as it was the first new car he had ever purchased. It is no surprise that he lavished care and attention on the DeSoto, even giving it a name - 'Desi DeSoto'. Mr. Petricek never lost his passion for his sleek coupe and maintained it carefully and lovingly, always garaged and regularly serviced, even when he could no longer drive at the age of 85. Neighbors recalled him cleaning and polishing his automotive jewel even after he stopped driving; 'Desi' was still in his possession when he passed away at 92 years old in 2000.

At the time the DeSoto was sold by his estate,

Mr. Petricek had driven just over 40,000 miles since sliding behind the wheel for the first time in February, 1960. The current owner, only the third, has cared for 'Desi' for the past 11 years. On a recent test drive by a Bonhams specialist, this remarkably preserved example was observed to have only 42,562 original miles and was remarkable to behold. The original Yuma Yellow paint remains softly lustrous and the three-tone cloth and vinyl seats appear to be those in a gently used late-model used car, not showing the kind of wear one might expect in a 54 year-old model; the rear seat appears to have hardly been sat in at all.

Master stylist Virgil Exner's sparing use of chrome on this sweeping design gives it a clean, dramatic look, and the bright trim it does possess retains much of the gleam it wore when it left the factory. Original accessory dual rear









view mirrors grace the fenders and the Trans Audio AM radio works perfectly.

Other time-warp touches visible on this very special DeSoto are the original antenna adjustment instruction tag hanging from the dashboard, original jack instructions inside the trunk and the original business card of the service manager at Marshall & Clampett Motors is stapled into the original owner's manual. The original California 'pink slip' registration is present with the car as are all subsequent registrations from 1971-present. While the tires have been replaced and some minor freshening given to the engine compartment, this Fireflite is proudly as-delivered and as cared for through its three owners from new.

A vintage Sears tire sticker dated 2/19/75 and

29,343 miles and an Arco service sticker dated 9/26/84 and 39,240 miles in the door jambs help to confirm the recorded mileage. The power steering, power brakes and strong pull of the 361ci V8 make this DeSoto a delight to drive. Now it is time for a new owner to enjoy the experience of this remarkably preserved piece of Americana. That they will be only the fourth custodian of this beautifully conserved piece of MoPar history will make those miles with 'Desi' even sweeter.

\$30,000 - 40,000 Without reserve





1970 Mercedes-Benz 280SL

Chassis no.113044.12.015085 Engine no.130983.12.009822

2,778cc SOHC Inline 6-Cylinder Engine Bosch Mechanical Fuel Injection 170bhp at 5,700rpm

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

- Delivered new in Tobacco Brown over Cognac
- Factory optioned with both soft and hard tops
- Matching numbers example
- Great for Sunday drives or local shows
- Offered with copies of the factory build sheets, books and tools







The Mercedes-Benz W113

Launched at the Geneva Motor Show in March 1963, the 230SL – or W113 as the model range was internally labeled at Mercedes-Benz – was a completely new car through and through, designed to replace the outgoing 190SL. A truly modern car for its time and constructed to the high level of craftsmanship expected from Mercedes-Benz, the model quickly became a very popular two-seater among the elite thank to its combination of luxury and high style. Mercedes-Benz would call the W113 "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort."

Many of the design and technical features were industry firsts, including the hard-top designed to withstand the car's weight for safety reasons, and its distinct lines, featuring a large greenhouse that eventually led to the model's popular nickname, the 'Pagoda'.

After the 230SL came the 250SL, which boosted engine capacity by about 200cc over its predecessor; later, both were replaced by the ultimate evolution of the W113, the 280SL, introduced in 1967. The enlarged 2.8-liter 6-cylinder SOHC engine now produced 170 horsepower, and disc brakes were now standard on all four corners. These last classic Pagoda models have become increasingly collectible, featuring exceptional build quality and reliability, easy access to spare parts, not to mention being highly usable thanks to their modern specifications.

The Motorcar Offered

According to copies of the Mercedes-Benz factory build-sheets, this excellent 280SL was finished new in the very period color of DB423 Tobacco Brown over a Cognac MB Tex interior. It came from the factory with both soft and hard tops, the hard top elegantly painted in a lighter beige color, beautifully accenting the darker body color. Further factory options included a Becker radio, the four-speed automatic transmission, power steering, front and rear bumper guards and an exterior rearview mirror mounted on the driver's door. The new 280SL was completed at the Stuttgartbased Mercedes-Benz factory in January of 1970, and soon after was shipped to the US for delivery to its first owner.

Although the early history remains unknown, the car is believed to have been used, mostly as a summer car, in the Long Island, New York area









for the past thirty plus years. By the early 2000s, the 280SL was owned by a Mr. Michael Kerr of Woodsburgh, New York, who had various maintenance and refurbishment work performed on the Mercedes-Benz by Columbia Classics Corp in Cedarhurst, New York and Exoticars USA, based in Frenchtown, New Jersey. Most recently, the car received a professional repaint, and received a full service.

Beautifully presented in the factory-delivered *Tobacco Brown* color, with color-coded hubcaps and thin-line white wall tires, this car looks just right. The cognac-trimmed interior is in beautiful condition, and a correct, optional air conditioning system will ensure a comfortable climate with the hard top in place. This classic 280SL remains in wonderful condition throughout, ready to be enjoyed on Sunday drives or proudly displayed at a Concours

d'Elegance. Offering timeless styling and excellent usability, the W113 280SL is quickly becoming thought of as one of Mercedes-Benz's most iconic and sought-after models of all time. Here is a great way to experience the legend. \$75,000 - 90,000





The ex-Henry Wing, William O'Connor and Paul Stern 1929 Rolls-Royce Phantom I Ascot Tourer

Coachwork by Brewster & Company

Chassis no. S178FR Engine no. 21788

7,668cc OHV Inline 6-Cylinder Engine Single Rolls-Royce Carburetor 113bhp at 2,300rpm 3-Speed Manual Transmission 4-Wheel Drum Brakes

- Well-preserved example retaining original coachwork and driveline
- Documented ownership history with extraordinary pedigree
- Recent refurbishment by professional UK restoration companies
- Offered with extensive history file
- Excellent example of the sporting Ascot Tourer







The Rolls-Royce Phantom I

Introduced by Rolls-Royce in 1925 to replace the revolutionary Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts.

The new model was improved in both quality and performance, and by the end of the decade Rolls-Royce had become the car of choice among America's Jazz Age super-elite. (One famous, albeit fictional, Rolls-Royce owner was Jay Gatsby, protagonist of the F. Scott Fitzgerald

novel, *The Great Gatsby*). *Vogue* magazine put it perfectly in their November 1929 article:

"Somewhere between you and the graceful little figure-head that rides that radiator, you know a powerful motor is purring. You know it by the ease with which you glide up hills, and by the swallow-flight of the scenery."

This period would prove to be the high point of Rolls-Royce of America's fortunes, the October 1929 Wall Street Crash and the introduction of the Phantom II – requiring re-tooling which the US company could not afford – signaling the beginning of its decline.

The American Rolls-Royce could be ordered with 'factory' bodywork, usually by renowned coachbuilders Brewster & Company. As well as manufacturing coachwork of the highest quality,

Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce. With the introduction of the Phantom I, Rolls-Royce and Brewster introduced a series of new and up-to-date designs which have become some of the most attractive and eagerly sought examples of classic Rolls-Royce coachwork. Designed with input from sales manager J.S. Inskip, the elegant, flowing, classic lines of the Ascot sport phaeton, the jaunty York roadster and Regent convertible coupe with their side entrance rumble seat doors, and the luxurious closed Avon sedan established a precedent for quality, comfort and luxury which persists to this day in Rolls-Royce's reputation.











The Motorcar Offered

The exceptional Ascot Tourer presented here, S178FR, is one of approximately 28 built on the Phantom I chassis. As Phantom I production progressed, a number of improvements and refinements were incorporated, and by the time this example was built, the cars were equipped with 20-inch wheels and a lightweight aluminum cylinder head. Copies of the factory build sheets confirm that the car was sold new through the well-known New York based Rolls-Royce agency, J.S. Inskip, to R. Griffin of Jersey City, New Jersey in August, 1929, who is believed to have owned a very successful shoe polish business. The factory records appear to note that Griffin later traded S178FR for a Phantom II Henley Roadster, at which point the Ascot was sold to Bernard Heaton of Boston, Massachusetts.

Heaton kept the car until 1946 when it was offered on consignment with Elliot Hawley, and in February the following year it was sold to Peter Franz of Brooklyn, New York. The car's subsequent ownership history included a number of important pioneering collectors, who clearly understood how important a car this was. The first of these was Henry Wing, who the Rolls-Royce Owners Club notes restored the car between 1953 and 1956. The next was William O'Connor, a prominent Veteran Motor Car Club of America member, who used S178FR regularly on early RROC and BDC events. He penned a couple of articles in the club gazette charting enjoyable tours made in his Ascot. From O'Connor the car went to Paul Stern, another early connoisseur of collector cars, whose business was the original Manheim Auto Auction, based in his hometown of Manheim, Pennsylvania.







While in Mr. Stern's ownership, S178FR was illustrated in the well-known book *Rolls-Royce in America* by John Webb de Campi. Stern sold the car to a fourth serious car collector, Wally Rank of Wisconsin and he in turn sold the car to Mark Smith of Skippack, Pennsylvania in the mid-1980s.

S178FR remained in dry storage throughout the next quarter century, until it was purchased by the vendor in 2010. At that time, the aging Ascot was in remarkably original and preserved condition, still retaining its original chassis, driveline, and Brewster coachwork. It was apparent that a combination of its lengthy period of rest and a history of ownership in the care of knowledgeable collectors left the car in a highly original state, apart from the sympathetic restoration performed during the 1950s. Many specific details remained in place, including

the windshield mounted mirrors, arm rests for the rear seat passengers, and the particularly desirable and far more sporting 'Derby Speedster' style top.

After being purchased by the consignor, S178FR was treated to a thoughtful re-commissioning, bringing the highly original Rolls-Royce back to its former glory. Rolls-Royce specialist shop A.J. Glew of Gloucestershire was entrusted with the mechanical work, and Haslams Body, Ltd. of Bolton with the paint and bodywork. Approximately £50,000 was spent on re-commissioning, all carefully documented in the car's history file.

Painted Rouge Carmine over Amaranto, and fitted with beige leather trim, this Ascot shows beautifully today. Beauty aside, the true value of S178FR lies in its exceedingly genuine

state, still complete with the original Brewster coachwork, engine and drivetrain. Furthermore, its impressive ownership history reads as a who's who of pioneering American collectors. Arguably one of the best Ascot Tourers extant, \$178FR is now ready to find its next home. \$275,000 - 350,000

Please note this vehicle is titled as a 1928.





111 1977 Porsche 911S Coupe

Chassis no. 911 720 1892 Engine no. 6273359

2,687cc SOHC Flat 6-Cylinder Engine Bosch K-Jetronic Fuel Injection 165bhp at 5,800rpm 5-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- Fewer than 21,000 original miles
- Desirable factory sunroofoptioned car
- Survivor quality example in great colors
- Increasingly collectible era for the 911
- Offered with original jack, tools, and owner's manual







The Porsche 911S

The first of countless upgrades to Porsche's perennial 911 came 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 aircooled, 'flat six' engine underwent the first of many enlargements - to 2.2 liters.



In 1974 all 911 variants received the 2.7-liter unit, hitherto reserved for the Carrera, when the latter went to 3.0 liters. Although in non-Carrera tune the 2.7-liter unit made slightly less power than the old 2.4, it had been skillfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration.

Coupled to tolerance of low-lead fuel, vastly superior fuel consumption and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.

The Motorcar Offered

This very special 911S is a low-mileage, well-preserved, matching numbers example that can quite legitimately be referred to as a "survivor". Having been stored and not driven for many years, the Porsche racked up very few miles – fewer than 21,000 during its lifetime to be precise. Manufactured in February 1977, it dates from the final year of production of the 2.7-liter cars, which ushered in the era of the "impact-bumper" 911s that are today increasingly sought-after and collectible.

According to its Porsche Certificate of Authenticity, the 911S was delivered in the same silver over black it wears today. Optional equipment included the electric sunroof, forged alloy wheels, a 380mm sports steering wheel, as well as aluminum rocker panels and fender trim.

Because this car was in storage unused for









many years, the previous owner had the engine completely rebuilt by Porsche experts, this work being documented with receipts that will accompany the sale. The engine was removed, disassembled, and inspected, new rings and guides installed, and all systems serviced as needed. The hydraulic systems, the Bosch K-Jetronic fuel injection, and the oiling system were all serviced at the same time. Many service items were addressed, such as brake master cylinder, fuel distributor and injectors, and fuel pump and tank. When the current owners purchased the car, it still wore its original tires - which were promptly replaced. The body appears to be in excellent condition, retaining the satisfying shut of the doors which can only be found on an unmolested original example.

Featuring a factory electric sunroof, desirable 5-speed manual transmission and all original

interior, this spectacular silver over black 911S is full of patina, and perhaps the archetype of the 2.7-liter 911 era. With its original jack, tools, owner's manual, keys and various receipts, as well as its original factory Blaupunkt AM/FM radio with factory speakers, Fuchs alloys, and air conditioning that blows cold, this is a truly special, low-mileage 911S for the discerning collector. Impact bumper 911s are just beginning their ascent in the collectible Porsche marketplace, and if their predecessors are any indication, now would be the time to acquire a great example of this generation. Here it is.

\$45,000 - 55,000 Without reserve





112 1966 Ferrari 275 GTB/6C

Chassis no. 08327 Engine no. 08327

3,285cc SOHC V12 Engine 6 Weber Carburetors

305bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Desirable factory delivered sixcarburetor, torque tube, long nose 275 GTB
- Very genuine, low mileage and matching numbers example
- Expertly restored in original color combination
- History researched by Marcel Massini and Certified by Ferrari Classiche
- Offered with books and tools







The Ferrari 275 GTB

A perhaps apocryphal story ascribes Enzo Ferrari's motivation in replacing the 250GT Lusso with the 275 GTB to his belief that the Lusso was too beautiful to convey properly the image of Ferrari.

Like many Ferrari stories, it may be less than fully accurate, but contributes to the myth that surrounds the marque. Its logic, however, is supported by the judgment of history: the aggressive 275 GTB is today more coveted by collectors than the Lusso, even though the Lusso's design has endured the test of time to be generally agreed as among the most pure and beautiful products of the collaboration between Ferrari and Pininfarina.

The 275 GTB has other distinctive attributes, not least its place as the first fully independent suspension transaxle-equipped Ferrari road car,

and for the power and tractability of its 3.3-liter 60° V12 engine developed from the 1½ liter Colombo "short block" originally designed in 1947. The engine was mounted low and further back, taking advantag e of some of the space created by moving the transmission to a unit with the differential.

Performance, handling and technical advancements aside, it is the coachwork penned by Pininfarina and executed with individuality and attention to detail by Scaglietti that creates the 275 GTB's image: aggressive, svelte and taut with power and potential.

In common with the best designs, the 275 GTB integrates form with function. There is nothing pretentious. Every feature has a functional purpose, from the covered headlights to the Kamm tail and small aerodynamic spoiler.

The long hood that so eloquently defines the 275 GTB's performance intention is the direct result of the engine setback. Large tires dictate the tall, bulging fenders. The sloped windscreen and fastback roof are only as tall as driver's headroom and visibility requires. Each vent and curve has a purpose finely calculated to only one end: creating the finest, fastest road-going berlinetta in the world.

As Ferrari quarreled with the FIA in the mid-1960s over the marque's grudging change from front- to mid-engine placement in its sports-racing cars, the 275 GTB carried on as the mainstay of the marque. Ferrari knew this highly evolved *berlinetta*, with its improved rear suspension and the balance permitted by its rear-mounted transaxle, would, like all good Ferraris of the time, be driven from showroom floor to race tracks around the world.













Each 275 GTB is, essentially, unique. Still small enough to cater to individual client's desires and essentially self-contained, Ferrari could offer an almost infinite variety of performance features and appointments. Coachbuilder Scaglietti still employed artisans who constructed each body by hand, imparting the individuality of bespoke construction to every car.

And within Ferrari, improvements were regularly incorporated as the 275 GTB evolved given



experiences and suggested refinements. On the aesthetic front, the biggest change was made about a year into the production run in 1965 with the re-design of the nose. It was found that the early cars had a tendency to create frontend lift at high speeds, so the nose was slightly lengthened and made slimmer, a look even more evocative of the 250 GTO. 275 GTBs have since been categorized as short or long-nose cars.

On the technical front, a breakthrough production change was made in early 1966 with the elimination of the traditional open driveshaft in favor of a far more modern torque-tube, solving drive-line vibration issues once and for all.

The later cars incorporating these significant production refinements remain the most desirable ones, especially when used as intended; out on the open road on a classic car

rally or simply a blast through the countryside.

Among the options and features offered for the 275 GTB, one of the most sought-after by collectors is the six-carburetor induction system, which added some 25 brake horsepower to the 275 GTB's already healthy 280 brake horsepower output. Its performance appeal is enhanced by the dramatic presentation when the hood is opened. From 5,000 to the engine's 7,600rpm power peak, the sound and fury of the six Weber carburetors is as sublime as its performance.

If there is one Ferrari to own within the span of the marque's first quarter-century it is the 275 GTB. Blistering performance, quick, responsive handling, ideal weight distribution and the aggressive Pininfarina designed Scaglietti coachwork, with elements of the legendary 250 GTO. make it a milestone.





The Motorcar Offered

Offered here is a superb example of the legendary 275 GTB, both in terms of provenance, condition and specifications - a factory delivered six-carburetor car with torquetube driveline in long-nose configuration.

According to renowned Ferrari historian Marcel Massini, this 275 GTB, chassis number 08327, was completed at the Maranello Ferrari works on March 28, 1966. It was fitted with Scaglietti body number B0355, constructed in steel with hood, trunk and doors in aluminum. 08327 was finished exactly as presented today, painted in Celeste Blue metallic with a black leather interior, fitted with Borrani wire wheels, equipped with instruments in kilometers for European delivery, and the optional six twin-choke Weber 40DCN3 carburetor setup. Certainly specified for a client with performance in mind, the new 275 GTB resembled the final evolution of the single-cam 275 GTB model.

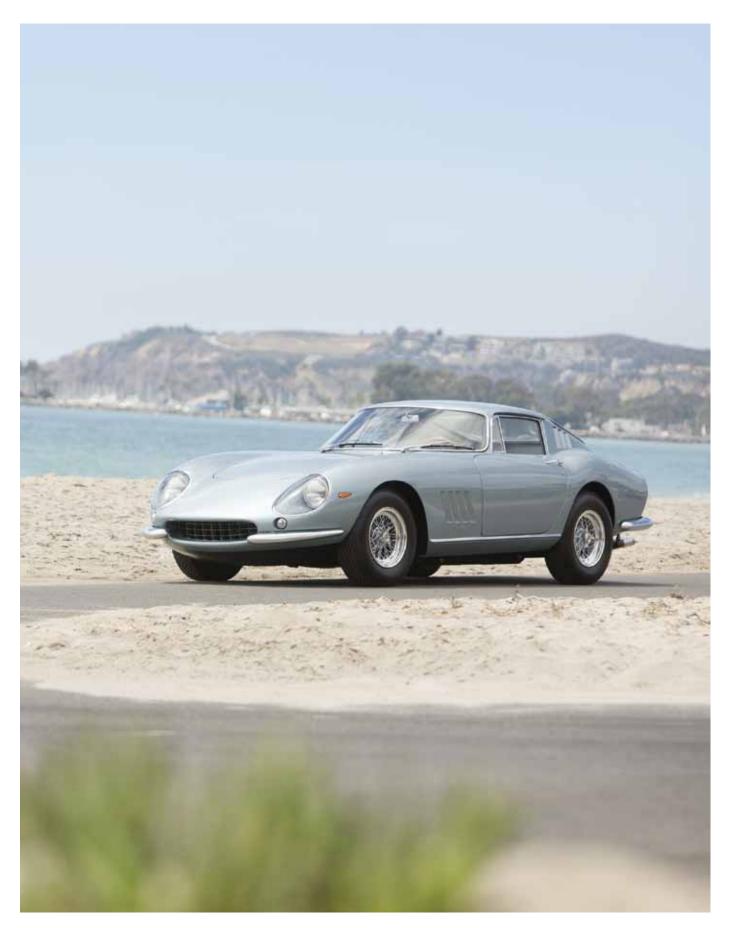
According to Ferrari's factory built sheets, 08327 was destined for Zurich, Switzerland and a Mr. J.H Keller, but instead the new Ferrari was delivered to its first owner in Italy, a Mr. Bernardo. Mr. Bernardo would keep 08327 for nearly 8 years; quite unusual for the time, as many Ferraris of this era had a tendency to be traded quite rapidly in their early years. A Mr. Patterson from Lompoc, California purchased the car from Mr. Bernardo in March of 1974, before exporting the sporting Ferrari to the US. 08327 is believed to have remained with Mr. Patterson throughout the 1980s, before being sold in the early 1990s by Bruce Trenery's Fantasy Junction in Emeryville, California, to renowned Ferrari collector John Nichols, to remain with him in the sunny West Coast state. At this point the aging 275 GTB was reported to be in highly original condition, showing rubbed-though original paint and interior still in untouched state. Mileage was

still low, attesting to the original and well-kept condition of the car.

Mr. Nichols would keep 08327 until 2002, when the car was brokered to a Mr. Peter Nydrle. It remained with Mr. Nydrle's until 2008 when offered for sale in the Ferrari Market Letter, advertised as a four-owner car with just 58,200 kilometers from new, matching numbers, and retaining its original six-carburetors and torquetube as well as original interior. In January 2009, 08327 made an appearance at the Cavallino Classic in Palm Beach, Florida.

In 2011, a thorough re-commissioning of the still very original and low mileage Ferrari was begun. Bradford, Massachusetts based C.B. Restorations was chosen for the paint and bodywork. Very little of the latter was required before 08327 received a new coat in the original Celeste













Blue metallic color it wore from new. An award winning restoration shop, C.B. did a superb job throughout, clearly evident upon close inspection today. At the same time, the car's chrome and bright work was carefully re-plated to look its best. The Borrani wire wheels were restored and a fresh set of Michelin XWX tires mounted.

Mechanically the car was gone though from stem to stern, with a full restoration and renewal of the braking system, fuel system, and refurbishing of the suspension including replacement of suspension joints and bushings. A four-wheel alignment was performed following suspension work to ensure proper road manners. The transaxle transmission was disassembled and restored with new synchromesh rings installed and all new gaskets and seals. Finally, the interior was fully re-trimmed in the original color of black, and new carpets carefully fitted.

All interior chrome brackets and snippets were re-plated where needed. The gauges were sent to professionals to be restored at the same time.

Finally, nearly \$25,000 was spent with Mark Allin's renowned restoration shop, Rare Drive, in East Kingston, New Hampshire, giving 08327 a thorough mechanical and cosmetic sorting. A binder with compression test results, receipts and photos from the work performed at both C.B. Restorations and Rare Drive accompany the sale of this car, thoroughly documenting the process.

After this work was complete, the 275 GTB relocated to Southern California, where it joined a stable of other great sports and performance cars. In May of 2013 the car was taken to the Ferrari Classiche agency in Newport Beach, where John Amette performed the Classiche inspections for 08327's certification.

Today 08327 presents extraordinarily well. Showing fewer than 60,000 kilometers (37,300 miles), a figure that is believed to be the car's original mileage since new, this 275 GTB retains its original, matching numbers engine, and has benefitted from few owners and many years in the dry California climate. 08327 is offered with Marcel Massini's history report, the Ferrari leather pouch including the *Bulletin de Garantie*, a 275 GTB spare parts catalog and the owner's manual, as well as a correct tool kit with leather bag.

Ready for international level Concours judging or high-speed road rallies such as the Tour Auto or the Copperstate 1000, this exceptional longnose, six-carburetor and torque-tube 275 GTB stands out among the finest ever built by the legendary manufacturer.

\$2,200,000 - 2,600,000



113 1954 MG TF

Chassis no. HDA46/1787 Engine no. XPAG/TF/31731

1,250cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 57bhp at 5,500rpm 4-Speed Manual Transmission Front Independent Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Fastidiously restored example
- Matching numbers
- Factory US delivery, left hand drive TF
- Offered with Heritage Trust Certificate
- The final evolution of the T-Series MG Sports car







The MGTF

Although MGs had been available in the United States in the 1930s, the marque's great popularity really began after World War II. The classic TC model, with its large wire wheels, right-hand drive and exposed rear fuel tank, was regarded as the quintessential British sports car. In 1949, the improved TD offered independent front suspension, rack-and-pinion steering, disc wheels and left-hand drive for New World markets, and in 1952, MG became the best-selling import in America.



After the TD came the TF; the new model was given an evolutionary makeover, with a swept-back radiator grille and more sweeping fenders. Headlamps were nestled into the inner surface of the front fenders. Mechanically, the new TF model was TD-based, using the same XPAG 1,250cc engine, but with valve and carburetor improvements.

MG's TF is the final evolution of the T-series, a lineage dating back to the TA of 1936. The inherent rightness of MG's concept when designing the TA is evident in the long life enjoyed by the T-series, and in the effect these cars had in the years just after World War II, when they formed the foundation for the sports car movement in America.

The Motorcar Offered

This exceptional example of the classic MG TF was produced at the Abingdon MG works during the latter part of 1953. The 1,286th TF made, it was configured as a left hand drive example for US export, and finished in black cellulose lacquer. The TF has received a full nut and bolt restoration and shows extremely well today. The work was done to a very high standard, with a neatly installed top and interior, excellent panel work and paint, and a beautifully detailed engine compartment and undercarriage. The work was done to factory correct standards, and the car still retains its matching numbers XPAG engine. Here is a fun little sports car in which to relive the early days of America's sports car obsession.

\$30,000 - 35,000 Without reserve

Please note this vehicle is titled under its engine number.



1959 Nash Metropolitan 1500 Series IV Convertible

Chassis no. E 80682 Engine no. 15F-N-H 24931

1,489cc OHV Inline 4-Cylinder Engine Single Carburetor 55bhp at 5,400rpm 3-Speed Manual Transmission Front Independent Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Extraordinarily wellrestored example
- Desirable fourth-series Convertible
- A fun classic for a day at the beach
- Charming color combination
- A car that receives smiles wherever it goes







The Nash Metropolitan

Nash President George W. Mason was no stranger to transatlantic co-operation, teaming up with Donald Healey to produce the Nash-Healey sports car and with Austin, which assembled the Metropolitan at Longbridge for the American concern. Nash's factories were not configured to build cars of the Metropolitan's size; alas, the company had no suitable engines or transmissions either, so collaboration with a European manufacturer was Mason's preferred solution.

When Nash presented the NXI (Nash Experimental International) in 1950, the idea was to explore the opportunity for people to add a second car to their driveways. Market research supported the idea that there was a demand for a more economical mode of transportation, but it would have to be priced accordingly. Nash sought a foreign partner, teaming up with the UK's Austin

Motor Company, who supplied the engine, transmission, and manufacturing facilities.

Tests of the day touted the high level of standard features, whimsical design, and fun-to-drive yet economical nature. Metropolitans were marketed under their own name and sold through Rambler dealerships beginning in 1958 after the demise of Nash and Hudson. Having enjoyed nearly a decadelong production run, sales slowed for 1961, and the Metropolitan was subsequently discontinued.



The Motorcar Offered

One of the very last Metropolitans produced in December of 1959, this fourth series *Met* Convertible presents extremely well. A very thorough restoration has been performed on the car to absolute show standards, documented in a thick binder of receipts, totaling over \$20,000. Finished in a vibrant and period-correct two-tone combination of yellow and cream, it is trimmed with the attractive pepita-checked interior. In its current ownership since 2008, this Metropolitan Convertible is a striking example of this whimsical design, and one would be hard pressed to find another restored to such exacting standards.

\$45,000 - 50,000 Without reserve

Please note this vehicle is titled as a 1960 and with make as METP.



1970 Mercedes-Benz 280SE 3.5 Cabriolet

Chassis no.111027.12.002505 Engine no.116980.12.002300

3,499cc SOHC V8 Engine Bosch Fuel Injection 200bhp at 5,800rpm

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

- Matching numbers example
- Impressive and correct restoration
- Factory delivered US model with floor shift
- The top-of-the-line model of the era
- Documented by Mercedes-Benz factory build sheets







The Mercedes-Benz 280SE 3.5

'If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one.'
-Car & Driver on the Mercedes-Benz 280SE 3.5.

The 3.5-liter version of the 280SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s. The ultraluxurious 280SE Coupe, 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' body-shell, the Coupe and Cabriolet kept the 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. The 280SE 3.5 was to be the final model to feature this much admired body style, and today these last-of-the-line top quality classics are highly sought after by discerning collectors.



The Motorcar Offered

This lovely example of Mercedes-Benz's classic 280SE was produced at the Stuttgart factory during September of 1970. It was configured as a left hand drive Cabriolet, equipped with the desirable floor-mounted gearshift, a Behr air conditioning system, electric windows front and rear, an automatic antenna and a Becker radio. The exterior was finished in 423 Tobacco Brown and topped by a nicely matching dark brown soft top, with the interior trimmed in *Cognac* leather. Destined for the US market, it was delivered here in 1971

It remains unclear for how long the car stayed Stateside, but at some point it migrated east, to join the impressive private collection of Mr. Kenji Yamashita in Japan. Upon his purchase, the car was reported to be in rust- and accident-free condition, the type of classic car perfect for a restoration. Sometime after









arriving in Japan, the 280SE received a very thorough restoration, covering both cosmetic and mechanical aspects of the car. More recently, the car returned to the US and came into its present ownership.

Consigned from a prominent Southern California collection of classic cars of superb quality, this 3.5 Cabriolet must be one of the finest examples available today. A great driving Mercedes-Benz, the consignor has regularly used this car to commute between his house and his collection - exactly the sort of use these cars are so great for, with room of course to bring your family or friends along.

Finished in its original color of Tobacco Brown, it presents impeccably well. Still retaining its original, matching numbers engine and factory installed floor shifter, and maintained and

driven with regularity, here is an opportunity to acquire a top-of-the-line, highly collectible Mercedes-Benz.

\$225,000 - 275,000

Please note that this vehicle is titled as a 1971.





1952 Jaguar XK120 Fixed Head Coupe

Chassis no. 680326 Engine no. W6576-8

3,442cc DOHC Inline 6-Cylinder Engine
Twin SU carburetors
160bhp at 5,000rpm
4-Speed Manual Transmission
Independent Front Suspension - Rear Semi-Elliptical Leaf Springs
Front Disc Brakes - Rear Drum Brakes

- Matching numbers example
- The best looking XK120 model
- Sensational look with elegant lines and rear wing spats
- Eligible for numerous high-profile rallies and tours
- Numerous drivability improvements including front discs







The Jaguar XK120

At the 1948 Earls Court Motor Show, Jaguar astonished the public by announcing a new two-seater roadster, the 'XK120'. The XK120 heralded the arrival of Jaguar's famous 3.4-liter twin-overhead-camshaft XK engine, intended for the Mark VII saloon, then two years away. Its chassis was essentially a shortened version of the simultaneously announced Mark V saloon, with torsion bar independent suspension.

The XK120's performance and roadholding



set new standards for British sports cars and, uniquely of the XK series, its name reflected the top speed. In May 1949, on the Jabbeke to Aeltre autoroute in Belgium, an example with its top and side screens in place recorded a speed of 126mph, and 132mph with the top and windscreen detached and an under-tray fitted.

The car's instant success caught Jaguar by surprise. It was immediately obvious that the ash-framed alloy coachwork would have to go and the XK120 was re-engineered in steel after 240 cars had been completed. In 1951 the open two-seater model was joined by a fixed-head coupe version, and a drophead coupe followed in 1953. The XK120 was superseded by the XK140 in 1954 – though the 120 was to prove the most popular of the series.

The Motorcar Offered

The magnificent lines of the XK120 fixed head coupe are perhaps the ultimate expression of the 'grace, space, and pace' moniker that characterized Jaguar marketing of the period. This particular XK120's history was of obvious interest to former keepers, because in the days long before the "Heritage Certificate" was born, back in August 1974, then owner Mr. G Gray of Waverly, Virginia, wrote to Jaguar Cars in Coventry requesting details of its original specification.

An Archive Information sheet from Jaguar dated August 20, 1974 confirms that this left-hand-drive XK120 was a US-export model, dispatched from the factory on November 14, 1952 and delivered to Southern California Jaguar distributor Charles Hornburg. Its first owner was recorded as a Mr. A.K. Ferris. The next period of the Coupe's life saw numerous mechanical as well as aesthetic enhancements











as part of a comprehensive restoration by Jaguar specialists. Improved drivability and handling are provided via radial tires, an upgraded hydraulic system, aluminum radiator, electronic ignition, converted positive ground 12 volt battery, a Pertronix distributor, and a Davis-Craig in line water booster pump, among other improvements. The XK120's rear shocks were converted to telescoping shocks for a smoother ride, while a new wire harness was installed to keep its electrical system in reliable operation. Subsequently, the XK120's engine and transmission were rebuilt by Jaguar professionals at White Post Restorations. While the Coupe's engine was being rebuilt, many individual parts such as the carburetors and generator were completely overhauled as well. In addition, the 120's data plate matching cylinder head was completely rebuilt for improved performance, while the interior's walnut dash and trim were

beautifully restored by expert craftsmen.

The body and paint were done to very high standards and the results are quite spectacular today – the dark blue livery over grey upholstery, done using correct materials, perfectly complements the fixed head's flowing lines. Rear wing spats and Lucas driving lamps complement the sensational-looking factory steel wheels; it's the very essence of classic British motoring. Once restoration was complete, the XK120 was regularly shown at numerous regional car shows and Concours events, where it was the recipient of various awards and accolades including "Best in Class" awards at several British Car Festival events.

Today the car presents cleanly throughout, with a very tidy engine bay and undercarriage. The 120 has been recently serviced including all new fluids and filters throughout. Complete with a manual,

various receipts, and the aforementioned Jaguar Archive Information sheet, this XK120 presents as a handsome and very functional example today. The vendor advises that the car feels very solid on the road, pulling nicely, and with great sounds emanating from the twin-carbureted DOHC six under its long bonnet. Eligible for many fine vintage events, this delightful XK120 is sure to provide its new owner with the thrilling experience that Sir William Lyons had in mind over 60 years ago.

\$110,000 - 130,000





1955 Chevrolet Bel Air Convertible

Chassis no. VC55B112567

265ci OHV V8 Engine
Single Rochester Carburetor
162bhp at 4,400rpm
2-Speed Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- Top of the line, well-optioned Bel Air
- Restored to a very high standard
- Power Pack V8 engine
- Exquisite 1950s style
- The car that defined an era







The Chevrolet Bel Air

"Harley Earl and company attended to Chevrolet's first post-war restyle after all other General Motors cars except Pontiac, so these two makes used pre-war 'shells through 1948. But when change came it was dramatic - the '49 Chevys were some of the best looking GM products ever, and were precision built as well" - Collectible Cars, Richard M Langworth.

Originally applied to a two-door hardtop coupe version of the Styleline Deluxe, the evocative Bel Air name was subsequently used to signify a top-of-the-range luxury trim level rather than a separate and distinct body style. Introduced in 1950, the second generation Bel Air, so named the 'Tri-Year' for its iterations in 1955, '56, and '57, would go on to define not just Chevrolet but the era of 1950s American motoring. Divesting itself of any vestiges of pre-WWII design, the all-new 1955 Bel Air, called the "Hot

One" in GM's advertising, was a crisp, cleanly designed full size model with an egg-crate grill inspired by the likes of Ferrari. Under the hood was the all-new 265ci V8 that was transforming Chevy's model range and cementing legends like the V8 Corvette.

With its powerful optional Power Pack V8, the big coupe could scoot from a standstill to a mile a minute in 12.9 seconds, while still providing such creature comforts as power windows and power steering. Redesigned slightly for '56 and more famously for '57, the Tri-Year Bel Airs have lived on as enduring symbols of Americana in pop culture, as few other cars have.











Built in GM's Baltimore factory, this Bel Air is certainly one of the nicest examples around. One of the 41,292 Bel Air Convertibles built, few were equipped with the impressive number of options this car features. The first owner clearly enjoyed power and comfort as the boxes for the Power Pack V8, power steering, windows, and brakes, factory wire wheels, Powerglide automatic transmission, and rear fender skirts were all ticked.

Restored to a very high standard, it still wears its original color scheme of two-tone Shoreline Beige and Gypsy Red with a Tan Parchment Stay-Fast top enclosing a Beige and Red vinyl interior. The restoration, now over half a decade old, still shows very well inside and out—the engine is as nicely detailed as the chrome and interior.

While it may not be as fast as Bob Falfa's Onyx Black '55 Coupe from *American Graffiti*, it is certainly tops in style, comfort, and panache. Drop the top, hit the blacktop and go for a cruise! \$75,000 - 100,000

Please note that this vehicle is titled with chassis number 55B112567.





Ex-Leo Peters, Rich Carroll, Dr. F.M. Brunemeier and Richard King 1910 Simplex 50HP Toy Tonneau

Coachwork by Holbrook

Chassis no. 50 - 10351

600ci T-Head Inline 4-Cylinder Engine Single Carburetor 50bhp 4-Speed Transaxle and Dual Chain Drive Front and Rear Leaf Spring Suspension Rear Drum Brakes

- The ultimate American brass-era sports icon
- A mythic brand that has been coveted since day one
- Originally delivered as a Holbrook Toy Tonneau
- Massive engine and dual chain drive
- One of the best performing cars of the brass-era







The Simplex Motorcar

Simplex has long held a reputation as the ultimate American sports car of its era. With examples being owned by just about every important collector as long as the hobby has existed, Simplex enjoys a status few other automobiles can rival. Representative of one of the most exciting periods of automotive history the Simplex fully deserves its reputation as one of the world's greatest cars.

The origins of the Simplex brand are in the Smith and Mabley Manufacturing Co. of New York. S&M was the American importer for the unrivaled Mercedes brand as well as FIAT, and CGV. With a desire to avoid the huge import tariffs that made already expensive foreign cars almost unsalable, S&M moved to produce C.G.V. cars in America. The C.G.V. exercise was a failure and S&M set about to build its own car based heavily on the Mercedes-

Simplex. Producing a fine automobile using the Mercedes as a pattern, the S&M Simplex of 1904 proved moderately successful though still prohibitively expensive.

The S&M operation changed hands and a new plan was conceived. A more powerful and refined version of the S&M would be developed again along Mercedes lines but with a larger engine. The new model, now called just Simplex, would be powered by a T-head four cylinder with an ALAM rating of 50hp. At 600ci it was one of the largest four cylinder engines ever to power a production automobile. The massive new motor was fitted to a robust dual-chain-drive chassis with a four-speed selective transaxle.

The brutish motor combined with a superb chassis and four tall gears resulted in a

performance machine with few rivals. The Simplex proved successful on the track and became the plaything of the ultra-wealthy in America. The 50hp would prove a success with nearly 250 examples produced over its nearly decade long production run - not bad for a chassis costing nearly \$6,000 in 1910.

Simplex's performance would immediately cement its reputation as a sporting icon; no car exuded strength, speed and masculinity more than the Simplex. Some would argue a Mercer Raceabout was the superior sports machine, but the reality is that they are machines of a different era and at half the engine capacity and with shaft drive, the Mercer does not have the features that define this more primitive era.

Simplex's mythic reputation would continue into the first days of the collector era. When the hobby began to take shape in the 1930s the





Simplex again was the most desired marque. Early collectors dreamed of finding one of these great machines languishing in a barn, and Simplex cars would become prized members of some of the major early American collections. George Waterman, Henry Austin Clark, Edgar Roy, Sam Bailey and Briggs Cunningham were a few of the pioneering collectors who owned and extensively used these automobiles.



The Motorcar Offered

Bonhams is delighted to offer here the definitive Simplex, a 1910 50 horsepower Toy Tonneau by Holbrook. With its sporty four-passenger body, this is the quintessential example of the marque - a true icon of a heroic era.

This Simplex is a car with known continuous history, one that has been a visible part of the collector car hobby for well over half a century. Early photos of the car show its discovery during the 1950s by Long Island resident Leo Peters. Like many powerful cars of the era it had been modified to serve a commercial role after the war, and a small tow arm had been skillfully fitted to the back of the car. Fortunately, this work was carefully done and much of the original coachwork remained unaltered. The car was looked after during its commercial use and was easily restored back to its original civilian appearance.

Still in unrestored condition, the Simplex was sold in 1957 to George Gentsch of Amherst, Massachusetts for \$4,000. Gentsch apparently never got around to the project, as the Simplex was again sold in 1963, still in unrestored and partially dismantled condition, to James Bragg of New York City and Woodbury, Connecticut. Mr. Bragg then had the car fully restored by Andy Anderson in Massachusetts with technical advice from Simplex expert Edgar Roy.

By the mid-1970s, the Simplex was being offered for sale by Ed Jurist's Old Car Store in Nyack, New York, who found a new home for it with noted collector Rick Carroll. Carroll reportedly paid \$60,000 for the car at the time, a huge sum in the nascent days of serious car collecting. After an appraisal by Henry Austin Clark in 1977, the car found a long-term keeper in prominent HCCA member Dr. F.M Brunemeier,



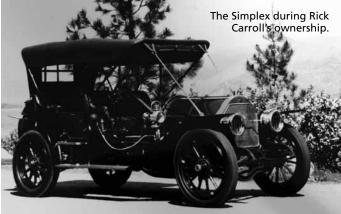












who purchased the Simplex in 1978 from Carroll, assisted by Leo Gephart.

Thus began a wonderful two-decade ownership period during which the Simplex was used and toured on the West Coast extensively by Dr. Brunemeier. After Brunemeier's ownership the car passed to prominent Connecticut brass era collector Richard King in 1998. By the late 1990s, its years of enviable touring since the initial restoration were starting to show and the mighty Simplex was ready for some refreshing.

Under King's ownership the Simplex was treated to an extensive restoration. Under the direction of noted brass era restorer Stu Laidlaw the Simplex was brought up to high cosmetic standards throughout, while a great deal of attention was given to the drivetrain. The engine was fitted with a much needed

electric starter and charging system, and rebuilt with the intention of making a reliable and strong performing tour car, meanwhile many small refinements were made to improve its mechanical components.

The resulting restoration returned the mighty Simplex to its original glory. The brass has been beautifully restored and the car is fitted with an original set of the highly prized Solarclypse headlamps. All of the canvas work including a full set of side curtains and top boot are present.

Having passed into its present ownership, that of a noted Simplex collector and expert, in 2004, the Simplex remains a joy to use today; it starts easily and has a thrilling sound, while its acceleration is startlingly fast with the powerful engine perfectly matched to tall, useable gears. The brakes are surprisingly effective for such

a machine and the steering has been much improved over the original. On a recent test drive by a Bonhams specialist, the machine was found to be easy to drive and well mannered. The four-speed transaxle is a joy to shift, and very quickly one gets accustomed to running through the gears briskly. With an extensive history file including detailed receipts for service performed on the car over the last 40 years, this is a genuinely rare opportunity to acquire a fine Simplex touring car. One of the absolute high water marks of brass era motoring, this well-known Simplex will take pride of place in any collection, and here is the chance to add it to yours.

\$1,000,000 - 1,200,000



1932 Marmon V16 Victoria Coupe

Coachwork by LeBaron

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 ClassicTM 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.









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 occured. 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





1962 Jaguar E-Type Series 1 3.8-Liter Roadster

Chassis no. 876520 Engine no. R3522-9

3,781cc 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 early "flat floor" E-Type
- Beautifully restored by Richard Jenkins
- Complete with original hand book and tools
- Finished in its original color of Opalescent Bronze
- Offered with 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 Mosstype 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.

The Motorcar Offered

This striking early "flat floor" E-Type was completed at the Browns Lane Jaguar works on January 9th, 1962. A left-hand-drive model destined for the United States, this E-Type was finished in the particularly attractive color of Opalescent Bronze over a black interior with a black top - precisely the same color combination it wears today. According to its Jaguar Daimler Heritage Trust Certificate, it was delivered to its first owner in New York State, a Mr. G P Edgar.

Its subsequent history has yet to be discovered, though when acquired by the consignor in 2011, the car had enjoyed 32 years of dry storage, having last been registered in New Jersey in 1979.

After this long slumber, a thorough recommissioning was entrusted to longtime Jaguar master technician Richard Jenkins, who











has returned the E-Type to the spectacular condition in which it left the Browns Lane factory in 1962. The original matching-numbers engine was completely rebuilt retaining its original standard pistons, the cylinder bores were honed and new piston rings installed. The crankshaft was ground to .010" and new bearings and oil pump installed, then fully balanced. New timing chains and guides were fitted. The cylinder head was completely rebuilt updating the valves for use with unleaded fuel.

The matching-numbers transmission was overhauled with new bearings, seals, and gaskets, while the suspension was completely refreshed using original-style metalastic bushings. The Dunlop disc brakes were rebuilt to ensure proper stopping ability – important in a car capable of 150mph – while correct Dunlop RS5 tires were fitted for proper roadholding.

Meanwhile, the body was stripped to bare metal using walnut shells, and new floors and sills fitted before a repaint in the original Opalescent Bronze. Brightwork was all refinished by Sherms Custom Plating. Electrics were renewed throughout including a new wiring harness, while ancillaries such as the starter, dynamo, relays and motors (wiper, heater, and fan) were all rebuilt. As a testament to the remarkable originality of the underlying car, date stamps and date of manufacture tags corresponding to the production date have been found on the cylinder block, flywheel, and wiper motor, as well as Dunlop hydraulic components.

This beautiful, very early "flat floor" E-Type is offered with an impressive history file containing receipts, restoration photos and the all-important Jaguar Daimler Heritage Trust Certificate documenting that the car appears

just as it did when new, and retains its matching numbers engine, transmission, and body. Complete with books, tools and a jack, here is a stunningly presented, exquisite example of the popular Jaquar E-Type.

\$170,000 - 210,000





121 1931 Studebaker President Four Seasons Roadster

Chassis no. 7033484

337ci L-Head Inline 8-Cylinder Engine 122bhp at 3,200rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Long-term ownership
- Coveted year and body style
- Desirable open-top Studebaker
- High quality older restoration
- A Classic Car Club of America Full Classic™





The Studebaker President

Studebaker Brothers, wagon makers since the middle of the 19th Century in South Bend, Indiana, had been active in commercial vehicle manufacture long before the arrival of the 'horseless carriage'. Having made a fortune out of horse-drawn transportation, the Studebaker Brothers Manufacturing Company built the first of its own automobiles - an 'electric' designed by Thomas Alva Edison - in 1902, and its first gasoline-powered motor car late in 1903. Studebaker enhanced its reputation throughout the 1920s with a succession of rugged six-cylinder models, but company president Albert Erskine wanted an eight in the line-up and the result was the President, which arrived in 1928.

As with so many cars of this era, the look achieved approaching the 1932 model year has become recognized as the zenith of the pre-war era in terms of styling. It is clearly

evident in the 1931 Series 80 President, and no doubt reflects Eskine's use of Raymond Dietrich as a design consultant for the model. The cars gained a vee-shaped radiator and matched vee-dip on the front bumper, oval shaped headlights and carefully styled fender lamps which conveyed the same effect without standing too proud. The lightweight bodywork was perfectly in proportion and reaching its peak before the advent of filled in fenders and other styling cues. On the technical side, the '31 Studebakers benefited from free-wheeling, ball bearing spring shackles, carburetor intake silencer, ignition lock and a variety of other improvements.

That the model was a technical success came in the numerous endorsements it received in terms of reliability and performance. In 1931 a near-stock President would win the Pikes Peak

Hill Climb, while one led the Indy 500 before slipping on an oil spill, curtailing another prominent victory for the brand. Some 11 new records were achieved at the Muroc Dry Lake including a flying mile at 91.79mph and averages of 90.35mph for the 100 mile and 1 hour records.

A resilient and elegant automobile, the '31 Studebaker President has its place in the annals of automotive history.









This exceptional example of its marque and model would have been delivered new in the 1931 season and was appropriately termed the 'Four Seasons' Roadster, offering the versatility and sporting connotation of an open two seater, on which the windshield could be folded down or alternatively protecting at least its main two travelers with a full top and wind up side windows. The car carries a number of the options that were available, including front bumper, whitewall tires, dual side-mounts with covers, Trippe driving lights, trunk rack and trunk.

The car's early years are not charted, but between 1958 and 1983, the car is known to have lived in single ownership in Lancaster, Ohio, after which it passed to the last custodian, Whitney Kerr of Kansas City, Missouri. Shortly after, circa 1983, the car was subjected to a total frame-off rebuild by professionals, at a cost approaching \$60,000 – a significant sum at the time! Not surprisingly, the result was stunning, and rewarded the car with some success in CCCA events, including a 98.5 at a Grand Classic meet.

Well looked after since, the Studebaker was in great shape when it arrived in its present long term ownership in 1997, and the President has continued to be cherished, sharing a stable with other sporting cars both pre- and postwar. It has been used only occasionally during the warmer seasons and as a result it remains in very fine order.

Today, as it did when new, the President offers a handsome alternative to the 'Three 'P's', with great looks and renowned performance. A Full Classic™ by definition, it should provide its next

owner, who will be only its third in 55 years, an eminently usable tour or show car.

\$110,000 - 120,000





122 1962 Jaguar MkII 3.8 Saloon

Chassis no. P219390 Engine no. LB8643

3,781cc DOHC Inline 6-Cylinder Engine 2 SU Carburetors 220bhp at 5,500rpm 3-Speed Automatic Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Disc Brakes

- Beautifully restored, sporting MkII
- Desirable 3.8-liter example
- Elegant period color combination
- Former JCNA Award winner
- Jaguar's iconic businessman's express







The Jaguar MkII Sports Saloon

Jaguar introduced its compact MkII saloon in late 1959, as a successor to their popular 3.4 saloon of 1957-1958. The MkII's new wrap-around backlight and revised side window details gave it a more airy appearance, driving lights were now incorporated into the frontal ensemble and a new wide center bar split the grille vertically.

The Jaguar MkII was offered with Jaguar DOHC engines of 2.4, 3.4 and ultimately 3.8-liter displacements. All MkII saloons were well appointed in the grand European touring tradition—there were even fold-down trays for rear passengers. A genuine high-performance sports sedan, the 3.8-liter MkII would go from 0-60 mph in just 8.5 seconds, and top speed was 125mph. Little wonder the MkII soon became known as "The Businessman's Express."

The Motorcar Offered

Presented in the classic and appropriate color of old English white over a red leather interior, this fine example of Jaguar's iconic sports saloon benefits from a thorough restoration performed in the 1990s, resulting in numerous JCNA awards. Although its early history remains unknown, the MkII resided in the Northwest with the same owner for about two decades, before being purchased by the consignor in 2001. During his ownership, the car has been stored in a heated garage, and used only on special occasions.

In 2010, the MkII received further refurbishments and upgrades; a RetroAir air conditioning system was installed to keep the cabin cool on a hot summer day, and a rack and pinion steering system was installed, ensuring tight and quick handling. Furthermore, an aluminum radiator was installed for improved engine cooling.

Equipped with chromed wire wheels and a sporting wood-rimmed steering wheel, this Jaguar neatly displays the marque's sporting heritage in a usable, elegant, and practical way. The interior is neatly trimmed in the fine hides and fabrics, and the dash accented in finely veneered woods one would expect to find in a proper motorcar. Take the family out for a Sunday picnic, or arrive in style to pick up your mates before a vintage car event; this twin-cam XK-engine powered MkII will provide an elegant, sporting way to do either.

\$50,000 - 60,000 Without reserve



1933 Stutz SV-16 Five-Passenger Sedan

Design by LeBaron—Coachwork by Stutz

Chassis no. SV-21-1538 Engine no. 33249

322ci SOHC Inline 8-Cylinder Engine Single Carburetor 115bhp at 3,200rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Stylish LeBaron-designed coachwork
- Sophisticated chassis, highquality construction
- One of only 80 Stutzes produced in 1933
- Long-term ownership history
- CCCA Full Classic™







The Stutz Motor Car Company

Based in Indianapolis, Indiana, it wasn't long before Harry C. Stutz established that his Stutz brand had racing in its DNA. At the inaugural Indianapolis 500, Stutz's first car finished in 11th place. The result was indeed impressive, as the Stutz's engine was significantly smaller than most other competitors. And it was good for marketing; "The Car That Made Good in a Day" had been born.

Stutz went on to dominate American racing in the teens with the "White Squadron" racing team, and the Bearcat flagship model has always been considered one of the great icons of motoring. Despite market trends, Stutz never abandoned its sporting heritage.

While Harry Stutz eventually lost control of his firm, an equally visionary and brilliant man would fortunately arrive to fill his shoes: Fred Moskovics. Moskovics had forged a good reputation for himself during his previous tenure at Marmon, his influence leading to their most charismatic and high performance products to date. His automotive inspiration was heavily derived from the powerful and sophisticated machines coming from Europe: Alfa Romeo, Daimler, Bentley, Mercedes, and other potent Grand Touring machines fascinated him. Moskovics desired to produce an American car that could rival them, resulting in the introduction of the Stutz Vertical Eight in 1926. These would be good years for the brand, until the troubles of the Great Depression came around to haunt them in the 1930s.

The Motorcar Offered

The popular Vertical Eight was renamed 'SV-16' for 1932, but despite the new nomenclature the Depression took its toll on sales. This impressive SV-16 was built in 1933, near the end of the production run. In fact, it was one of only 80 cars produced by the company that year, and is therefore one of the last 100 Stutzes produced. These late cars benefit from an improved dashboard design with round instruments, and subtly-refined fenders. A five-passenger sedan, the SV-16 features a low roofline and short body, giving it a light look that compliments its low-slung chassis. Here is a chance to own one of the ultimate and final examples of this celebrated marque – with plenty of room for friends and family to enjoy "The Car That Made Good in a Day".

\$85,000 - 100,000 Without Reserve

Please note this vehicle is titled with chassis no. 1538.



1990 Ferrari Testarossa

Coachwork by Pininfarina

VIN.ZFFSG17A1L0087096 Engine no. 24658

4,943cc DOHC Flat 12-Cylinder Engine Bosch K-Jetronic Fuel Injection 390bhp at 6,300rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- Just over 6,200 miles from new
- Exceptionally well-kept example
- A California car for many years
- Superb example of Ferrari's 1980's supercar icon
- Offered with clean CARFAX report







The modern Ferrari Testarossa

Ferrari's flagship model of the 1980s, the Testarossa, revived a famous name from the Italian manufacturer's past when it arrived in 1984. A car of abnormal design and performance, the new Testarossa was born to stupefy, as was clear from the day of its unveiling: instead of one of the traditional motor shows, Ferrari chose the stage of the famous Paris Lido nightclub for the new model's launch. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's



amidships-mounted, 5.0-liter, flat-12 cylinder engine, which now boasted a maximum power output raised to 390bhp at 6,300rpm, courtesy of four-valve cylinder heads. Despite the power increase, smoothness and drivability were enhanced, the car possessing excellent top gear flexibility allowing for a maximum speed in excess of 180mph.

Rivaling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly. Its side gill slats, which fed air to its side-mounted radiators, instantly became one of the modern era's most recognizable styling devices. A larger car than the 512BB - the increase in width being necessary to accommodate wider tires - the Testarossa managed the trick of combining high downforce with a low co-efficient of drag, its body design being notable for the absence of extraneous

spoilers and other devices. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Detail improvements were made regularly throughout the Testarossa's seven-year production run, one of the first being the adoption of dual door mirrors. One of the most recognizable and iconic models from the Italian company, the Testarossa would grace many young car enthusiasts' bedroom walls in poster form during the late 1980s.









Finished at the Maranello Ferrari works in October of 1990, the penultimate year of Testarossa production, this low-mileage example was specified for the US market. Finished in a classic Ferrari red, the new Testarossa was trimmed with a biscuit leather interior, with complimentary dark brown accents, dashboard and center console.

Delivered new though Ferrari of Beverly Hills, California, the car remained with its first owner though 1995, at which time it had covered just over 1,000 miles. As documented by the CARFAX report accompanying this Testarossa, the car was used sparingly, and taken in for regular service and emissions inspections. The car left California for another sunshine state, Florida, in 2008, at the time showing just over 4,800 miles from new. In 2009 the car relocated to New York State, where it

remained on a regular maintenance schedule at a renowned Ferrari dealer and service facility, Wide World of Cars. An invoice on file from July 2010 documents completion of a major service at that time .

Today, with just over 6,200 miles from new, this superb example of Ferrari's iconic supercar must be one of the best-kept examples around. The interior shows extremely well, with only minor signs of use. The console and dash areas are clean, without peeling or shrinking of the plastic materials as often seen on these cars. The exterior paint is fastidiously detailed, and the black trim and rubber parts show very well. The compartments (engine and front trunk) are clean and original, with factory markings still in place, and the classic five-spoke star alloy wheels present beautifully.

A better-kept, low mileage example will be hard to find anywhere; this surely represents the best way to purchase a landmark 1980s supercar of this caliber.

\$70,000 - 90,000 Without reserve





1961 Mercedes-Benz 300SL Roadster

Chassis no. 198042-10-002795 Engine no. 198980-10-002846

2,996cc SOHC Inline 6-Cylinder Engine Bosch Mechanical Fuel Injection 222bhp at 5,800rpm

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

- Desirable, early disc brake 300SL
- Matching numbers example
- Known ownership history since new
- Excellent restoration by Robert Platz of Precision Motorworks
- Offered with both hard and soft tops, fitted luggage, extensive history file, books and tools







The Mercedes-Benz 300SL Roadster

It's impossible to talk about the Mercedes-Benz 300SL Roadster without first referring to the car that spawned it – the legendary 300SL 'Gullwing' coupe. Originally conceived as a racing car, the 300SL racked up victories throughout 1952, in the process capturing the imagination of America's official Mercedes-Benz importer Maximilian 'Maxi' Hoffman.

Desperate for a car to sate the desires of his upmarket clients, he eventually persuaded the



Daimler-Benz board to take the 300SL from racetrack to road. The designers and engineers refused to compromise on the purity of the original, so the bodywork was still primarily crafted to reduce drag as much as possible (although rumor has it that the elegant strips over the wheelarches were no more than fashionable cosmetic touches to make the car appeal to its American audience), and the steel panels cloaked a tubular chassis frame designed by Rudolf Uhlenhaut which weighed only 82kg.

The iconic doors of the coupe were a by-product of this chassis, which had much higher sides than usual, leaving limited vertical space for a conventional door. Production began at the Sindelfingen plant in August 1954 and over the next two and half years it proved a phenomenal success. 1,402 were sold, despite the colossal \$11,000 asking price.

By 1957, however, SL (the initials stood for *Sport Leicht*; Sport Light) sales were on the slide, and with the roadster body style proving popular in America – and feedback from customers suggesting they'd like more comfort and a larger trunk – Maxi Hoffman helped convince Mercedes-Benz that a convertible version could take over where the coupe left off.

Introduced at the Geneva Motor Show in May that year, the 300SL Roadster wasn't the result of a quick fix to meet owner demands. Mercedes re-engineered the whole car, taking the opportunity to fix some niggles that afflicted the 300SL—first and foremost the suspension. Although the double wishbone front layout was famed for its precision, the rear swing arm axle, jointed at the differential, had developed a reputation for tricky handling and sensitivity to cambers.





Lowering the pivot point helped calm the 300SL's predilection for oversteer.

At the same time the fabulous 3.0-liter straight six, which featured fuel injection years ahead of its time, was boosted from 212bhp to 222bhp (torque output remained at 202lb-ft at 4,600rpm) and the chassis was redesigned with lower sills to accommodate normal swing-opening doors – although additional strengthening was required in the lower half of the chassis which saw the SL's weight grow from 1,310kg to 1,420kg.

Partially to increase load space and partially to create room for the folding fabric roof, the fuel tank capacity was reduced from 130 liters to 100 liters, but arguably the biggest benefit the Roadster gained over the Gullwing was superior ventilation. Due at least in part to the

coupe's small in/out side windows, the hard top 300SL was regarded by many as tough work on long trips due to heat buildup in the cabin. Even with its roof up the Roadster's wind-up windows allowed much better airflow through the cockpit.

By no means the poor relation to the Gullwing, the later refinements added to the Roadster made it a compelling proposition for collectors and enthusiasts despite a list price of \$10,950, a ten percent increase over the Gullwing. And while the coupe had a shelf-life of under three years, the Roadster stayed in production until early 1963, by which time 1,858 had been built.











This 300SL has a carefully documented ownership history that is known from new. Originally purchased by Don Youngblood of Chicagoland suburb Park Ridge, Illinois through Martin Loeber & Sons (now Loeber Motors), this car was constructed at the end of 1960 and delivered in January of 1961; it was the fifteenth 300SL to be fitted with 290mm disc brakes on all four corners. Finished in the fetching combination of Graphite Grey over Red leather with a Black convertible top, the original build sheet that accompanies the car indicates that Mr. Youngblood ticked the boxes for the optional Becker Mexico Radio and automatic antenna. Additionally, a fitted hardtop was purchased with the car—no doubt a concession for when Chicago's notoriously cold weather arrived. The original invoice shows the total coming to \$12,010.49.

Mr. Youngblood meticulously maintained the car at Loeber throughout his ownership with the receipts still on file to prove it. In November 1963, Judge H.R. Stoffels bought the Roadster with 11,325 miles on the clock. Judge Stoffels, a fellow Park Ridge resident whose home was only a mile and a half from Mr. Youngblood's, likely saw the car in the neighborhood and took a liking to it. Continuing the careful maintenance and record keeping that the first owner had done, service continued to be completed by Loeber until the Judge's untimely death in late August of 1966.

Records next show the car with Sheldon Zimmerman of Northbrook, Illinois by April of 1969 with 27,241 miles on the odometer. However, the Roadster only remained with Sheldon for a brief span of time before finding its way to Tucson resident Gerald 'Jerry' Zimmerman. Now out of the harsh climate in Chicago, the Benz could enjoy the dry, sunny desert of Arizona. Zimmerman continued to keep close records of the car's maintenance, with invoices for everything from oil changes to regular service being retained—just as the prior owners had done.

When the Roadster moved to its fourth owner, Carson 'Jack' Lee of Tempe, Arizona, in 1972, it had 33,000 miles on the odometer. Little record is retained of Mr. Lee's ownership, but it is known that on January 10th, 1978 Tom Congleton of Mission Hills, Kansas brought the car to the Midwest for a decade. Shortly after purchasing the Roadster, Mr. Congleton changed the interior color to its current Saddle Tan leather. In 1988, the car was acquired by the current vendor.





Carefully maintained its whole life, the decision was made to do a complete, Concours-quality restoration on the less than 45,000 miles from new 300SL starting in August of 1991. The no-expense-spared operation was carried out by the very well-regarded marque specialist Bob Platz of Automotive Restorations in East Camden, New Jersey. Over the course of two and a half years, nearly \$350,000 was spent to bring the Roadster back to as-new condition with a careful eye for correctness and original details. The complete restoration from its very beginning to its ultimate completion in April of 1994 is extensively detailed in the 176 pages of invoices, receipts, and restoration photos that accompany the sale, and these are available for perusal.

Now finished in Fire Engine Red over Tan, the 300SL has been methodically cared for since completion and a successful participant in

the Copperstate 1000. Still showing very well with its original hardtop, fitted luggage, tool roll, owner's manual, and fewer than 47,000 miles accumulated since it left the factory in Stuttgart, the Roadster's top quality restoration has retained much of its luster over the last two decades but has mellowed to a point where one may drive and enjoy the Roadster without worry.

A welcome entrant to any number of highly sought after events, this beautiful disc brake and hardtop example is ready for a new home after a quarter century of careful upkeep, fastidious documentation and a restoration that, when carried out, cost twice what it took to buy a 300SL Roadster.

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

Please note this vehicle is titled as a 1962.



1952 Jaguar XK120 Fixed Head Coupe

Chassis no. 679874 Engine no. W 5540-8

3,442cc DOHC Inline 6-Cylinder Engine
Twin SU carburetors
160bhp at 5,000rpm
4-Speed Manual Transmission
Independent Front Suspension - Rear Semi-Elliptical Leaf Springs
4-Wheel Drum Brakes

- US-delivery, left-hand-drive XK120
- Best looking XK 120 variant
- Formerly owned by Jaguar club officer
- Matching numbers original engine
- Believed to be fewer than 44,000 original miles







The Jaguar XK120

Jaguar astonished the public by announcing a new two-seater roadster, the 'XK120', at the 1948 Earls Court Motor Show. The XK120 heralded the arrival of Jaguar's famous 3.4-liter twin-overhead-camshaft XK engine, intended for the Mark VII saloon, then two years away. Its chassis was essentially a shortened version of the simultaneously announced Mark V saloon, with torsion bar independent suspension.

The XK120's performance and roadholding set new standards for British sports cars and, uniquely of the XK series, its name reflected the top speed. In May 1949, on the Jabbeke to Aeltre autoroute in Belgium, an example with its top and side screens in place recorded a speed of 126mph, and 132mph with the top and windscreen detached and an under-tray fitted.

The car's instant success caught Jaguar by

surprise. It was immediately obvious that the ash-framed alloy coachwork would have to go and the XK120 was re-engineered in steel after 240 cars had been completed.

In 1951 the open two-seater model was joined by a fixed-head coupe version, and a drophead coupe followed in 1953. The XK120 was superseded by the XK140 in 1954 – though the 120 was to prove the most popular of the series.











This elegant XK120 Fixed Head was built during the summer of 1952 and was dispatched August 15th for delivery to the Hoffman Motor Car Co, New York. Originally finished in Battleship Grey with Red upholstery, the XK120 was just the type of sexy, sleek British sports car described by B.S. Levy in his 1950s American sports car racing fictional novel *The Last Open Road*.

Its early history and first owner are not recorded, however eventually the car came into the ownership of Mr. George Keller of Columbus, Ohio, an officer of the Jaguar Association of Central Ohio. No doubt enjoyed during Jaguar club gatherings, the XK120 eventually passed to a Mr. Charles Regester of Westerville, Ohio. At some point the XK120 was repainted in its present white color while the interior was retrimmed in tan leather with matching tan carpets.

Retaining its original matching-numbers engine and its tool kit, the Jaguar was acquired by the vendor last year and is described as being in good overall condition. The vendor describes the indicated mileage of under 44,000 to be original, and indeed this is supported by the previous title for the car which specifies actual mileage. It is believed that the original 3.4-liter engine was rebuilt at some point in the past. Looking quite the archetype of the XK120 Coupe, this Fixed Head is eligible for a number of vintage touring events and JCNA activities, where it can continue to provide enjoyment well into the future.

\$70,000 - 100,000





1932 Cadillac V16 452-B All Weather Phaeton

Coachwork by Fisher

Chassis no. 2458869 Engine no. 1400092

452ci OHV V16 Engine Twin Detroit Carburetors 165bhp at 3,400rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension Front and Rear Drum Brakes

- One of just 13 All Weather Phaetons built by Fisher
- Wonderful patina throughout
- A CCCA Full Classic®





The V16 Cadillac



Cadillac's development of the V16 was shrouded in the most complete secrecy yet seen in the automobile world and it was absolutely successful, a stunning accomplishment for an organization as large as General Motors and one which relied on a huge array of outside contractors and suppliers.

The new engine was sprung on an unsuspecting market in late 1929 in a flurry of announcements, dealer presentations, previews

for privileged clients and public auto shows. The surprise was complete and, 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 V16.

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 torque of the 3" bore and 4" stroke Cadillac V16 was compatible with Cadillac's existing transmission and driveline. The V16's narrow 45° vee angle was chosen to minimize the engine's

width so it would fit comfortably under the Cadillac's 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 V16. It chose styling, and GM had just landed the man to provide it, Harley Earl, freshly arrived from Southern California.

Earl's talent had emerged at his father's company, Earl Coachworks, in Los Angeles. When it was bought by Don Lee, Earl's work was spotted by Cadillac President Larry P. Fisher. He had Earl design the LaSalle and following its acclaimed introduction, Earl was hired to run













GM's new Art and Colour Department.

Art and Colour'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 first Cadillac V16s were enthusiastically received but soon ran into the reality of the

Depression. Production ran virtually unchanged through 1931; 1932 ushered in a redesign with longer, lower bodies and freestanding headlights among other changes. Cadillac built only 300 V16s during 1932, a huge drop from the nearly 3000 built in the enthusiasm of 1930 and the reality of 1931, making the 1932 Cadillac V16s extremely rare. It was the last year for the classic flat radiator grille and open front fenders style as well, reflecting refinement of the classic look with which Harley Earl had worked for so long and with such success in Los Angeles.

The Motorcar Offered

This remarkable automobile is one of only 13 examples to have been bodied with Fisher's handsome All Weather Phaeton design, a truly classic style which provides totally enclosed coachwork as well as having a top that, when lowered, sits closely on its horizontal lines, providing a sleek and elegant profile rarely achieved by any coachbuilder. That just over a dozen of these cars were delivered most likely reflects its high price point at \$5,195.

According to information supplied by automotive historian Bill Anderson, the V16 was first bodied with a Seven Passenger Sedan body and delivered to the Detroit, Michigan distribution center on May 23, 1932, however, days later on July 6, the factory received a rush order from Kruiedenier Cadillac is Des Moines, Iowa, the car was to be recovered, rebodied with as a Phaeton and shipped to





them. And so, the car would have arrived with its first owner in the form in which it remains to this day. It is thought that in the early to mid 1950s the Cadillac received a light refreshing of its paint and chrome prior to its acquisition by Wilmer L. Hall of Richmond, Virginia in approximately July 1959. Mr. Hall noted his ownership on an original manual which comes with the car at this time.

Approximately a decade later it passed to the current ownership, that of a renowned East Coast collection, where it has rubbed shoulders with other high quality automobiles of the Classic Era. From close inspection today, it is clear that the car has had a simple and cherished life which has accounted for the honest and original order in which the car can be found today. The car's blue grey leather interior is for the most part the original, showing particularly

well given its 80 year existence. At some point its top has been replaced, and there may have been some attention to its paintwork, but if so this has itself aged sympathetically to provide a consistency of condition throughout the car.

Offered complete with its shop manual and aforementioned operators manual and original identification card, this stunningly designed and very original Cadillac is deserving of close inspection.

A CCCA Full Classic®, this fine looking automobile offers potential for use in the multitude of events offered by this club, or indeed display in the growing number of preservation classes in Concours around the country. \$225,000 - 275,000





From the collection of Tom Hanks and Rita Wilson 1971 Mercedes-Benz 280SE 3.5 Cabriolet

Chassis no. 111027.12.003741

3,499cc SOHC V8 Engine Bosch Fuel Injection 200bhp at 5,800rpm

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

- A fine example of Mercedes-Benz's last hand-crafted automobile
- One of just 1,232 built
- Factory-equipped with many desirable luxury features
- A modern-day classic
- Attractive color combination







The W111-Series Mercedes-Benz

Introduced in late 1969 as a prestige model to supplant the somewhat underpowered six-cylinder 280SE, the V8-powered, W111-Series 280SE 3.5 in both coupe and convertible form was of immediate appeal to wealthy customers who were accustomed to having the best quality and workmanship available in an automobile, but didn't need or desire the next step up, the over-the-top 600.

The hand-built body of the new model was



slightly restyled, with a cleaner and flatter nose and radiator shell, but was still quite conservative. Beneath the wide hood there now rested a Bosch fuel-injected, 200bhp overhead-cam V8 with 211 foot-pounds of torque designed to deliver excellent performance. One reviewer referred to it as having a "hot-rod"-like persona with a lovely exhaust snarl - while meeting ever-more strict emissions laws in the US, the company's most vital market.

The compact but sturdy engine was capable of moving this big 4/5-seater to 60 miles an hour in under 10 seconds, and offered a top speed in excess of 125 mph. Large vacuum-assisted disc brakes at each corner allowed the driver to slow with ease, and handling was described as very comfortable, thanks to its coil-sprung independent suspension.

The craftsmen at Sindelfingen produced just 1,232 of these V8 Convertibles, making them extremely rare. Both the open and closed versions of the 3.5 were fitted with just about every luxury amenity a buyer could ask for. The few choices remaining pertained to paint and interior trim colors, which model of Becker stereo system was desired, and electric seat-back adjustment. It all added up to an impressively costly automobile, with a starting price exceeding \$13,000.









This elegant 280SE 3.5 Cabriolet was built in January of 1971, leaving the factory wearing 423H Tobacco Brown paint, a brown folding weather-tight canvas top, and a full Cognac leather interior. It was fitted with a standard Behr air-conditioning system, a Becker Europa radio with an electric automatic antenna, tinted glass, right-side exterior mirror, and electric windows.

The fully-instrumented dashboard includes an analog clock and is surrounded by lovely polished wood burl trim that extends to the interior side of the A-pillars around the windshield.

The car presents very well today, with a very clean and inviting interior, recent Goodyear thin-line whitewall tires, and a tidy engine compartment. It appears to have been properly repainted in dark brown tobacco,

complimented by a matching, fully-lined brown folding top with a glass rear window and a leather top boot; all in all, the Mercedes is a very pleasing package to behold.

When new, these automobiles were snapped up by business executives and celebrities, and today they appear for sale only infrequently. They are prized for their classic looks, modern driving characteristics, and as the ultimate and final hand-built Mercedes Cabriolet they represent carefree prestige at the highest level. Here is a rare opportunity to acquire an epochal, luxurious Mercedes-Benz classic that will turn heads wherever it goes.

\$140,000 - 180,000





1957 Ford Custom 300 Series Ranchero

Chassis no. C7KF174433

292ci OHV V8 Engine Single Carter Carburetor 212bhp at 4,500rpm 2-Speed Automatic Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Rare Custom series model
- Very highly optioned example
- Restored to a high standard
- A true 'Double Duty Beauty'
- Luxury in the front, practicality in the rear







The Ford Ranchero

"It's more than a car! It's more than a truck! Any way you look at it, the stunning new Ranchero is the slickest, sleekest pickup ever to pack a load. And what a load! The Ranchero carries more than half a ton—more than many standard pickups!" -Ford advertisement for the new 1957 Ranchero

The Blue Oval and the Bowtie had been locked in a protracted battle in the market for pickup truck buyers since the end of the war. Ford's F-Series found favor only to be eclipsed by Chevy's Advanced Design trucks. The newfor-'53 F-100 gave Ford an edge until Chevy debuted the Task Force series two years later, putting the crown back on their head. To get back in the lead, Ford would have to do something innovative and new—something that had never been done before.

When the Ranchero debuted it put Chevrolet on

the back foot once again. The new vehicle had the good looks and luxury of a Fairlane with the practicality of a pickup from the B-pillar back—a veritable work boot with full brogue wingtip design. It had plenty of power with an available 292 cubic inch V8 that was also found under the hood of the Thunderbird and greater cargo capacity that Ford's own F-Series pickups.

In its first year, the new 'crossover' car pickup sold 21,075 units and held the market all to its own until 1959 when Chevy debuted the El Camino.

The Motorcar Offered

Finished in a two-tone Flame Red over Colonial White paint scheme with optional 'hockey stick' side trim, this heavily optioned Ranchero left Ford's Kansas City, Missouri factory on October 5, 1957. A top of the line Custom series example, one of 6,428 produced, it was ordered with a full compliment of luxury features including power steering, brakes, and windows, fender-mounted side mirrors, Kelsey-Hayes wire wheels, chromed exhaust tips, padded dash, and SelectAire air conditioning—











an option that, at \$377, cost \$37 more than the F-code supercharged V8. Power comes from its correct C-code 292ci V8 mated to an optional Ford-O-Matic automatic transmission; power is transmitted through a 3.56:1 rear axle.

Restored to a very high standard about five years ago, this Ranchero shows very well throughout. Inside, the red and white vinyl that matches the exterior shows well along with the beautifully turned out dash fitted with the optional clock and radio. Outside, the paint shows well and the chrome trim—of which there is plenty—has been finished to a high standard. Popping the hood reveals an attention to detail not often seen on this model, with correct parts and proper presentation throughout.

Acquired by the vendor three years ago, shortly thereafter the suspension was refurbished with

new bushings, joints and shocks while a new brake booster, brake master cylinder and brakes were also installed. A mechanical tune-up was performed around the same time.

Showing much as it did when it left the factory floor in the fall of '57, this Ranchero is one of the nicest examples extant and unquestionably the most stylish way to collect supplies from the local hardware store or plant nursery.

\$50,000 - 70,000 Without reserve





The ex-Baron Philippe de Gunzbourg and Victor Polledry
1931 Alfa Romeo 6C 1750 Supercharged Gran Sport Spider
Coachwork by Zagato

Chassis no. 10814356 Engine no. 10814356

1,752cc DOHC Supercharged Inline 6-Cylinder Engine Single Dual-Throat Memini Carburetor 85bhp at 4,500rpm 4-Speed Manual Transmission

4-Wheel Drum Brakes

- Superior example of the legendary 6C 1750 Zagato Spider
- Unparalleled authenticity with original body, engine and driveline
- Outstanding 100-point restoration by the renowned Stephen Babinsky
- Shown at Pebble Beach, Amelia Island and Villa d'Este Concours
- Successfully completed the 2013 Mille Miglia







The Alfa Romeo 6C 1750

'The 1750, and for that matter the 1500...
must be among the finest ever made both
from the point of view of engineering and
driver satisfaction'

- Michael Frostick, Alfa Romeo-Milano.

It was in 1923 that Enzo Ferrari, persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa



Romeo's Grand Prix racing program but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese margue's reputation for producing sporting driver's cars second to none. A logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine, enlarged to 1,752cc. Built in single-cam Turismo and twin-cam Sport (later renamed Gran Turismo) variants, the 6C 1750 was an exciting fast sports car combining light weight with sparkling performance. The chassis, also a product of Jano's thoughts applied to a clean sheet of paper, was low and lightweight, featuring semi-elliptical springs that passed through the front axle. The 6C 1750 would

go on to be victorious over much larger and more powerful machinery, the triumph of balance, quickness and almost thought-control responsiveness over ponderous leviathans.

The 1750's sporting career, aided by its mechanical longevity, extended far beyond its production, amassing countless wins, including 1-2-3 finishes in the Mille Miglia, and top results at Targa Florio, the Tourist Trophy and Spa 24 Hours in 1930. Nuvolari, Marinoni, Campari and Varzi all recorded successes in Vittorio Jano's "light car" and the model is, quite simply, a legend.







Zagato and Alfa Romeo

Now in its 95th year, Zagato has rightfully earned its existence as one of very few surviving coachbuilding houses. That it has persisted where others did not can almost certainly be attributed to the fact that its designs have always been fresh, different and of the very finest quality. And in what may be the ultimate expression of life imitating art, even today, founder Ugo Zagato's name sounds exciting, edgy and modern. Pioneering designs such as the solution to increasing localized head room by creating twin roof bulges brought the expression 'Double Bubble' into existence, a rare example of the coachbuilder creating a hallmark that extends beyond the car brand.

While other houses also created incredible designs for various car manufacturers, frequently in today's collector car market it is the combination of Zagato with the brand that is

most prized. It is never more so than when one considers pre-war Alfa Romeos and particularly the 1750.

Amazingly, the company was in its relative incubation when these coveted cars were built, and similarly to Gabriel Voisin, Zagato's skills had been acquired while building fighter aircraft for the Italian Air Force. In transferring these principles to roadgoing machinery he created automobile bodies that were as light as they were beautiful.

His attention to detail was legendary, his bodies were costly, and when a wealthy Milanese family took Zagato to court on the grounds that their son had been "mad" to order a "shockingly expensive" Zagato-bodied 8C2300 Alfa, the judge rejected their claim on the grounds that "the search for beauty is a most normal thing in a man".

Zagato's painstaking approach was highly appreciated by the top drivers of the 1920s, and his circle of friends included Giuseppe Campari, Baconin Borzacchini, Giulio Ramponi... and most notably Enzo Ferrari, who would very clearly link his Alfa successes to Zagato. He recalled in later years: "think of how much motoring history was made in those Zagato spiders, first on the RL, then on the 1500 and 1750. It was a glorious series, the fruit of an avant-garde mechanism and a brilliant improvisation that lasted for years and brought so many victories."

As Alfa Romeo refined their 6C 1750 with systematic improvements in new series, similarly Zagato raised his game with refinements in the details and design. Today, it is generally accepted that the zenith for both was the 5th Series, before the chassis became a little more substantial.

















Close inspection of a pure unfettered Zagato body, such as on this car, shows just how beautifully crafted they were, with lightness and aerodynamic fluidity incorporated into every aspect from headlight mounts to the intricate windshield, to the sleek way in which the top mechanism rests - they are truly exquisite and this is rarely better evidenced than on this immaculately presented example.

The Motorcar Offered

In the world of car collecting, there are four primary criteria that establish a vehicle's worthiness: authenticity, provenance, aesthetics and engineering. The exceptional Alfa Romeo offered here resoundingly checks all of these boxes.

The history of this incredible Alfa Romeo, chassis no. 10814356, begins in 1931. According to Angela Cherrett's *Tipo 6C* book, 10814356 was completed as a fifth series Gran Sport Spider, featuring the uprated 1,752cc supercharged dual overhead cam, all aluminum engine, an improved braking system and more refined Zagato coachwork than its predecessors. The new Gran Sport Spider was equipped with engine no. 10814356 and Zagato body no. 987.

10814356 was exported to neighboring France, where it was registered with number

493 XL1 on August 10, 1931, in the village of Saint-Varent in the Poitou-Charentes region in the western part of the country, where Baron Philippe de Gunzbourg became its lucky first owner. A distinguished man with a taste for fast sporting motorcars, airplanes and naturally a connoisseur of the finer things in life, the Baron was just 27 years old when he took delivery of his Alfa Romeo.

The de Gunzbourg's were a wealthy Russian family with a background in banking and property ownership, having moved to France around the turn of the century. Philippe's grandfather, Baron Horace de Gunzbourg, had achieved a tremendous coup when taking a founding interest, along with the Rothschild family, in the Royal Dutch Shell oil company. Philippe therefore grew up with the available means to explore nearly everything he put





his mind to, and aviation and motor racing became his preferred interests during the 1920s and 1930s. His schedule of regular aviation adventures and international motor races on the Continent would make many other men of his period rather jealous with envy.

The lithe and sporting Alfa Romeo 6C 1750 Zagato Spider must have been a perfect fit for this gentleman driver. Although not confirmed, it is believed that the Baron was driving 10814356 when he took first place honors in the 2,000cc class at the La Mothe Ste Heraye Hill Climb on June 5, 1932, and again on June 12 at the Puymoyen Hill Climb. Philippe's best racing result was achieved the following year, while owning 10814356, when he along with legendary racing driver and Ferrari importer Luigi Chinetti piloted an Alfa Romeo 8C 2300 to a second place finish at the Le Mans 24 Hours.

By the late 1930s, the Baron moved with his wife and baby son Jacques to Bordeaux. As war broke out across Europe, and fearing prosecution by the Nazis, the Baron's wife and young son took refuge in Switzerland, while the Baron stayed behind in France. He joined the French arm of the Special Operations Executive (SOE), where under the aliases Philbert and Edgard, he worked closely with French Resistance groups around southwestern France. The Baron avoided being captured by the Nazis and survived the war, and was later honored by the De Gaulle Government by having the town square of the village of Bergerac named after him. Baron Philippe de Gunzbourg lived a life full of adventures and honorable doings, becoming a member of the prominent Roland Garros Club among many others, until his death in Paris in 1987.

The Baron did not, however, keep 10814356 for all this time. He sold the car in 1935, to an owner residing in the *Pyrenees-Atlantiques* region of France, where the 6C 1750 was registered with number 5606 NM2. The car remained there until 1940, when it was sold and registered to Hydravions F.B.A., an aircraft manufacturer situated in Argenteuil near Paris. 10814356 remained in this ownership until June 5, 1944, when it was purchased by yet another French racing driver and motoring enthusiast, Victor Polledry. Polledry, a friend of Luigi Chinetti, raced Alfa Romeos, Aston Martins and later Ferraris at world class motoring events such as the Le Mans 24 Hours. Polledry kept 10814356 for decades in his Parisian collection of racing cars, where the Gran Sport Spider shared the garage with Montlhery recordbreaking 6C 1750 Super Sport.









By the late 1960s, Polledry sold 10814356 to Monsieur Barriere, one of the designers for the famed Parisian fusion house Courrèges, so well known for their signature Parisian fashions of the 1960s. Monsieur Barriere used the car sparingly until he passed away, and 10814356 was then inherited by his son. The totally original and unrestored Alfa Romeo had begun to show its age, and with the intention of shining it up a bit, the late Barriere's son stripped the paint off in the 1970's, but failed to get much further than that. Still in complete and original condition, the car was sold in the early 1980s to yet another French owner, who admired its astounding level of originality and authenticity; the finely aged Alfa Romeo would remained in this collection until 2007.

Still in an untouched state, 10814356 finally left France in 2007, when it was sold at the Pebble

Beach Auctions. Many enthusiasts admired the well-preserved Alfa, as it was clear that such incredibly well preserved pre-war racing-bred automobiles are few and far between. Most fascinating, the hand-painted Zagato body numbers located on doors and compartment decks, were still readable more than 70 years after they were applied at Zagato's workshop.

10814356 was purchased by a collector from Texas, who set out to find a restoration specialist capable and sympathetic enough to bring the Zagato Spider back to an authentically restored condition while paying special car to preserve the car's remarkable original features. Noted specialist Gary Okoren of Golden, Colorado was chosen for the task, and the restoration process began. To ensure absolute accuracy, the world's foremost Alfa Romeo historians and specialists were consulted for advice and quidance

throughout the process. Okoren finished the running chassis, with an accurate and authentic restoration of all the original factory components. The matching numbers original engine was rebuilt, as was the gearbox and differential. Brakes, suspension and the original wheels were refurbished as well.

The 6C 1750 was then sold to the current owner in 2010, an East Coast collector with a discerning interest in only the most original and authentic sports and racing cars extant. 10814356 was carefully transported to New Jersey, where renowned restoration specialist Steven Babinsky and his outfit, Automotive Restorations, set out to complete the restoration of this hugely important pre-war Alfa Romeo. Here the entirely original and complete Zagato Spider bodywork, still showing its hand painted and stamped 987 body number throughout,













was carefully fitted to the frame, and refinished in black. All remaining components of the car were restored as needed during this painstaking process, with close attention paid at all times to ensure that the car's myriad original components remained intact. Four large binders with photos and receipts of the restoration are available for viewing, carefully documenting this \$600,000 restoration in exhaustive detail.

10814356 was completed in the summer of 2012, and was promptly invited to participate in the Pebble Beach Concours d'Elegance. Zagato and Alfa Romeo aficionados were delighted for the chance to admire the well-known ex-Baron Philippe de Gunzbourg 6C 1750 once more. In March 2013, 10814356 was shown at the Amelia Island Concours, where it was awarded Best in Class in the highly competitive pre-war Sports and GT class.

The prize-winning Alfa was shortly thereafter shipped back to its native Italy, where it successfully completed the 2013 Mille Miglia. The car performed faultlessly on the legendary thousand-mile rally, and as the co-driving Bonhams specialist can attest, the excitement of the locals when they saw this very car, a symbol of Italian national pride and engineering excellence, was just fantastic. It was, in fact, like the 1930 and 1931 editions of the original Mille Miglia, when Nuvolari and Guidotti and later Campari and Marinoni piloted similar 6C 1750 Gran Sport Zagato Spiders to victory. After the 2013 Mille Miglia, 10814356 returned to the Concours circuit once more, where it was displayed among 49 other hand-selected motorcars on the banks of Lake Como at the Concorso d'Eleganza Villa d'Este.

Bonhams are exceptionally proud to offer here an opportunity to buy something truly magnificent, historic, and authentic. Considering its fascinating, well-understood and documented provenance, an ownership history including notable automotive figures of the 20th century, all carefully documented in the substantial history file accompanying the car, 10814356 as presented today offers unparalleled historic value, authenticity and originality.

It is a rare occurrence today for a motorcar of such paramount significance to come to auction; among them, 10814356 stands out at the top. \$2,400,000 - 2,700,000



131 1948 Fiat 500B Topolino Cabriolet

Chassis no. 500B 134881 Engine no. 131699

569cc OHV Inline 4-Cylinder Engine Single Carburetor 16bhp at 4,400rpm 4-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Charming example of the Little Mouse
- Plein air motoring with retracting canvas top
- Desirable higher performance overhead-valve model
- Huge smiles per mile
- Fun Italian classic







The Fiat Topolino

Fiat's Topolino had a remarkable run, with more than 500,000 made from 1937 to 1955. At the time of its introduction it was one of the smallest cars in the world - a two-passenger coupe with a 569cc four-cylinder engine and four-speed gearbox. Officially called "500," it soon took the nickname Topolino, literally "little mouse" but soon interpreted as Mickey Mouse, for its mouse ear-like headlamps on its front fenders. The two-main-bearing engine developed only 13 bhp, but four speeds forward and light weight conspired to give it adequate performance. The front wheels had transverse leaf spring independent suspension, the rear sprung quarter elliptics with torque arms. Fuel supply was by gravity from a firewall-mounted tank. It represented bargain four-wheeled transportation, and it was a hit.

The Topolino was immediately popular. A team

of 32 stormed the Mille Miglia, the fastest one averaging nearly 50 mph. The Topolino's popularity helped push Fiat production to a new record in 1937, and nearly 84,000 had been made by the time Italy entered World War II.

Few changes were made during the model's lifetime. Semi-elliptic rear suspension came in 1938 and four-seat cabriolets were added the following year. In 1948 came a new model, the 500B, with overhead valves. The cars still looked the same, but changes had been made to the brakes, suspension and electrical system.

The Motorcar Offered

Presented in a period shade of light grey with red painted wheels and a brown interior, the Topolino's charm is in its simplicity. Described as an older restoration, the Topolino came to the US in 1985 when it was imported from Italy by then owner Alberto Pedretti. With a history file dating back to that period, the Fiat was maintained during Pedretti's ownership with an engine and transmission rebuild performed. Acquired by its present owner about 15 years ago, the Topólino is reportedly very original, and sports a recently replaced wool headliner, while the trunk has been tidied. Upgraded 500C tubeless wheels and a C aluminum oil sump have been fitted, and the Topolino is reported to run and drive well. With good fit and finish throughout, this Topolino presents as a functional and charming example of one of Italy's most beloved icons.

\$14,000 - 17,000 Without reserve

Please note this vehicle is titled with chassis no. 134881131699.



1955 Messerschmitt KR200 Coupe

Chassis no. 55733

191cc Two-Stroke Single Cylinder Engine Single Carburetor 11bhp

- 4-Speed Manual Transmission
- 3-Wheel Independent Suspension
- 3-Wheel Drum Brakes

- Beautifully restored example of a microcar classic
- Popular post-war economy car
- Charming color combination
- Optioned with a radio
- Many smiles per mile







The Messerschmitt Kabinenroller

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller micro-car was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Situated at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. A Plexiglas canopy, reminiscent of Messerschmitt's wartime aircraft, was hinged sideways to enable access for two occupants who sat tandem style, one behind the other. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floormounted accelerator and clutch. KR200 cabriolet and KR201 roadster versions followed. Production ceased in 1964 after more than 30,000 KR200s had been produced.

The Motorcar Offered

Equipped as a Coupe version, this fine example of the iconic Messerschmitt KR200 features the see-through, bubble top canopy roof.
Beautifully restored to a very high standard, the KR200 is finished in a very period-correct ivory color, and trimmed in bright red. It is optioned with an Agortone radio and a spare wheel. Formerly part of a Colorado based collection, the Messerschmitt is now offered from a prominent New Jersey based collection of exceptional automobiles. This example must be one of the finest available today; its new owner will no doubt enjoy the overwhelming attention generated everywhere this charming little microcar goes.

\$25,000 - 30,000 Without reserve

Please note this vehicle is titled as a 1956.





1959 Alfa Romeo 2000 Spider

Coachwork by Touring

Chassis no.AR.10204.00022 Engine no.AR.00204.00263

1,974cc DOHC Inline 4-Cylinder Engine 2 Solex Carburetors 131bhp at 3,500rpm 5-Speed Manual Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Stunning restored example
- 'La Dolce Vita' period Alfa Romeo
- Comfortable rarely seen Touring model
- Sophisticated ahead-of-its-time mechanical configuration
- Italian coachbuilt thoroughbred







The Alfa Romeo 2000 Spider

Although Alfa Romeo returned to automobile manufacture fairly quickly after World War II, it was not until 1950 that a new design became available. This was the 1900, a unit body sedan with a twin overhead cam 1,884cc four-cylinder engine. It was the first Alfa built on a real production line – all previous cars had been largely hand-built –and also the first with left-hand drive. Until 1950, Alfa production had hovered around 400 units annually. With the 1900, this increased almost tenfold. A 1900C



Sprint coupe was introduced with body by Touring and a Spider cabriolet by Pinin Farina, both built in much smaller quantities.

In 1958, Alfa came out with a new sedan, which, with its larger 1,975cc engine, was called the 2000. There was, not surprisingly, a 2000 Spider, designed and built by Touring, and a 2000 Sprint Coupe done by Bertone, the latter introduced in 1960. Spider and Sprint production comprised nearly half of all 2000 sales – 3,443 examples of the Spider were produced, and 700 of the more expensive Sprint Coupe. The 2000 sedan had the uncommon feature of a column-mounted shifter for its five-speed transmission, while the Spider and Sprint retained the more sporting-oriented floor-mounted gear shift.

Built between 1958 and 1962, the 2000 Spider was far rarer than its junior counterpart, the Giulietta Spider (of which about 17,000 were produced), and at \$5365 POE, its price was much greater than that of the smaller car. The 1975cc four-cylinder engine, with duplex-chain driven twin overhead camshafts, hemispherical combustion chambers, and a pair of side-draft Solex carburetors, was tuned to deliver 131 horsepower, allowing the Touringbodied roadster to easily exceed 100 mph. Its fully-synchronized five-speed transmission allowed fairly relaxed high-speed touring, and its large Alfin drum brakes were very effective for their day. The handsome unibody styled by Carrozzeria Touring on a 98-inch wheelbase presaged what would become the six-cylinder 2600 convertible in 1962.









The Motorcar Offered

This very attractive 1959 Alfa Romeo 2000 Spider – commonly referred to as the "cast-iron two-liter" – is the big brother to the well-known Giulietta Spider. This example, AR 102.04.00022, appears to have been completed on the 27th of January, 1959, and sold to Hoffman Motor Company in New York City on February 10, 1959. It is known to have been owned by a California enthusiast prior to having undergone a comprehensive bare-metal rotisserie restoration in Oregon about a decade ago. Subsequently, it was driven briefly by its owner, and then put into storage. When it was acquired by the consignor, it was still in excellent cosmetic condition, but required some minor mechanical attention. Noted Alfa Romeo expert Dennis Pillar found the engine to still be in fine shape, but installed a modern spin-on oil filter console to improve the original lubrication system. Pillar states that the oil pressure immediately improved by 10

psi and that single new component is reputed to nearly double the life of the iron-block fourcylinder engine. Pillar also rebuilt all six wheel cylinders, which had frozen during the car's lengthy storage. This rare and desirable Alfa Romeo was entered in the 2013 Forest Grove Concours d'Elegance, where it was awarded a first-in-class trophy against strong competition, attesting to the lasting quality of the restoration. An excellent and comfortable touring roadster for more relaxed drives than its high-strung Giulietta sibling, the 2000 is yet another Alfa Romeo model that perhaps has not yet fully come into its own in the collecting sphere, allowing an opportunity for the perceptive enthusiast who wishes to be ahead of the curve.

\$100,000 - 130,000

Please note this vehicle is titled with chassis no. 1020400022.





1932 Ford Model 18 Deluxe Roadster 'Hot Rod'

Chassis no. 18325478

239ci Mercury Flathead V8 Engine Triple Stromberg 97 Carburetors Approximately 150bhp at 3,800rpm 3-Speed Manual Transmission 4-Wheel Leaf Spring Suspension 4-Wheel Drum Brakes

- Originally hot-rodded in the 1950s
- Genuine Ford 'Deuce' steel body and frame
- Period correct Mercury flathead V-8 power
- Classic, clean styling
- The embodiment of '50s hotrod culture







The Ford Model 18

1932 is recorded in automotive history as a watershed year for style and innovation. There must have been something in the air because virtually every car maker debuted one-year-only designs that simply knocked the socks off of everything that had been and most of what was to be. But for Ford in particular, '32 would be cemented not just in their history, but in popular culture.

Having fully modernized from the tired Model T to the new Model A in 1928, the Blue Oval was ready to take the next great leap into the future with the introduction of a powerful, affordable, and reliable V-8 for the masses. Previously available only in the likes of Lincolns and Cadillacs, the V-8 powered Ford Model 18 would give the everyman the ability to wield the power of eight. And with the introduction of the innovative new motor

came a completely restyled vehicle. The flat front end of the '31 Model A would give way to the elegantly rounded, upright rectangular grill. The various body styles, from 3- and 5-window Tudor coupes, to Fordor sedans to sporty roadsters would all be crafted in a carefully sculpted design.

The new style and drivetrain would prove to be very successful and lead Ford through to the beginning of WWII.

The Motorcar Offered

Following WWII the '32 Ford really came into its own. Cheap, plentiful, beautiful, and easily made to go fast, the 'Deuce', as it was called, became a favorite of '50s hot rodders and a fixture of the era as shown in movies like *Grease* and *American Graffiti*. As the story goes with this Deuce, it was hot-rodded in the 1950s and then left disused in a barn until being rediscovered about a decade ago. Old photos of the car show it with the clean, fender-less design it has today and the Offy-headed flathead V-8 still under the hood.

Since discovery the 'rod has been extensively restored. As was popular in the 1950s, the original V-8 60 has been replaced with a more powerful 239ci V-8 from a post-WWII Mercury. This engine, shown in the as-discovered photos, has been bored and balanced. Internally the mill has been fortified









with newer Jahn pistons, bearings and rings, a Schneider new-old-stock cam with a more aggressive lift profile, and Johnson adjustable solid lifters. Topping it all off are a pair of Offenhauser heads and intake with a trifecta of Stromberg 97s to let the whole thing breathe. For ease of use, the electronics have been updated to 12 volts.

The body is a genuine '32 but the door handles and side curtain mounts have been shaved. Channeled slightly onto the frame, this elegantly presented and classically proportioned hot rod is cleanly finished in Washington Blue paint. Inside, the original banjo steering wheel, locking ignition switch, long-throw shifter and dash are present with Stewart-Warner gauges in place of the standard fare. Topping it all off is the original top, nicely finished with its beautifully polished wood bows.

Driven about 1200 miles since completion, this hot rod is built to both show and go. Retaining the elegant simplicity of its original 1950s modifications and the correct mill for the period, it would be equally welcome on the show field or at a cruise-in.

\$50,000 - 75,000 Without reserve



1947 Bentley MK VI Coupe

Coachwork by Figoni et Falaschi

Chassis no. B 9AJ Engine no. B 65 A

4,256cc OHV Inline 6-Cylinder Engine
2 SU carburetors
Approximately 132bhp
4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- From the Estate of Eugene Beardslee
- Unique example of Figoni coachwork on a postwar Bentley
- Former Pebble Beach Concours d'Elegance Class winner
- A true Grand Routieres touring car with luxury and style
- Ready for Concours presentation







Figoni et Falaschi

In the hierarchy of automobile coachbuilders, Figoni et Falaschi earned their place in the highest tiers, if not at the top. From the late 1920s right through to the late 1940s, the exquisite lines that they penned transformed the way automobiles were designed. This was never more apparent than with their series of 'Goutte d'Eau' or 'Teardrop' coupes on the Talbot T150CSS chassis. The automobile had moved from man sitting atop the machine, to man being at one with the machine, then beyond this they shaped coachwork aerodynamically, cheating the wind, and in doing so increased potential outright speed and efficiency.

It was not just the curvaceous main sections of bodywork to which attention was focused, but also in the intricate detail accessories from end to end of the body, accented by chrome trim pieces. Epitomizing Figoni's design philosophy were their elegant blade bumpers, which turned an increasingly necessary safety precaution into a beautiful, delicate feature of an automobile.

As ever in business, the partnership was a marriage of artistic genius and commercial wisdom; Joseph (Giuseppe by birth) Figoni, was the craftsman, while Ovidio Falaschi was the well-connected businessman. While their heyday may be considered to have been the 1930s, Figoni made a good recovery after the war, despite the troubles they faced when the Germans occupied Paris. When Figoni's workshops were taken over in order to manufacture aircraft components, Figoni & Falaschi kept going by making domestic electric stoves and heating radiators in a corner of the factory. Once he had completely recovered his factory, Joseph Figoni lost no time in creating a new post-war style, the swoopy, spatted wings

were there, as were the chrome accents.

At the 1948 Salon Figoni and Falaschi acted as though times hadn't changed, and exhibited a gold-painted Delahaye with gold-plated brightwork on the manufacturer's stand and 'an elaborate and enormously long roadster' on their own stand. The Roadster had a 'flushfitting ivory-bound' copy of the Michelin Guide on its dashboard: the binding alone had cost 40,000 francs! No wonder the better French coachbuilt bodies cost over two million francs.

The late 1940s were, paradoxically, relatively successful for Figoni & Falaschi, due to the demand for custom coachwork from the United States. The company, now under the direction of Joseph Figoni's son, Claude, actually made more money after the war than before - a unique situation for a French coachbuilder. Perception





of the company was undoubtedly enhanced by the inclusion of Figoni's Talbot 'Goutte d'Eau' coupe in the New York Museum of Modern Art's famed '8 Automobiles' exhibition.

The work of these fashionable *carrossiers* brought color and glamour into the drab postwar European world just as Dior's 'New Look' brought fresh interest to the world of fashion. Indeed, Ovidio Falaschi summed up the role of the custom coachbuilder to perfection when he recalled:

"We really were true couturiers of automotive coachwork, dressing and undressing a chassis one, two, three times and even more before arriving at the definitive line that we wanted to give to a specific chassis-coachwork ensemble."

The Motorcar Offered

While Figoni et Falaschi is most known for its work with Delahaye and Talbot Lago, naturally like any coachbuilder, it was the client who dictated what chassis their coachwork might clothe.

There is no one more versed in the work of this coachbuilder than Richard Adatto, who has penned numerous books on this era of coachwork. He has kindly researched the relationship of Bentley with Figoni for Bonhams, and in doing so he was able to interview Joseph's son Claude personally, now some 87 years of age.

From his interviews, Adatto comments 'Figoni and Falaschi put their special coachwork on only three Bentleys, one pre-war and two postwar. Other coachbuilders like Franay, Vanvooren and Pourtout were well known for their work on Bentley and Rolls-Royce and produced

most of the French coachbuilt cars due to their exclusive relationship with the Franco-Britannic Garage in Paris, who were the Rolls-Royce and Bentley dealers.'

'The first car Joseph Figoni built coachwork for was a 1936 Derby Bentley ordered by Roger Goldet, an important customer of Figoni and Falaschi. Unfortunately, early in that car's history it was in a serious accident; ownership changed and it was re-bodied by Henry Chapron in 1944. The second Bentley was a 1939 Derby model with DeVillars coachwork. The owner, Mr. de Loriol wanted new coachwork in the postwar style so ordered a new body from Figoni.'

Concerning this specific car he notes; 'Figoni only built one, true post-war Bentley, on a Mark VI chassis, B9AJ. The car carried Figoni design/body number 1016, and it was created for a Mr.







J. Rodriques.' Today, Claude Figoni, Joseph's son, recalls that it was he personally who took the order in 1947 and remembers Mr. Rodrigues as being 'a tall elegant gentleman with wonderful manners'. Figoni further recollects that 'he lived at 31 Rue Raynourd in Paris but spent much of his time in Monaco and used this car to commute in elegant style.' Truly the definition of the Continental Bentley before the phrase had even been coined, it is easy to imagine this handsome coupe hightailing down the *Route Nationale* at speed, and cutting an elegant stance in the Principality.

According to the Figoni archives, its original color was dark gray with a blue leather interior, and its original Monegasque registration was 'MC 276'.

As Mr. Adatto points out, the double bladed front bumpers and chrome trim were a signature

Figoni style of postwar coachwork. Although the sweeping pontoon chrome-tipped airplanestyled fenders and horns integrated within the headlights were typical styling for Delahaye models 135 and 175, they also work beautifully on this Bentley.

Officially, Mr. Rodrigues purchased his brand new Bentley Mark VI through esteemed local agents Franco Britannic Automobiles in March 1947. As supplied in chassis form, such as they could still be, B9AJ was ordered a with speedometer in kilometers, wiring for a center lamp and was listed as 'to be fitted with small 2 seater cabriolet with big luggage boot (trunk)', another note stating 'French coachbuilder'. It seems that by the time Figoni was finished bodying the car, Mr. Rodrigues' intentions had evolved. While there is no denying that a large trunk was incorporated











into the design, it would in fact materialize as a neat two-seater coupe as Claude Figoni confirms today. Its actual delivery/guarantee date as a completed automobile, according to Bentley Motors, was July 1948.

The subsequent early years of the car's life and Mr. Rodrigues' use are not documented, but the recent confirmation of early use in Monaco may provide a further avenue for research by the car's next custodian. One known photo of the car thought to date from the 1950s shows the car in precisely the same form in which it is found today, with all of its coachwork accoutrements and sporting Paris license plates for the Seine region of the city. Mr. Rodrigues may well have returned to Parisian living by then, or perhaps the car had passed to a new owner.

By the mid 1960s as was not uncommon

for important collector cars of its type, the Bentley had crossed the Atlantic and was U.S. ownership, remaining that way since. In 1964, it was the property of George O'Mea in Los Angeles, followed by Donald Cruickshank of San Jose in 1965, and it changed hands the year later to Joseph De Luca of San Francisco.

Eugene Beardslee became attracted to the Bentley in the late 1980s, fascinated by its design and history. He acquired the car and naturally elected to have the car refurbished by his favored restorer, Bob Turnquist at Hibernia. This work neared completion in the summer of 1990 and was ready just in time to be included in that year's famed Pebble Beach Concours d'Elegance, where it contended the Postwar European Custom Coachwork category. At the end of the day it blew away its competition to secure a coveted Best in Class award.

Within the last two years the Figoni Bentley has been completely stripped down and has been stunningly repainted. The Bentley now presents in black, which displays its handsome lines well and accentuates the plethora of chrome trim in the design. With its fresh presentation, this unique automobile has not been shown at any Concours event in more than a decade, offering its new owner a fantastic and sure entry to numerous gatherings in this country and around the world.

\$500,000 - 650,000



136 1966 Sunbeam Tiger Series I

Chassis no. B382001478 LRXFE Engine no. 6322 B19KC

260ci OHV V8 Engine Single 4-Barrel Carburetor 165bhp at 4,400rpm 4-Speed Manual Transmission Front Independent Suspension - Live Rear Axle Front Disc - Rear Drum Brakes

- Exclusively West Coast ownership
- Professionally restored with sensible modifications
- Offered with desirable hard top
- Thrilling Anglo-American hybrid
- Listed in the Tigers Owners Registry







The Sunbeam Tiger

Inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car. Ford's 260ci (4.2-liter) unit was chosen, and even though it had 'only' 165bhp on tap it was approaching double the output of the contemporary Alpine's 1.6-liter four. The Sunbeam Tiger entered production in June of 1964, little more than a year after the prototypes built by Shelby had been released.

The Pressed Steel Company Limited in Oxfordshire, England, supplied painted and trimmed bodies and the engines and gearboxes came directly from Ford in America. Assembly was handled at the Jensen Motors Limited plant in West Bromwich, England.

The Tiger featured a stronger gearbox and

rear axle plus rack-and-pinion steering, and was vastly superior to its Alpine progenitor in performance terms; the Tiger stormed to 60mph in under ten seconds and peaked at 117mph. Sadly, the model was killed off by Rootes' new owner Chrysler shortly after the revised Series II Tiger, with the uprated 289ci V8, was introduced in 1967.

The Motorcar Offered

According to documents provided by the consignor, this Tiger left the factory in February, 1966, wearing Carnival Red paint with a black leather interior. It is believed to have been originally delivered to a Charles Tinkham of Peoria, and later Litchfield, Arizona. A detailed service and maintenance file was begun by Mr. Tinkham in April, 1969, noting that the car had been first registered in October of 1967. Tinkham drove the Tiger regularly, keeping careful records until, in 2004, he sold the car to Rodney Ebstein of Menlo Park, California. The consignor acquired the Tiger from Mr. Ebstein in 2007.

The consignor states that the car has been kept in dry storage for many years, with occasional drives since his purchase to keep its systems operating correctly. At some point, a previous owner had the car resprayed Polar Silver. Mr. Ebstein had









noted Tiger expert Paul Reisentz of Santa Clara, California's Reisentz Restorations rebuild the entire suspension and brakes during 2004-2005, with parts supplied by Sunbeam Specialties. The interior was refurbished at the same time. The suspension components were powder-coated, while Koni shock absorbers and a rear axle stabilizer bar provide sure-footed handling.

The engine is a correct 260 cubic inch Ford V8 in good condition, but missing its correct factory air cleaner. It rides on a set of Panasport aluminum alloy wheels, six inches wide in front, and seven inches wide in the rear, which are mounted with older BF Goodrich radial tires. The Tiger is supplied with its correct removable steel factory hardtop with insulating headliner.

Listed in the Tiger Owners' Association Registry, this Tiger has provenance thanks to the careful

record keeping of previous owners. An early Series 1 example, the Tiger is an exciting Anglo-American hybrid that has perhaps yet to fully come into its own with collectors; it is a great testament to Carroll Shelby's work that it lives on, continuing to provide motoring enjoyment nearly a half-century since it rolled off the production line.

\$50,000 - 70,000





137 1957 Aston Martin DB MkIII Sports Saloon

Chassis no.AM/300/3/1345 Engine no.DBA/1004

2,992cc DOHC Inline 6-Cylinder 'DBA-Spec' Engine 3 Weber Carburetors 162bhp at 5,500rpm 5-Speed Manual Transmission (see text) Independent Front Suspension - Live Rear Axle Front Disc - Rear Drum Brakes

- Original U.S. delivery, left hand drive example
- Factory equipped with competition specifications
- Sympathetically restored example
- Freshly serviced and detailed
- Eligible for world-class rallies and driving events





The Aston Martin DB MkIII

The need to widen the appeal of the alreadysuccessful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door - one of the earliest applications of this nowubiquitous styling device.

Two years after the introduction of the mildly restyled DB2/4 MkII came the DB MkIII - the



'2/4' suffix being dropped - 551 of which, mainly saloons, were produced between March 1957 and July 1959, some 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer Bert Thickpenny. This restyled nose gave the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver

The 3.0-liter engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. A maximum output of 162bhp was available with the single-pipe exhaust system,

178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes became standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors, with a top speed of 120mph.

Unbeknownst to many, the DB MkIII is another 'James Bond' Aston Martin, appearing in Ian Fleming's novel *Goldfinger*, though by the time the book made it to the screen the DB5 was the current model, so that was used instead.

















The Motorcar Offered

As delivered new, this sporting Aston was even more sporting than others of its brethren, as its build sheet confirms that it received 2 Rumbold Safety Belts, Twin Exhaust system, a Smiths Oil Temperature gauge, as well as front disc brakes - all of which would suggest perhaps that the original owner had intended some light competitive use at the very least.

That individual was Captain Jerome J. Sauber, who was stationed at the 47th Air Transport Squadron at Travis Air Force Base in California. Sauber received his new Aston in September 1957, finished in 'Broken White' (an off-white hue) paintwork with a red Connolly leather interior. Early service records show relatively routine maintenance, one unusual detail being that the front seat was returned to the factory for modification. Beyond this, and knowing that the car had recorded more than 18,000

miles within its first two years of ownership, its early days with Captain Sauber are not illustrated further.

By the 1970s, we know that the car had crossed the country for at least the first time as it was with New Jersey collector Irv Bahrt or Riversedge, according to the Aston Martin Owner's Club Registers for 1971 and 1992. The latter notes that he campaigned it in a number of events at Lime Rock, including Precision Driving tests and also at their annual Concours in 1979, when the car garnered a 2nd Place.

By 2000, the Aston found itself again in California, this time with Dr. Robert Elliot of San Juan Capistrano. In 2004 it passed into the ownership of a Virginia resident, before eventually arriving in its present ownership, a collection of excellent post-war sports cars.

Today the MkIII presents extremely well – a testament to its last few custodians who have continued to prize and improve the car. Subtly finished in British Racing Green with an interior to match, its interesting original specification remains evident and has been further enhanced for fast road use with the addition of triple Weber Carburetors and a modern Tremec 5 speed 'box (the original is no longer with the car).

Serviced only 100 or so miles ago, well detailed and attractively liveried, this great looking Aston Martin could provide its next owner with a suitable mount for numerous historic road events, such as the California Mille, Colorado Grand, New England 1000 and others.

\$300,000 - 350,000



Ex-Harrah's Auto Collection 1910 Thomas Flyer Model 6-40 Touring

Chassis no. 380 Engine no. 281

440ci T-Head Inline 6-Cylinder Engine Single Carburetor 64bhp at 1,500rpm 4-Speed Manual Transmission Front and Rear Leaf Spring Suspension Rear Drum Brakes

- Only three owners from new
- Incredibly well preserved and original condition
- Featured in extensive 1965 Horseless Carriage Gazette article
- One of the finest Thomas Flyer models made
- In first owner's possession for more than 50 years







The Thomas Company

Like so many of his pioneering contemporaries, Erwin Ross (E. R.) Thomas was in the bicycle business prior to manufacturing automobiles. During the 1890s, E. R. was the managing director for H. A. Lozier & Co. who produced the famous Cleveland bicycle. However, he recognized the huge potential in the newly evolving automobile business and left Lozier to take over the Buffalo Automobile and Auto-Bi company, which was known for its production of bicycles and motorcycle engines. In 1900 E. R. changed the company name to Thomas Auto-Bi, and by 1901 Thomas claimed to build more air-cooled motors than anyone else.

E. R. had bigger things in mind however, and the first Thomas automobiles were introduced in 1903; small runabouts described in the catalog as the happy medium between the cheaper and more expensive cars. By 1905 the Thomas Company was building bigger four-cylinder cars dubbed 'Thomas Flyers'. Thomas Flyers soon gained notoriety among the faster and more flamboyant Touring cars of their day. E. R. had an eye for flair and his huge powerful cars showed it - they were often finished in bright colors and loaded with many ornate brass accessories. The 1907 sales catalog boasted "You can't go by a Thomas Flyer, so go buy one!"

The Thomas name endures and is most readily remembered for its most astounding victory in one the greatest automotive competition events of the time, the 1908 *Le Matin* sponsored 'The Great Race'. The route went from New York (in the dead of winter) across the U.S. to San Francisco, then by ship to Alaska, and across the Bering Strait, either by ship or by ice to Siberia. To be certain that the Yukon and the

Bering Strait would be covered in ice, the race purposely began in the winter. Many of the dirt-covered trails had never been traveled by a motorcar.

E. R. Thomas made a last minute decision to enter a car and three days prior to the start, a stock 1907 model was selected from the factory lot. 13,341 miles and 171 days later, the victorious Thomas rolled into Paris and forever cemented its place in history.

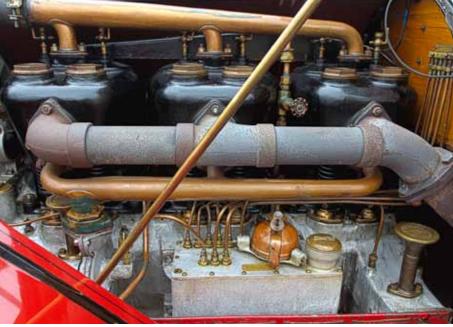
The incredible performance of the Thomas boosted sales and in September of 1909, the light six Model M was introduced for the 1910 model year. The Model M was a much-improved development from the previous year's Model L, with a new T-head engine replacing the L-head. The massive engine required a bigger hood and radiator, giving the car much more

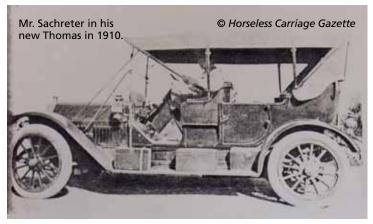














presence. While sales literature called the Model M a 40-horsepower, factory charts showed these engines developed a maximum of 64 horsepower at 1,500rpm. To demonstrate the incredible flexibility and reliability of the newly designed six cylinder, a Model M was taken on a demonstration run after all of its gears except high and reverse were removed from the transmission. The car was driven from Buffalo over the Berkshires, the White Mountains, the Green Mountains and the Adirondacks and back to Buffalo - all in top gear!

The Motorcar Offered

This Thomas Flyer boasts an amazing history, well documented by Ernest K. Sachreter's January 1965 issue of the *Horseless Carriage Gazette*.

Purchased new by Mr. Sachreter's father on May 5th, 1910, the Thomas Flyer was a gift for his son. Like many other motoring enthusiasts of the day, the junior Sachreter had become enamored with Thomas Flyer automobiles after the famous Great Race victory. Mr. Sachreter thoroughly enjoyed his Thomas; he drove at every possible opportunity and challenged a number of other sports cars of the time to races, much against his father's wishes.

In 1915 the car was returned to the San Francisco Thomas agency, where it was treated to a thorough service. Mr. Sachreter continued using the car until 1918, when he left to serve in the Army during World War I. He describes preparing the car as follows: "I blocked up the Thomas Flyer, gave each cylinder half a pint of oil, and drained the gas and water." Upon his return from the war his father had a brand new Marmon waiting for him. The Thomas remained in its laid up state for the next 39 years.

By the 1950s, word of this prized Thomas Flyer languishing in a shed got around. Visitors would come by to inquire if the car could be bought - the answer was always no. As the aging Thomas was in need of some refurbishment, Mr. Sachreter entrusted HCCA members Jack and Barbara White to re-commission it. A few weeks of tinkering later, the grand old Thomas was back in action. In 1958 it made its first touring appearance as an "antique" at the Reno Tour. This would be the first of many tours Mr. Sachreter and his wife, Lillie Anne, would participate in with the Thomas. In it, they toured





California, Nevada, Washington, Arizona and British Columbia.

In the 1960's, the Sachreter's Thomas caught the interest of passionate Thomas Flyer enthusiast and collector, William Fisk "Bill" Harrah. Harrah befriended the Sachreters and would tour with them regularly. Eventually Mr.



Harrah was able to acquire the Thomas from its original long-term custodian. Its healthy performance, reliability and originality made it a favorite of his. While in Harrah's care, the well-weathered original paint was refinished in the original color scheme - this likely being the only cosmetic restoration work ever done to the car. Eventually it was sold during the Harrah's dispersal auctions in the 1980s, and has since resided in a prominent European collection. It has mainly been on display, but has been kept operational during this period. It is reported to be a strong performer, having recently been used.

This incredible Thomas Flyer has survived in remarkably original condition. Its beautiful red leather upholstery is original, as is the rear sisal mat. Mounted to the running board is the original toolbox with red lined trays containing

many of the original tools. All in all, the car looks nearly identical to the delivery photo from 1910.

It is rare to come across any car of this era with such a wonderful ownership history and patina of originality, but to have all that in a Thomas Flyer represents a very rare opportunity. \$250,000 - 350,000



Dearborn Award Winning 1947 Ford Super Deluxe Sportsman Convertible

Chassis no. 799A173781

239ci OHV V8 Engine Single Holley Carburetor 100bhp at 3,600rpm 3-Speed Manual Gearbox with Overdrive Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Dearborn Emeritus Status with the Early Ford V-8 Club
- Exceptional 8-year restoration completed in the late 1990s
- Longtime California car
- Offered with books and tools
- Outstandingly detailed woodwork







The Ford Sportsman

With the end of World War II, there was a huge demand by the civilian population for new cars. The Ford Motor Company, like other manufacturers, had devoted the previous four years to military orders. To hasten postwar production, Ford and the rest of the industry gave their 1942 models a facelift. One new style however appeared in the Ford line in 1946, the model 71, known as the Sportsman Convertible.

The company had been producing station



wagons at the Iron Mountain plant on the Upper Peninsula of Michigan since the early 1930's. They owned extensive hardwood forests and had a state of the art sawmill and woodworking facility. During 1945, Henry Ford II ordered a wooden bodied convertible as a one-off for personal use. With prewar Chrysler wooden station wagons indicating the presence of a market, the decision to produce the "Sportsman" was made. The first car off the line was put on exhibition in Dearborn and on Christmas day, 1945 went to actress Ella Raines in Hollywood, while she was filming White Tie and Tails.

The 1946 model was priced \$200 more than a conventional convertible, which sold for \$1436. Production began in earnest in July of 1946 and continued until November of 1947. Total production was 3,525; with 723 in 1946, 2774

in 1947 and 28 for the 1948 model year, making it one of the rarest of all Fords.

The Sportsman used the same "motor-lift" top as the club convertible and had hydraulic push button windows borrowed from Lincoln. The wooden bodies were beautifully detailed and intricate, however the rear deck lid was a masterpiece of compound curved, dovetailed and finger-jointed craftsmanship.











The Motorcar Offered

This enchanting example of the venerable Sportsman was the subject of an exacting body-off restoration that resulted in laudable mechanical and cosmetic quality, leading to numerous awards from one of the Ford niche's most esteemed enthusiast clubs. Constructed in 1947, it is likely one of less than a thousand still in existence.

By the late 1980s, this Ford had been acquired by Southern California collector Art Knapp, who supervised a meticulous 8-year restoration that used only original or new-old-stock parts and components. After completion of the work in 1997, the car was presented at the Early Ford V-8 Club's Western Regional Meet in Rohnert Park, California, where it scored a perfect 1,000 points and earned the club's highest honor, a Dearborn Award.

In August 1999, Mr. Knapp sold the Sportsman to the consignor, a well-known collector based in Malibu, California, who continued the car's exhibition campaign. Additional Dearborn Awards were garnered with a 991-point score at Pismo Beach in 2001, and a 990-point performance at the V-8 Club's 40th Anniversary Meet in Dearborn, Michigan, in 2003. Having won three Dearborn Awards, the Sportsman became eligible for a Dearborn Emeritus, the club's senior honor, which it claimed in Temecula, California, in 2007.

A file of service invoices from the current owner's tenure documents that this car has been dutifully maintained in recent years, ensuring that it drives as wonderfully as it presents. Accompanied by books and tools, the rare wood-bodied Ford convertible will be welcome at any national meet of the Early Ford

V-8 Club by merit of its prior accolades. The car's beautiful Pheasant Red paint and nuanced woodwork promise future Concours success, while the Columbia 2-speed overdrive allows for pleasurable cruising at modern speeds. A limited production model representing the top-of-the-line of Ford's early postwar production, this particular Sportsman is one of the finest examples extant – as confirmed by the many marque experts who have judged it to be so. \$225,000 - 250,000



140 [†]

1950 Delahaye 135 M Cabriolet Atlas

Coachwork by Carrosserie Guilloré

Chassis no. 801636 Engine no. 801636

3,557cc OHV Inline 6-Cylinder Engine
3 Solex Carburetors
113bhp at 4,000rpm
4-Speed Cotal Pre-Selector Automatic Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- One of as few as five examples constructed
- Believed to be the sole remaining Atlas Cabriolet
- Recently owned by the Delahaye Club founder
- Displayed at the Pebble Beach Concours d'Elegance
- Exquisite French styling







The Delahaye Type 135 M

Very few models in automotive history combine the breathtaking physical design and race-bred pedigree of the Delahaye Type 135 M. As often noted, the model's evolution may have been the result of a tip from Ettore Bugatti to company manager Charles Weiffenbach. According to Bugatti's somewhat legendary appeal, Weiffenbach would do best to return Delahaye to its roots v in sports cars and eschew the reliable but pedestrian-looking saloons that had become the company's stock-in-trade by the early 1930s. Weiffenbach's response was nothing short of a benchmark in European automotive design, with his race program developing the 18CV Type 138 competition cars, which were powered by a 3.5liter inline six-cylinder engine.

Debuting in production form at the 1934 Paris Salon with a single-carbureted 3.2-liter engine, the new Type 135 was warmly greeted and soon clothed with Europe's finest coachwork, making the cars equally versed in performance and luxury. With the availability two years later of the 3.5-liter engine with three carburetors (as in the original racing versions), the so-called 135 M truly came to life as the model garnered a litany of Grand Prix and rally victories. In total, the Type 135 and its various iterations remained a cornerstone of Delahaye production through the company's final days in 1954, a testament to the model's longevity and enduring appeal.



The Motorcar Offered

This exquisite example of the venerable 135 M boasts a number of superlatives, from rarity of its body style to a recent life with some of the Delahaye niche's most luminary collectors. In mid-1949, chassis no. 801636 was sent to Courbevoie-sur-Seine for bodywork by Alphonse Guillore, a lesser-known coachbuilder active between 1937 and 1954. Known for no-frills formalism and an overwhelming use of heavy steel, Guillore developed a clientele of Delahaye and Talbot-Lago owners, and besides Chapron was responsible for more postwar Delahayes than any other coachbuilder.

While Guillore's work was often overshadowed by the more ostentatious styles of Saoutchik or Figoni et Falaschi, the coachbuilder unquestionably came into his own at the 1949 Paris Salon de l'Automobile with the debut of a unique new cabriolet. During the annual









October event, Delahaye exhibited a 135 M with a sporty open body featuring far more streamlined form and art deco styling than the coachbuilder's typical work. There is a strong likelihood that 801636 was this exact car. In addition to its impressive design, the so-called Atlas cabriolet also featured a novel hood-cover, a one-hand operated mechanism that folded into the body and lacked hood irons.

While little written history exists regarding the



particulars of Guillore production, many marque experts believe that no more than five Atlasbodied Delahayes were built by the coachbuilder, and this car might be the sole example constructed as a two-seater. 801636 wonderfully reconciles brasher pre-war styling elements with the staid modernism that became vogue in European design following the war. The front fender lines beautifully sweep through the doors, accented by curving one-piece chrome spears, while the interior abounds with luxurious wood burling on the dash console and upper door sills.

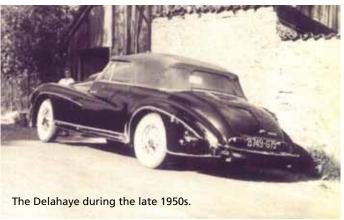
First registered on July 7, 1950, 801636 was eventually assigned tags marked "317 AYC 59," a registration it has authentically worn over the years. It is almost certain that the car remained in France through the entirety of its life, and has reportedly always been maintained in running condition without any prolonged periods of storage.

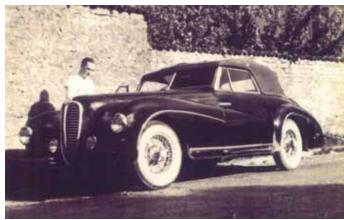
In the 1990s, the unusual Cabriolet Atlas was discovered by Francois-Michel Faucher, an officer with the well-known French Delahaye Club, one of the world's preeminent marque organizations (even possessing rights to the company's trademarks). Mr. Faucher restored the car's original 135 M motor and soon refreshed all of the mechanical components. In the early 2000s, he then sold the car to the most esteemed of Delahaye Club members, Philippe Looten, the group's original 1966 founder and current honorary president.

Enamored with the 135 M's unusual Guillore body, Mr. Looten sent 801636 to coachwork specialist Bonnefoy for a repaint in a beautiful shade of Delahaye blue, returning the car to a stunning state of exterior cosmetic condition. Mr. Looten soon began driving the car to numerous local events, commencing with









Retromobile in February 2003, followed by participation in several Delahaye Club rallies over the next three years. Dutifully maintained during these outings, 801636 was occasionally displayed at distinguished exhibitions, such as the Delahaye Salon du Coupe & du Cabriolet held in April 2006, and the Epoqu' Auto in November 2007. In late 2010, Mr. Looten decided to part ways with the remarkable Atlas, selling it to Hugo Modderman of Monaco, who quickly set his sights on Concours exhibition. While a fresh repaint in the car's original color of dark blue cellulose was commissioned, the Delahaye's all-original interior was deemed to have a charming patina worth preserving, so the leather was sympathetically cleaned and refreshed by Swisswax. In such enviable cosmetic condition, 801636 remained a striking visage of its original 1949 Parisian presentation, and made a perfect entry for the 2011 Pebble Beach

Concours d'Elegance. The car also ran in that year's Pebble Beach Motoring Classic, winding down to Monterey from Seattle, Washington. The following year, the Atlas Cabriolet was treated to another bout of engine work, freshening the motor's operating condition and leaving it optimally primed for additional events. Appropriately, the car then received an honorable mention for Furthest Distance Traveled to the Event at the 2012 Schloss-Bensburg Classic Concours d'Elegance in Germany.

This exceptional 135 M remains a highly desirable example of one of the rarest and most subtly beautiful Delahayes to become available in recent years. The sporty open two-seat bodywork can be enjoyed in vintage rallies or cruising on noteworthy occasions. Perfect for marque club events and world-class Concours d'Elegance events, this extremely rare numbers-matching

Cabriolet Atlas is a testament to the underrated quality of Guillore's design work, and would make a stunning addition to even the most accomplished collections. Aficionados of pre-war French Curve styling and marque connoisseurs will undoubtedly be thrilled by this car's current availability, a rare opportunity to acquire one of the final chapters in the Delahaye legend. \$500,000 - 650,000

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1958 Jaguar XK150S 3.4-Liter Roadster

Chassis no. S830856DN Engine no. VS1205-9

3,442cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
250bhp at 5,500rpm
4-Speed Manual Close-Ratio Transmission with Overdrive
Front Independent Suspension - Live Rear Axle
4-Wheel Disc Brakes

- 'Best of the Best' XK150S
- More than 80 Concours wins
- 100 point JCNA status
- Matching numbers, factory left hand drive example
- One of approximately 200 built with factory close-ratio gearbox







The Jaguar XK150

"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*.

Introduced in 1957, the '150' is the ultimate expression of Jaguar's XK series. Revisions to the bodywork retained the traditional XK look but the revised fender line made room for a wider cowl and windshield and fed into thinner doors that much improved comfort. Jaguar adopted the disc brakes which had so dramatically demonstrated their effectiveness in the C-types at Le Mans, improving not only braking performance but also the XK 150's marketing.

In standard form, it retained the 190bhp of its predecessor. But for those requiring a little more

'poke', '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.

At first the '150' was available in fixed and drophead coupé forms; the open roadster version didn't appear until the following year. The roadster version would become the rarest XK 150 model, now with rollup windows and thorough weather protection to make it the ideal vehicle for a day's enjoyment or a long trip through variable weather. Looks were not to be compromised, however, as the XK150 Roadster retained the traditional roadster's window sill dip and top that was fully enclosed when retracted for an especially attractive profile.

The Motorcar Offered

There can be few cars of this marque or model that can lay claim to such achievement in Concours events across this country. Over the course of the last 15 years, the XK150S offered here has won more than 80 Concours awards, including numerous 'Best in Class' trophies at the most prestigious and competitive venues. These have included Greenwich, Meadow Brook Hall, Radnor Hunt, St. Michael's, and the AACA Nationals, in addition to a large number of marque specific events. Today, the car still holds 100 point status with the Jaguar Club of North America; in 2012 it was National Champion, a position it has held since 1998.

That the car came to be in such extraordinary condition is testament to its owners, keen enthusiasts of British motorcars, and reflects their passion, keen eye for detail and quality workmanship.











An original U.S. delivered example, the 'S' was built on July 3, 1958 and supplied to this country through Jaguar Cars New York. It was delivered with the exact technical specification and matching numbers components that it retains today, as verified by its Jaguar Cars Inc. Heritage Report. Although the first owner is not recorded on this listing, we do know that it wore Carmen Red paintwork, had a black top and interior and was equipped with a very rare close ratio gearbox and overdrive. It would be one of only approximately 200 cars which the company built to this specification.

The car's early years are not charted in documents, but hearsay suggests that this sporting Jaguar was raced in both the U.S. and Australia. Long retired from such activities, it was discovered by the current owners in Pennsylvania in 1990. They were fortunate to

have one of the country's finest artisans in the restoration of the marque, Olde York Classic, of York, Pennsylvania close to their home, and entrusted them with a full rebuild of the car. In completing the restoration, exacting detail features including the original 'J' headlights, original gaiters for the rear springs, a correct radio and original owners manual, itself complete with annual maintenance chart, were sourced - items which are so often copied, but rarely are originals as found on this car.

This exhaustive process took more than five years from start to finish. During the rebuild and reflecting a love of all things British, a Racing Green livery was chosen, with a contrasting biscuit leather interior and cloth top. With only 125 road miles covered since it was completed, and detailed to the highest degree, the car looks today much as it did when the exacting rebuild

was finalized. The choice of colors can only be considered a huge success as it has garnered many People's Choice awards alongside its technical accolades.

Bonhams can only endorse the judgments of so many experts across the country who have consistently prized and placed this car above all others they have seen. It is an utterly beautiful example, which should comfortably provide its next owner with further awards, or hold its own among any world class collection of automobiles.

\$170,000 - 200,000

Please note that this vehicle is titled as a 1959.



In its present ownership since 1949 1935 Auburn 851 Supercharged Boattail Speedster

Chassis no. 32069E Engine no. GH 4330

280ci Supercharged Inline 8-Cylinder Engine Single Carburetor 150bhp at 4,200rpm 3-Speed Manual Transmission with Dual-Ratio Differential Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Outstanding example of Auburn's iconic Boattail Speedster
- In current ownership for over 60 years
- Groundbreaking Supercharged performance
- One of the most desirable cars of the Classic Era
- Original coachwork and drivetrain







The Auburn Automobile Company

The Auburn Automobile Company grew out of the Eckhart Carriage Company in Auburn, Indiana. Founded in 1874 by Charles Eckhart, a flourishing carriage business was forged by the time he handed the reins over to his sons Frank and Morris. Seeing the writing on the wall for the horse and buggy, the brothers Eckhart went into the car business in 1900.

Developing a number of sensible, reliable tourers, the company was sold in 1918 to a Chicago-based consortium with the focus of the brand placed on their six-cylinder line. The timing proved poor as the post-WWI depression hit the company hard. By 1924, Auburn was facing insolvency. It was at this point that the great E.L. Cord entered the picture.

Initially hired as general manager, he also purchased a controlling interest in the company.

Finding himself with a lot of 700 unsold Auburns, he quickly went to sprucing the cars up with extra nickel plating and lower, sportier tops, eventually selling the whole lot for a \$500,000 profit. He worked his magic to begin building up a dealer network as well as spurring the development of an eight cylinder motor to fit in the old six-piston chassis, and soon, the Auburn Company was a successful and popular automobile manufacturer.

The following years saw some great automobiles leave the Indiana-based works, both in eight and twelve cylinder form, but the true icon would come in late 1934. Penned by Gordon Buehrig, the young designer who had mastered designs for Stutz and Duesenberg, the 851 Boattail Speedster could be considered his masterpiece. An art deco influenced, streamlined Speedster, this exceptional automobile was powered by

a supercharged version of the Lycoming eightcylinder engine, offered staggering 150hp performance for its day, and the addition of the Columbia dual ratio rear axle added a whole new dimension to its drivability.

The 851 Speedster was the first stock American car to exceed 100 mph for twelve hours. In fact, all 851 Boattail Speedsters were guaranteed to exceed 100 mph in stock form. Its performance was astonishing, but the car is remembered today for its styling; it is undeniably one of the most striking and unforgettable designs of the 1930s.





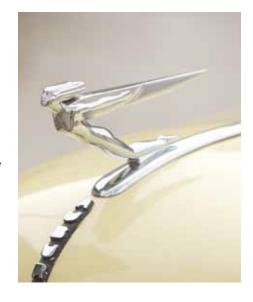
The Motorcar Offered

Valentino Chickinelli, a WWII Marine Corps veteran, had a love for cars. He bought his first vintage car in 1948, a 1919 Dodge Touring Phaeton that he would restore and enjoy with his family for many years, driving it in parades and exhibiting it at auto shows. As Val's interest in cars grew, it was evident that it was becoming a real passion for him, and in 1949, one of his car hunts led him to the discovery of this exceptional Auburn Boattail Speedster in an old garage in Omaha, Nebraska.

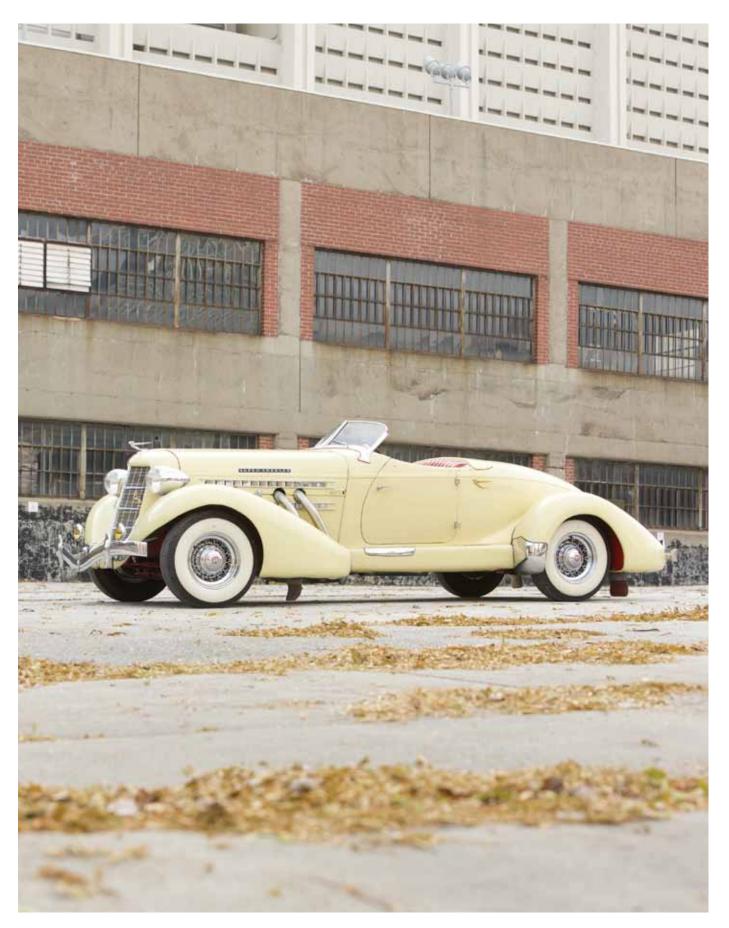
The Auburn required some refurbishing, so a restoration was undertaken in 1951. In order to fund the restoration, Val's beloved 1919 Dodge had to be sold, but the excitement over the discovery of the Auburn made it palatable. Val chose to restore the car as a 1936 852, perhaps in attempt to make the already rare Speedster seem even more desirable, as 852s are extremely scarce.

A new ID plate was fitted (the original 1935 851 ID plate is still with the car) and an 852 script was affixed to the radiator shell. There are virtually no differences between the two years except for the ID plate and radiator script, however, the car offered here is in fact an 851 model. A long-time friend of Val's, who owned the region's premier coach shop, did all the body and paint work. In 1955 the car was finally finished.

Val would tell people it was hard to drive the Auburn on the city streets because people were always running him off the road to get a closer look at his car. From 1955 to 1961, the Auburn was in numerous regional car shows and parades, where it won many major awards and cash prizes. In 1962, Val entered the Auburn in a vintage car club race at an oval racetrack at Playland Park, an amusement park in nearby Council Bluffs, Iowa. During the event, the car













overheated, resulting in a cracked cylinder head, but Val still won the race. His co-pilot was an old friend and customer of his, whom, during the race was smoking his cigar, elbowing Val in the side and kept saying to him "pour it to her, Chick!" At the end of the day, Val was able to brag that he beat his good friend's 1932 Supercharged Duesenberg SJ Dual Cowl Phaeton – not a bad result despite the cracked head.

Val later located and acquired an original NOS replacement head, and had every intention of fixing the Auburn, but as often happens he found himself too busy buying and restoring more antique cars. The Auburn was parked in the garage during the summer of 1962, and didn't move from that spot for 52 years, with the exception of a special display at the SAC Museum in 2004, where the car was exhibited for six months.

Val passed away in 2013, sixty four years after stumbling across a special Auburn in an Omaha garage. The car has remained with Val's son since, and is being offered here for the first time in six decades. In need of some recommissioning after its long-term storage, here is a wonderful and timeless machine with a fascinating story of careful ownership. Opportunities to acquire cars like this come infrequently; it may well be another 60 years before this one is for sale again.

Presented here is an exceptional opportunity: A 1935 Auburn Supercharged Boattail Speedster that has not seen the light of day since 1962. A car so genuine and proper and so carefully preserved since then that it looks as good today as it did on the day it was put in storage. It is, without question, truly remarkable.

\$300,000 - 400,000





1978 Toyota Land Cruiser FJ40

Chassis no. FJ40-276697

4,230cc OHV Inline 6-Cylinder Engine
Single Carburetor
135bhp at 3,600rpm
4-Speed Manual Transmission
Front and Rear Semi-Elliptical Leaf Springs - Live Rear Axle
Front Disc Brakes - Rear Drum Brakes

- Toyota's off-road icon
- Striking example restored to factory specifications
- Three-year restoration to exacting standards
- Exceedingly straight and rustfree example
- Recent engine rebuild by FJ specialist shop







The Land Cruiser

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

Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensible in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Toyota itself paid its homage to the model in 2004 when it introduced the retro-styled FJ Cruiser to capitalize on the

continuing image and popularity of the Land Cruiser some twenty years after the original's production run ended.

The Land Cruiser's popularity and utility is reflected in the number of variants in which it was built. There were in fact so many that it is probably impossible to identify all of them, but they came in short, medium, long and extra long wheelbase, with a variety of roofs, half cabs, soft tops and doors, with four- and six-cylinder gasoline and diesel engines. They climb mountains, cross deserts, ford rivers, balance their way over rock falls – they are one of the archetypical utility vehicles and today finding a good vintage example can be difficult.

The Motorcar Offered

One of the finest Land Cruiser FJ40s we have ever seen, this example was painstakingly restored over a three-year period by its previous owner, a software engineer, with meticulous attention to detail. He searched long and hard for a clean and straight example to serve as a basis for the project, locating this one on a ranch in Southern California.

The idea was to bring the FJ back to stock configuration as shown on the original showroom brochures. Over a seven-month period the entire body was hand-sanded – not blasted – and then painted in correct factory blue. California Auto Body of Las Vegas, Nevada was entrusted with the paint work, while the interior was restored to a level of detail rarely seen on FJs. New seat covers were made following the original templates. Custom beveled glass was installed on the front doors,











while all OEM hardware including the original vintage-style radio adorns the sparse but charming dashboard.

When acquired by its present owner last year, the decision was made to perform a full engine rebuild for optimal performance. FJ specialist shop Mudrak in Sonoma, California, was hired for the job. The entire engine was disassembled and received new pistons, rings, bearings, and a re-ground crankshaft. Once complete, all components were painted to factory specifications and detailed to a level you just don't expect to see on a vintage ute. Additional components such as the starter, carburetor, distributor and much more were previously replaced or rebuilt as needed. New brake and clutch master cylinders were installed, while a hardtop with new liner and new rubber is included to complete the package. An

extensive series of photographs documents the body preparation as well as the restoration of various componentry.

The result today is nothing short of breathtaking; the Land Cruiser appears as if it has just driven out of the 1978 Toyota sales brochure that boasts of its 4-Wheel-Drive capabilities. With many of these important 4WD models having long since lost their showroom shine, it is refreshing to see one in such fine fettle today. The Land Cruiser draws loads of attention from onlookers, who admire it with a sense of contented approval – it is a crowd pleaser, and should also be eminently capable when the road turns to a mere path impassable by lesser vehicles.

Offered here is a wonderful example of Toyota's legendary ute, perhaps the original "sport

utility". Presented in such fine restored condition today, we think you just might want to admire it a bit before it gets muddy.

\$35,000 - 45,000 Without reserve





144 1966 Lotus Cortina Mk I

Chassis no. BA74FM59831

1,594cc DOHC Inline 4-Cylinder Engine 2 Weber Carburetors Approximately 190bhp 4-Speed Manual Close Ratio Transmission Front Independent Suspension - Live Rear Axle Front Disc - Rear Drum Brakes

- Lightweight construction, only 1822 lbs
- A model raced in period by Jim Clark and Graham Hill
- Quintissential mid-sixties saloon car racer
- Incredible fun on a race track
- Desirable late Mk I example







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.

The two-door Ford Cortina GT had already been proven in rallies and circuit racing when Ford executive Walter Hayes approached Colin Chapman to produce a world-beating racing saloon, following up a series of successful Ford-powered Lotus Formula Junior single-seaters. The plan called for Lotus to assemble 1000 cars to homologate the model for FIA Group 2 racing.

Engineer Harry Mundy – who had previously helped design the Formula 1 World Championship-winning Coventry Climax

engines – had been commissioned by Chapman to design a twin-overhead camshaft cylinder head to top the Ford 1500 Kent engine's "unburstable bottom end".

Cosworth Engineering helped develop and fine-tune these engines, while the Ford 4-speed gearbox as specified for the Lotus Elan was adopted for the Cortina program. Colin Chapman significantly revised the Ford Cortina's suspension, changing the spring and damper rates, reducing the ride height, and utilizing coil springs at the rear. The body shell was lightened with aluminium skins in the doors, hood and trunk lid. Aluminium was also adopted for the clutch housing, remote gearshift extension and differential case.

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. 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

This well-prepared Series 1 Lotus Cortina was developed as a streetable vintage race car over a lengthy period by John McCoy at OmniTech Engineering of Bellevue, Washington. It has been run at various vintage events throughout the Northwest for almost 15 years, and is supplied with FIA-CACC logbooks and homologation paperwork.

The constructor advises that this left-hand-drive car with the desirable live rear axle was restored to factory specifications in the early 1990s with originality in mind, retaining its original body tags and as many original components as possible. The original body was tired, so McCoy re-shelled it with very hard-to-locate OEM parts. The car is attractively finished in its original Ford color scheme of *Ermine White* with a *Sherwood Green* side flash. There is a full tubular steel roll cage which makes this car very stiff, and the

interior remains factory stock with the exception of the steering wheel, seats, and carpet.

The builder states that the engine is an Omnitech Stage 4 all-steel 1594cc Ford-based twin-cam producing an estimated 190hp with a very flat torque curve. It is protected by an Accusump lubrication system and an increased-capacity radiator. A lightweight flywheel with a Tilton rally clutch drives a Quaife-prepared four-speed gearbox with dog engagement, heavy-duty shifter and reverse lockout. The 4.70 rear axle is race-prepared with limited-slip, while a custom-made 10-gallon fuel cell with a fuel gauge has been installed for safety on the track.

Underneath, the suspension, which includes front lower control arms reportedly from an ex-works racing car, is modified to sanctioning body limits. An alloy crossbar strengthens the McPherson strut front suspension. The brakes have been upgraded with a Cortina Mk II master cylinder and front disc calipers, while the rears are the factory drum type, all with race pads and linings. The car currently wears a set of attractive Panasport aluminum wheels with racing tires. The consignor states that this Cortina is track-ready, subject to normal pre-race servicing and individual setup requirements, and was most recently run at the Maryhill Hillclimb at Goldendale, Washington.

\$55,000 - 75,000

Please note this vehicle is titled as a 1967 English Ford, with chassis no. BA74M59831.



1935 Lincoln Model K 304-B Non-Collapsible Cabriolet

Coachwork by Brunn & Company

Chassis no. K4280 Engine no. K4280

414ci L-Head V12 Engine Single 2-Barrel Carburetor 150bhp at 3,800rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Bendix Duo-Servo Mechanical Drum Brakes

- Subject of a nearly \$400,000 restoration
- Numerous Concours awards
- Elegant coachbuilt Lincoln
- One of only 13 Non-Collapsible Cabriolets built and one of only four remaining
- CCCA Full Classic® qualification







The Model K

The big, smooth L-head 67° V-12, which Lincoln engineers designed for 1933 models to succeed the 60° V-8 designed by Henry Martyn Leland for his first Lincoln automobiles, was in the mainstream of 1930s classic car design. Increased to 414 cubic inches in 1934, neither its L-head design nor the single carburetor that fed it fuel and air contributed to its scintillating performance. It did, on the other hand, have ample torque delivered with silky multi-cylinder smoothness and would pull steadily from negligible revolutions.

Edsel Ford had long since resolved the first Lincolns' stodgy body designs by relying on Ford's own designers and a loyal retinue of coachbuilders including Brunn, LeBaron, Willoughby and Judkins. The coachbuilders supplied both individual bodies and a steady stream of up-to-the-minute ideas which could

be incorporated in Lincoln's own coachwork. 1935 brought important visual changes in Lincoln design with the passenger compartment moved forward on the wheelbase and the hood shortened accordingly. It was a design concept mirrored in Fords that year as well. Claimed benefits included a lower center of gravity for better handling and a smoother ride.

Although only 1,411 were built in 1935, Lincoln found enough demand to sustain itself during these difficult years of the Great Depression.

The Motorcar Offered

This Lincoln has clearly led a charmed life; it has been exceptionally fortunate to have fallen into the hands of very careful owners at least twice — the first time when it was ordered with one of the rarest bodies to grace a Model K in '35 and again less than four years ago when the current vendor began a nearly \$400,000 restoration of the car to exacting, Concourswinning standards.

Among the custom bodies available was the unique Non-Collapsible Cabriolet style by Brunn seen here. Based off of the Semi-Collapsible Cabriolet that Brunn had debuted in 1929 on a Lincoln at the Paris Auto Salon, the elegant Non-Collapsible body style placed a fixed roof atop the rear passengers while still allowing the chauffeur to be set in an open cabin — similar to a town car. Carrying nearly identical lines to its open brethren with its padded top and









faux landau bars, it would earn the moniker of the 'President's Car' when the first President of the Philippines ordered a Non-Collapsible Cabriolet — a car that still survives today at the Presidential Museum in Manila.

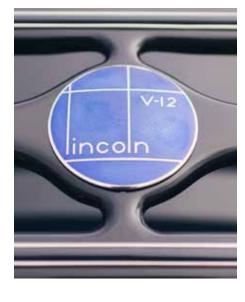
Only 13 Non-Collapsible Cabriolets were produced (and an identical number of Semi-Collapsible), but only four are known to survive today.

The early history of this car is as yet lost in the sands of time. It was acquired by the vendor from a Canadian body shop where it had sat for many years. Complete but in need of a total restoration, a high quality refurbishment was begun in 2009 to bring the car back to its former glory. Stripped to bare metal, every part was finished to the highest standards. All of the metal panels were thoroughly inspected

and redone or replaced as needed with correct aluminum coachwork. Finished in time for the start of the 2012 show season, it debuted at the Amelia Island Concours where it took Best in Class. It scored a similar result in Seabrook, Texas at Keels and Wheels and it continued its awards march at other Concours showings that year as well.

Judged as a 100-point car numerous times, it is certainly among the finest Lincoln Ks out there. With plenty of available opportunities to show and compete with the car, as well as inclusion in numerous exciting CCCA events as a Full Classic®, this elegant town car will unquestionably provide plenty of enjoyment for its next owner.

\$165,000 - 195,000





1963 Chevrolet Corvette 327/340HP Coupe

Chassis no. 30837S119672 Engine no. 3119672 FO710RE

327ci OHV V8 engine Single Carter Type AFB Four-Barrel Carburetor 340bhp at 6,000rpm

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

- Unparalleled originality, a true preservation piece
- Just a hair over 14,000 miles from new
- Extensively documented from the factory
- Only a handful of careful owners
- Driven less than 500 miles in the last 30 years







The Sting Ray Corvette

To say that the Sting Ray's arrival for 1963 caused a sensation would be grossly understating its impact on the North American sports car market. Such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand.

Designed by General Motors' Art & Colour Studio chief Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's



successful Stingray sports-racer penned by the talented young stylist Larry Shinoda. For the first time there was a Gran Turismo coupe in the range. Controversial at the time, the coupe's divided rear screen would last for one year only; many cars were subsequently converted to one-piece glass, making the survivors with this feature the most collectible of all 1963-67 Corvettes. Other features included hidden headlamps and in keeping with Corvette tradition the panels were made from fiberglass.

The Motorcar Offered

A split-window Corvette Coupe is one of the most desirable Sting Rays around. An exceptionally original car with documented history from new is even better.

The Corvette was purchased on October 14th, 1963 from Dutch Folk Chevrolet in Akron, Ohio as a fit for Mrs. Jane T from her husband. Ordered in the elegant combination of Ermine White paint over Saddle Tan leather, the Prices must have sought performance when they ticked the boxes for the 4-speed manual transmission (RPO M20), the posi-traction rear axle (RPO G81), the 6.70" by 15" blackwall rayon ply tires (RPO P92), and for the 340bhp V8 (RPO L76)—the most power carbureted engine on offer. The total came to \$4,100.

Mrs. Prince babied the car. According to a letter she sent to the then-owner in 1989, the 'Vette











was never driven in the rain or snow, and parked in a carpeted garage with a quilted blanket over it. The car was rarely used. She had four children—but only one other seat in the car—so it was more often brought out for the family to wash it than to ride in it. Barring occasional Sunday drives with her husband, the Split Window remained sparingly used by the time she put the car for sale in the local Akron paper in January 1986 for \$25,000.

The classified was answered by Randal Birk of Johnstown, Pennsylvania who became the second owner. Correspondence from Mr. Birk to the car's third owner, Bruce Karlin of Huntingdon Valley, Pennsylvania, indicate that when he collected the Corvette from Mrs. Price in the beginning of 1986, it had 13,530 original miles and was in "excellent and original condition." Mr. Birk would only add another 250

miles to the clock before selling the car to Mr. Karlin in February of 1989. As the third owner of the white Corvette, Mr. Karlin would continue to care for the car and barely drive it. By the time it was acquired by the current vendor in 2006, it had only 13,990 original miles.

Nine years after purchase, fewer than 70 miles have been added to the ticker. Today the car shows very well having been lovingly maintained for the last half a century. As original as they come, it is reported that the only things that have been replaced are the exhaust system and battery. It is even fitted with its original wheels and tires—accompanied by a set of newer tires fitted to a second set of wheels for when a bit of road use is desired. Extensive documentation includes the original build sheet from Chevrolet, the title that was first issued to Mrs. Price, the Corvette Owner Card given to Mrs. Price, the

original owner's manual and warranty card, the classified ad Mrs. Price placed offering the car, the title issued to Randal Birk, and a selection of Polaroid's from Mrs. Price dating to when she first acquired the car.

A perfect candidate for the Bloomington Gold® Survivor® Award, here is a rare opportunity to acquire a Corvette that is as close to 'showroom fresh' as they come.

\$100,000 - 125,000



1472001 Bentley Azure Convertible

VIN. SCBZK22E01CX62625

6,750cc OHV Turbocharged V8 Engine Electronic Fuel Injection 385bhp at 4,000rpm 4-Speed Automatic Transmission 4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Exquisite example of Bentley's flagship Convertible
- Less than 37,000 miles from new
- Opulent luxury inside and out
- Powerful Bentley V8 to match its looks
- Offered with CARFAX report and service history







The Bentley Azure

Based on the potent Bentley Continental R, the drop head Azure version was one of the fastest and most powerful cars of the era. The Geneva Auto Salon was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name – 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the south of France. The famous Italian styling house Pininfarina – a firm with unrivalled experience in the design of soft-top Gran Turismos – had been chosen to develop the Azure on the four-seater Continental R platform, and there was no question that the result was most successful.

Body shells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped to the UK for finishing at the Bentley factory at Crewe. Mechanically the Azure was similar to the Continental R, but with an engine further up-rated to 385bhp.

Hailed by its maker as 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in the US where its combination of unmatched luxury, effortless performance and soft-top style was highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

The Motorcar Offered

The fine Azure offered here was completed by Crewe's skilled craftsmen in the spring of 2001. It was soon after shipped to the US, where its first owner, a New Jersey resident, took delivery in July that same year. By 2003 the Bentley was in Arizona, where it remained for about a year, before heading east once more, to Naples, Florida. The car would remain in Florida until 2013, receiving periodic service and maintenance. Finished in an elegant shade of Maroon over an interior trimmed in tan Connolly hides with neatly color-coded maroon piping, the Bentley shows very well. Luxury carpets and walnut wood finishes invite passengers into a rarefied environment. All imaginable amenities are present in the cabin, while its convertible top allows its lucky occupants to take full advantage of fair weather days. With fewer than 37,000 miles from new, service history included and a clean CARFAX report, this is a very fine Bentley that should provide much enjoyment for its next keeper.

\$70,000 - 90,000 Without reserve



1968 Jaguar E-Type 4.2-Liter Series II Roadster

Chassis no. 1R 7088 Engine no. 7R 1208-9

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

- Long history of California ownership
- Matching numbers example
- Originally delivered to California
- Sparingly driven in recent years
- Recent paint and brand new interior





The E-Type Series II

Launched in October 1964, the 4.2-liter version of Jaguar's sensational E-Type brought with it a more user-friendly all-synchromesh gearbox and a superior Lockheed brake servo along with the bigger, torquier engine. Like its 3.8-liter forbear, the 4.2-liter E-Type was built in roadster and coupe forms, and in 1966 gained an additional '2+2' variant on a 9"-longer wheelbase.

Changes to United States safety and emissions legislation prompted the revised Series II E-Type of 1968. The headlight fairings were deleted, enlarged side and rear lights adopted, while a thickened front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

The Motorcar Offered

Built on August 14, 1968 according to factory records, this charming E-Type Open Two Seater was dispatched just over one month later to Jaguar Cars, New York, eventually finding its first owner out West, a Mr. Edwin Gabay of Glendale, California. It appears the Jaguar remained on the West Coast; its prior owner, of Big Bear, California, acquired the car in 1998 and was under the impression he was only the car's third owner. Apparently a garage queen for many years, the Jaguar has been driven sparingly since then.

Originally finished in Daimler Silver Grey over black upholstery with a matching black top, this left-hand-drive Roadster is understood to have had its engine and drivetrain rebuilt during 1997-1998 and has seen few miles since. The matching numbers engine is reportedly the highcompression European-spec version with the gold head and triple SU carburetors in place of (American spec) twin Strombergs.

In recent years, the Jaguar was finished in the period-correct shade of primrose yellow that it currently wears, and a new black leather interior has just been installed. Offered with a tool kit and an extensive file of receipts documenting its restoration, this lovely Series II E-Type is an attractive example of the breed, boasting a long history of California ownership.

\$80,000 - 100,000



149 1965 Porsche 911 Coupe

Chassis no. 302226 Engine no. 902350

4-Wheel Disc Brakes

1,991cc SOHC Flat 6-Cylinder Engine 2 Solex Carburetors 130bhp at 6,100rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension

- A true barn find example of the first 911 model
- Exceedingly original condition throughout
- Matching numbers example
- Factory delivered in Irish Green over Beige
- Offered with Porsche Certificate of Authenticity







The Porsche 911

"Is the 911 the Best Design Ever?"
- Allen St. John, Forbes magazine, April 2012.

This rhetorical question is just one of many tributes provoked by the recent passing of Ferdinand Porsche, all of which reference the 911. It serves as a poignant reminder that among Porsche's many achievements, he created one of the world's most revered production sports cars, a series that continues to endure over half a century after its introduction. Now on the far side of its 50th anniversary, the iconic shape of the 911 remains as coveted as it ever was. For drivers seeking state of the art technology, the seventh generation of the 911 will satisfy their needs, while each of its previous iterations provides a clear picture of the evolution of its design and formidable performance. Without question the most historically significant Porsche model of all time, the 911 lives on.

The 901 prototype would be introduced at the September 1963 Frankfurt Motor Show, though it would be towards the end of 1964 before Porsche was ready to put the new model into production at Zuffenhausen. First, the name had to be changed, as Peugeot owned the rights to car model names using three digits and a zero in the middle, and took issue with Porsche over their proposed nomenclature. So 911 it was.

Today, early 911s continue to be competitive in vintage racing and rallying, while making for one of these most popular and usable vintage sports cars for the road. The earliest models possess a unique purity and elegance, and as the first of the breed, the 1965 models are by far the most sought-after.

The Motorcar Offered

According to the Porsche Certificate of Authenticity issued for this car, this 911 was built as a 1965 model year car and completed at the Zuffenhausen Porsche works on September 2, 1965. It was finished in the same color combination it wears today, 6606 *Irish Green* over a beige leatherette interior with the 901 5-speed manual transaxle. The new 911 was fitted with American-spec lights and lenses, and shipped off to the States to be received by its first owner.

Service records indicate winemaker Mr. Kurt Kalb of Pennsylvania owning the car in 1971, and it is quite possible that Kalb was the car's first owner. Mr. Kalb is believed to have sold the green 911 to its next long-term owner, Dr. Brody, a psychiatrist at the Embreeville, Pennsylvania psychiatric hospital, in the late 1970's. By the mid-1980's, Dr. Brody had parked











the very original 911 in a barn near Spring City, Pennsylvania, and there it sat until 2012.

When discovered in the barn by its present owner, he quickly realized it was something very special: a very original 1965 911 with its matching numbers engine intact, and its correct date-coded wheels with hubcaps still in place. A car that was never taken apart for restoration, the 911 shows original paint in the doorjambs and compartments, and possibly some exterior panels as well. The original chrome and bright work is still in place. Inside one finds a nearly completely original interior, from seat and panel upholstery, to headliner, wooden dash veneer, steering wheel and gauges, all intact and original. The floors are solid and original, and throughout the car no major rust or previous rust repairs have been found. The engine compartment is correct

and largely untouched as well, and recently the engine was run under its own power although with alternate fuel delivery. Old PCA membership plaques mounted on the rear engine grille attest to Dr. Brody's enthusiastic ownership and involvement in the club.

Here is a chance to buy one of the very rare, first of the line examples of the iconic 911, in a wonderful color combination. A matching numbers example, this highly original 911 would be a perfect candidate for a light re-commissioning, or a full nut-and-bolt restoration to PCA judging standards.

\$55,000 - 75,000 Without Reserve





1957 Cadillac Eldorado Biarritz Convertible

Chassis no. 5762111959

365ci OHV V8 Engine
2 Four-Barrel Carter Carburetors
325bhp at 4,800rpm
4-Speed Hydra-Matic Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Power-Assisted Drum Brakes

- Recent recipient of a highquality restoration
- Heavily optioned example including dual-quads and air conditioning
- GM's top-of-the-line convertible for 1957
- Splendid jet-age styling
- Ex-Robert E. Turnquist







The Eldorado

From their radically curved wraparound windshields to their unusual "X-member" frames, the 1957 Cadillacs were virtually all new. Engineered to maintain Cadillac's "Standard of the World" prominence, the '57s evidenced a fresh and pleasing vigor in their styling. Cadillac customers could choose from two convertible styles—the traditional Series 62 offering, or the ultra-prestigious Eldorado Biarritz.

Cadillac had debuted the first Eldorado, a special sports convertible that introduced the wrap-around windshield, in 1953. Price at an astounding \$7,750, that ultra-plush first edition attracted 532 buyers. Sales rose in 1954, as the Eldorado became for that year essentially a specially trimmed Series 62 Convertible. The 1955 Eldorado was more distinctive, with its exclusive sharp-edged fins. In 1956, the Eldorado became available in

both "Biarritz" convertible and "Seville" two-door hardtop models.

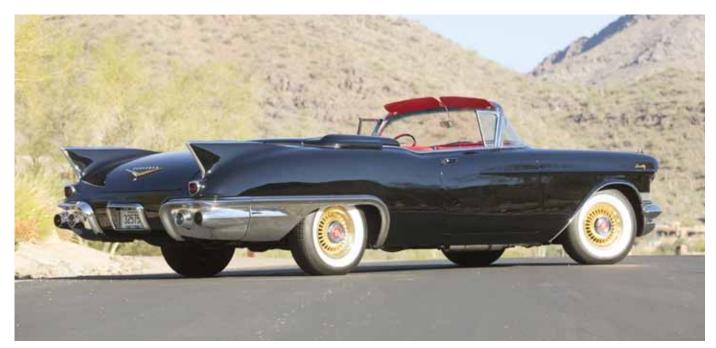
Stylists working under the direction of GM design chief Harley Earl made the 1957 Eldorados more special than any preceding editions. The softly rounded rear sections of the Eldorado bodies were obviously inspired by GM Motorama show cars. Blade-like fins jutted forth from the tapering rear deck. A split rear bumper and memorable tail lamp treatment lent further distinction. Special 15-inch chrome-finish Sabre-Spoke wheels were standard on the Eldorados. The Biarritz was supplied with a fiberglass reinforced plastic top boot, finished in the same color as the car body.

Eldorado standard equipment for 1957 included almost every conceivable power-assist and luxury feature available at the time. These

included a power six-way front seat, left-hand remote outside mirror, a radio, and power steering, brakes and windows. Air conditioning, E-Z Eye tinted glass and an automatic headlamp dimmer were among the few extracost options. The Biarritz convertible listed for \$7,286—about \$2,000 more than the ticket for a Series 62 convertible.

Cadillac produced a total of 1,800 Eldorado Biarritz Model 6267SX convertibles for 1957. (The 'S' in the model code indicated special styling, while the 'X' was GM code for a body style equipped with power windows.)









The Motorcar Offered

Originally finished in Elysian Green Metallic with Light Green Metallic leather trim and a white top, the car spent 25 years in the barn of noted New Jersey restorer Robert E. Turnquist before being sold from his estate to the penultimate owner. Complete but in need of a total restoration, a thorough operation was begun in 2009 by restorer Bill Frye in Nevada to bring the car back to like-new condition with little regard for cost. Entirely disassembled, the body, frame and chassis were sanded, sealed, restored to factory specifications and finished in rich black paint. The interior trim was removed, measured, and meticulously reproduced in new red leather by Arturo's Aircraft Upholstery in Kingman, Arizona. All of the chrome and aluminum trim was sanded, refinished and rechromed as well, with bills for the chrome trim alone amounting to over \$25,000.

Not just for show, the Caddy was mechanically refinished as well. The motor was torn down, and new rods, pistons, lifters, connecting rods, seals, rings, bearings and camshaft were fitted. NOS parts were used wherever possible. The transmission and brake system were similarly overhauled. Even the convertible top mechanisms were restored with a new black vinyl top installed.

Completed in 2010, the finished product still shines today. Outfitted with 6-way power seats, 'batwing' air cleaner with dual 4-barrel carbs, E-Z Eye, heater and desirable air conditioning, it is a nearly six decade old luxury car with comfort that rivals – and even exceeds - many modernday drop tops.

\$130,000 - 160,000





151 1968 Bentley T Series Sedan

Chassis no. SBX 6330 Engine no. 6330

6,230cc OHV V8 Engine 2 SU Carburetors 205bhp at 4,500rpm

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

- Rare, US delivery T Series
- A factory left hand drive example
- Beautifully maintained condition
- Elegant post-war Bentley of exceptional build quality
- Complete with build sheets, service records, books and tools







The Bentley T Series

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

The Motorcar Offered

A copy of the factory build sheet attests that SBX 6330 was an American market, lefthand-drive example, delivered in two-tone Sand over Sable with a beige interior. Once owned by noted collector Woody Richey of St. Petersburg, Florida, in more recent times it resided with a North Carolinian collector. Importantly, the car is offered with service history for the last two decades, documenting its progressive sympathetic refurbishment resulting in the fine order in which it presents today. Repainted in 1990, the Bentley has clearly been well-cared-for and still looks aristocratic in its two-tone scheme today. Driven often, but clearly well maintained, the Bentley has been updated with a slightly later second series leather covered steering wheel.

Described by the vendor as a great running and driving example, the Bentley's air conditioning

blows cold, and other systems remain in good working order. Supporting this well presented car is a documentation file including build sheets, service record binder, owner's manual; additionally, the tool kit, jack and two keys are still present. All in all, this makes for a stylish and complete package, and is perhaps the most affordable way to enter the wonderful world of vintage Bentley motoring.

\$20,000 - 30,000 Without reserve





1964 Fiat 2300S Coupe

Coachwork by Ghia

Chassis no.114BS*129460 Engine no.114B006

2,279cc OHV Inline 6-Cylinder Engine 2 Weber Carburetors 136bhp at 5,600rpm 4-Speed Manual Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Disc Brakes

- Rare coachbuilt Ghia model
- Details reminiscent of more expensive Italian GTs
- Six-cylinder performance with luxury appointments
- Model rarely seen in the US
- Desirable twin-carbureted 2300S







The Fiat 2300S

Today, Fiat is best known as a volume manufacturer of small cars. It wasn't always so. In the early 1900s, big four-cylinder Fiats had displacements of six to ten liters. In the early 1950s, Fiat produced a sporty V8 model, called Otto Vu or 8V, albeit of modest two liter displacement, and the famed Dino V6 cars of 1967 -1973 were indeed baby Ferraris. Often forgotten among all this excitement are the six-cylinder 2300 cars of the 1960s.

Introduced in 1961, the 2300 was Fiat's flagship of the era, powered by a 2,279 cc ohv six. A logical successor to the 2,100 of 1959-1961 and a larger sibling to the 1959-1968 1800, it shared their 2,650 mm (104-inch) wheelbase. Developing 105 bhp (136 for the twin-carb "S" version) it had four-wheel power-assisted disc brakes. A true automatic transmission was available for the first time on a Fiat, but most

cars had the standard four-speed manual.

A Ghia-designed coupe prototype was shown at the 1960 Turin Motor Show, and entered production in 1962. Executed in the *Gran Turismo* idiom, the coupe was well appointed. Britain's *The Motor* wrote of "stability, comfort, and responsive handling at very high speeds." Often referred to as a poor man's Ferrari GT, the 120mph performance that the 2300S Ghia Coupe offered was not to be sniffed at.

The Motorcar Offered

This charming 2300S is presented in a periodcorrect silver grey over red leather upholstery, most likely its original color combination. Purchased in 2005 by the vendor, the early history of the 2300S is unknown, but it is reported to be very original and a good driver, with good compression, a smooth-shifting transmission, and overall a very pleasing patina of age. A Ghia radio delete plate ensures a clean and uncluttered dashboard featuring only the essential gauges one would expect to find in a true gran turismo. These coachbuilt Ghia-bodied Fiats are stylish and underrated performers; with their twin Weber carburetors and disc brakes, the specification is sophisticated, while the looks evoke much more expensive Italian GTs. Rarely seen in the United States, the 2300S will star at any gathering of Italian sports cars.

\$20,000 - 30,000 Without reserve



153 1950 Jaguar XK120 Roadster

Chassis no. 670405

3,442cc DOHC Inline 6-Cylinder Engine
2 SU Carburetors
160bhp at 5,000rpm
4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- Highly original and unrestored XK120
- Largely preserved car with original body and interior
- Few owners, believed to be fewer than 85,000 miles from new
- Offered with rare Glasspar hardtop
- Eligible for many rallies and driving events







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 just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise.

Its stunning appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis featuring independent front suspension by means of wishbones and torsion bars, a live rear axle and drum brakes all round. The car's heart was, of course, the fabulous XK engine. Intended for Jaguar's post-war range-topping saloon, the 3.4-liter six embodied the best of modern design,

boasting twin overhead camshafts running in an aluminum-alloy cylinder head, seven main bearings and a maximum output of 160bhp. When installed in the lightweight XK120, the result was a car with a phenomenal power-toweight ratio and blistering performance.

The XK120 set new standards of comfort, handling and performance for sports cars and in keeping with the Jaguar tradition there was nothing to touch it at the price. Coupe and drophead coupe versions followed, which provided the opportunity to offer a luxurious interior with copious amounts of wood veneer. Regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

The Motorcar Offered

As indicated by Jaguar's archives, this XK120 was built in the summer of 1950 as a left hand drive Roadster, in silver over red upholstery with a gunmetal top. Its original distributor is recorded in Jaquar's archives as Thomas Plimley of Vancouver, Canada. The consignor states that the Jaguar's first owner was the founder and President of the Montreal Jaquar Owners' Club, and understands that the car was first registered in Montreal, Quebec, in 1951. As a Canadian-delivery model, this XK120 was fitted with European "tripod" headlamps, adding to its appeal. It also features a heater, unusual because Jaguars of the day lacked this comfort item. Because the Montreal Jaquar dealer also sold new Packards, a Packard under-seat heater was neatly installed upside-down beneath the dashboard, no doubt adding to the car's coldweather usefulness.









After the original owner's death in the mid-1990s, the car was acquired by its second owner, Mr. Dean Watson. The consignor purchased the car in 2008 with just over 77,000 miles recorded, and took it home to British Columbia. He believed that this XK120's indicated mileage of around 84,000 was original, while further feeling that the car was never exposed to rain or road salt. The Jaguar appears to have benefitted from installation of a new clutch and throw-out bearing, while there is a new stainless-steel exhaust system underneath. The internal condition of the engine is unknown, but the consignor says the compression is excellent, and the car runs well.

With just three devoted owners from new, this 1950 Jaguar XK120 Roadster displays a pleasing patina of age in every aspect. Retaining its original red leather upholstery, convertible top,

and tonneau cover - all in very good condition this XK120 is a survivor that reflects its age with dignity and the well-worn feeling of a precious heirloom. Even the spare tire is believed to be the one it left the factory with, while a factory service manual and maintenance handbook are included. Also included is a rare Glasspar plastic hardtop. According to the website "Forgotten Fiberglass", Glasspar, a Southern California company known for manufacturing after-market hardtops in the 1950s and early 1960s, offered these desirable accessories through Jaguar dealers in North America. A great and very original example of the classic 120 Roadster, with a clear history from day one, this is a fine way to experience Sir William Lyons' most memorable achievement.

\$70,000 - 100,000

Please note this vehicle is titled as a 1951.

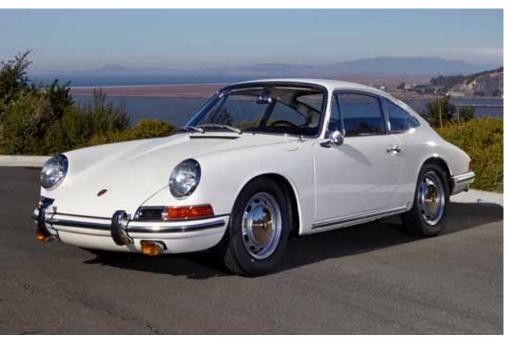


154 1967 Porsche 911 2.0-Liter Coupe

Chassis no. 306528 Engine no. 909869

1,991cc SOHC Flat 6-Cylinder Engine Dual Weber Carburetors 130bhp at 6,100rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- Matching numbers example
- Restored to original specification by a marque expert
- Attractive color combination
- Desirable Bosch H-1 headlights
- Period-correct rear-window wiper and fog lamps installed





The Porsche 911

The Porsche 911 has become the most popular and longest-lived sports car in history, and with good reason. Its familiar profile has remained almost unchanged over half-a-century, and is instantly recognizable everywhere in the world. The light, powerful, and somewhat visceral six-cylinder 911 was unveiled in 1963 as the successor to the popular 356 series, and production for the 1965 model year began soon afterward.

Only 3,421 examples of the "O"-series 911 coupe were produced for 1967. Weighing less than 2,400 pounds and boasting a sophisticated torsion bar suspension with front McPherson struts, rack-and-pinion steering, and large disc brakes all around, the 911 was quick and agile, soon becoming a sought-after platform both for everyday motoring and track competition.

The Motorcar Offered

While its early ownership history is unknown, this very attractive 1967 911 coupe appears to have spent its life in California. It has been in the possession of the San Francisco Bay Area consignor, a long-time collector of shortwheelbase 911s, for the past 15 years. It was recently treated to an intensive two-year cosmetic and mechanical restoration.

The consignor informs us that the 911 was in non-running condition when he acquired it, and the restoration included installation of a new front suspension pan. The body was stripped to bare metal and resprayed its original color of 6604 Light Ivory. The floorpan was correctly undercoated. The seats were completely rebuilt, including new padding. The black leatherette interior with off-white headliner and charcoal velour carpeting were supplied by Autos International. The reclining mechanisms were

re-chromed. All the instruments were rebuilt by North Hollywood Speedometer. The odometer was re-set to zero; the car's original mileage is unknown. All switches and controls are original; other parts were either replaced with new OEM or good used or rebuilt items, and replated where necessary.

The two-liter opposed air-cooled six, number 909869, and the five-speed transaxle, number 130 676, are original to this car, adding to its desirability. Both were completely rebuilt by the consignor to factory specifications, as were the four-wheel disc brakes. The factory's Certificate of Authenticity states that this car was originally fitted with a radio antenna and speaker, but a radio was not installed (a common practice for the period), and the car is presented in that form today, with a correct factory blank panel on the dashboard.









The consignor has installed a set of very hard-to-find Bosch H-1 twin-bulb headlights and a rear-window wiper assembly, both period-correct. New door locks were installed, matched to the ignition key.

This car left the factory with silver-painted 4 ½-inch-wide steel disc wheels with chromed hubcaps as it wears today, giving it the pure look of an unmodified car of the period. The hubcaps supplied are adorned with attractive full-color enameled Porsche crests, while a correctly-dated steel spare wheel, jack, and tool roll complete the package.

Early 911s are now highly sought-after not only for their design but for their ease of use and pleasing driving experience, and 306528 is one of the nicest that has come our way. It is certain to provide many miles of enjoyable driving for

its new owner, as well as the opportunity for display at Porsche club Concours events. \$120,000 - 160,000





1963 Rolls-Royce Silver Cloud III Long Wheelbase Touring Limousine

Coachwork by James Young Ltd.

Chassis no. CCL 33

6,230cc OHV V8 Engine 220BHP (estimated) 4-Speed Automatic Transmission Front Independent Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Rare Long Wheelbase Silver Cloud III
- Fine James Young limousine coachwork
- Long-term ownership
- Excellent tour car with room for the whole family
- Exquisite Rolls-Royce craftsmanship







The Rolls-Royce Silver Cloud

Catering for the stately limousine market in the 1950s, Rolls-Royce offered the royalty and heads of state-only Phantom IV and the generally available, if somewhat dated, Silver Wraith. Following the introduction of the Silver Cloud and Bentley S-Type, a longwheelbase version of this more modern design was made available, with bodies closely based on the factory's standard offering. Four inches longer in the wheelbase than the standard saloon and usually fitted out with an internal division, the majority of these bodyshells were extended by Rolls-Royce's in-house coachbuilder Park Ward (soon to become H J Mulliner, Park Ward) at its London works and finished off at the factory in Crewe. A select few also received bodywork by external coachbuilders such as James Young.

These long-wheelbase models continued

after the introduction of the new 6,230cc aluminum-alloy V8 engine on the 'Cloud II/ S2 in the autumn of 1959, offering a less expensive alternative to the newly introduced Phantom V, similarly they were offered on the Silver Cloud III or S3 chassis. On the Rolls, long wheelbase cars accounted for a little over 10% only of the 2,300 units produced, with 253 being built.

The Motorcar offered

According to its original factory records CCL 33 was sold new in the UK, originally being built for a Mr. V. A. Ercolani of Broad Oaks in Chigwell, Essex. Mr. Ercolani took delivery of the car in September 1963 and registered it with the personal British Plate of "VE 3" - a striking number for what was a striking and individual car. Mr. Ercolani was a pioneer in laminate furniture industry, noted for his Ercol branded outdoor furniture as well as for its use of the same technology in the construction of the De Havilland Mosquito aircraft. Although not specifically designated as such on the order paperwork present at the time of cataloguing, the design appears to adhere closely to James Young's famed reference number 'SCT 100'. This body style is one that has always been coveted as it undoubtedly improves on even the handsome factory offering and has distinct,











more sporting, lines. The Rolls was finished in 'Special Dark Maroon' paint scheme and with tan leather, according to its order from Jack Barclay. Mr. Ercolani traded his Silver Cloud 1 also with James Young coachwork against his new purchase.

It is not known when Mr. Ercolani sold the car, but he certainly retained his 'vanity' plate and the car was re-registered with the period London license plate it still wears to this day. Later the car would cross the Atlantic and become the property of Frank Matthew Jr. of New Orleans, Louisiana. It is understood that some 35 years ago, when the car itself was only 15 years old it arrived in the present family ownership.

Over the ensuing three decades, the car has covered very limited mileage and spent the

majority of the time sympathetically stored. Today, it is in presentable order, with clean magnolia leather interior piped in burgundy and with plush burgundy carpets and overrugs. Aesthetically, a much older repaint to the current tobacco brown scheme carried out in previous ownership has worn well but is a little faded and there is some loss/flaking from the top of the firewall. In preparation for its sale, the Rolls has been re-commissioned by Chris Kidd at Tired Iron Works in Monrovia, California, but may require a more thorough mechanical service prior to long distance or regular use.

Offered from its long term ownership, this affordably priced late coachbuilt Rolls-Royce is deserving of attention.

\$50,000 - 60,000





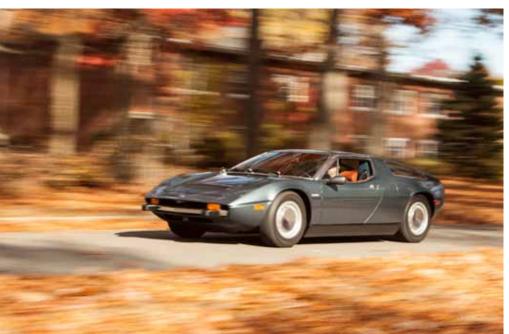
1973 Maserati Bora

Design by Giorgetto Giugiaro

Chassis no. AM117 49US652 Engine no. AM107 1149648 (see text)

4,136cc DOHC V8 Engine 4 Weber Carburetors Approximately 300bhp at 6,000rpm 5-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- One of only 564 Boras produced
- Delivered new through US importer Bob Grossman
- Elegant color combination
- Known ownership history since new
- Highly underrated 1970s
 Italian supercar







The Maserati Bora

The highlight of 1971 Geneva Salon was undoubtedly the sensational new Maserati Bora. With the Bora's introduction, the great Modenese manufacturer followed other supercar constructors in going midengined, while at the same time abandoning its traditional tubular chassis technology in favor of unitary construction. Named after an Adriatic wind, the Bora was the work of Giorgetto Giugiaro's Ital Design, at least as far as its body shell was concerned; the mid-mounted engine was Maserati's familiar four-cam V8 in 4.7-liter form, the five-speed transaxle came from ZF and the all-independent double-wishbone suspension was penned by Giulio Alfieri, co-designer of the legendary 250F Formula 1 single-seater.

One of the first 'new generation' models to appear following Maserati's acquisition by

Citroen, the Bora used the latter's hydraulic technology to adjust seats and pedals, raise the headlamps and operate the excellent powerassisted brakes. A slippery shape plus 310bhp made for a very fast car - top speed was around 258km/h - and the Bora had acceleration and handling to match. From 1973 a 4.9-liter version became available, boasting an extra 20 horsepower and commensurately improved performance. By January 1976, Maserati's management apparently had discussed shelving the Bora but later that year decided to continue, with the model finally phased out by 1979. Despite its great performance and enviable spec sheet, the total number produced from 1971 to 1979 was only 564. The Bora was a stunning supercar by any standards, both then and now, and can be considered a great value as an extremely limited production Italian supercar of the 1970s.

The Motorcar Offered

According to Maserati Classiche, this Bora was built in September 1973 as a US market, 4.9-liter example, and finished in *Oro Kelso* Gold over black Connolly leather interior. It was fitted with Campagnolo wheels and a manual ZF five-speed transaxle. The new Maserati arrived in the US later in 1973, and was here received by legendary Bob Grossman Imports in Nyack, New York. Grossman distributed the car to Continental Motors of Hinsdale, Illinois, who sold the car to its first owner, a Mr. Pasqualli











Colucci of Chicago, Illinois. The Bora is believed to have remained in Mr. Colucci's ownership through 1983, when another Illinois resident, Mr. Rocco Claps, purchased the car.

From here the Bora went to Colorado in 1995 when it was acquired by Dr. Jerry Bartley, before being purchased by Carl Haas, a motorsports legend well-known as team owner of the legendary Newman-Haas racing team.

Finished today in a very tasteful dark blue metallic, with beautifully contrasting *Cuoio* brown leather interior, the Bora presents extremely well. It should be noted that the engine installed in the car appears to be from an earlier Tipo 107 Maserati Quattroporte. The indicated mileage of less than 37,000 is believed to be the actual figure since new. A recent re-commissioning included an engine

out service with the installation of a new clutch, while the brakes and air conditioning system were serviced. Offered here without reserve, Bora appear to represent excellent value, especially when compared with their contemporary competitors from Ferrari and Lamborghini, which have escalated in value by leaps and bounds while Boras seem to remain somewhat undiscovered. A very attractive example of Maserati's striking V8 supercar, this Bora is poised to provide high-speed thrills in superior 1970's style.

\$90,000 - 110,000 Without reserve

Please note this vehicle is titled as a 1974.





157 2010 Ferrari 599XX

VIN.ZFF69PXX000170902

5999cc DOHC V12 Engine Electronic Port Fuel Injection 720bhp at 9,000rpm 6-speed Auto-Manual Transmission with Paddle Shift 4-Wheel Independent Suspension 4-Wheel Carbon-Ceramic Disc Brakes

- One of only 29 purpose-built Ferrari spec 599XX racers
- Never raced, delivery miles only
- Stunning performance
- Advanced suspension and cuttingedge aero management
- Supplied with extensive spares package







The Ferrari 599XX

Certainly among the fastest two-seat passenger cars ever produced by the house of the Cavallino Rampante in Maranello, the 599XX is a technological tour de force. Based on the 599 GTB Fiorano and the FXX Evoluzione, it was unveiled at the Geneva Auto Show in 2009 and built as orders were confirmed. Intended as a limited-production track-only weapon and development test-bed, only 29 examples are known to have left the factory, although several additional chassis numbers are listed as "Unconfirmed" Ferrari's website states that the 599XX was aimed at customers "who can use it to race and be part of the so-called Corse Cliente program", with events scheduled at a variety of Grand Prix and high-speed sports-car circuits in Asia, Europe, and the United States.

599XXs were constructed on an aluminum frame with a wheelbase of 108.3 inches. Overall

length of the carbon-fiber and aluminum body is 188.5 inches, its width is 77.6 inches, and overall height is 50.5 inches. Curb weight listed as 3350 lbs. An all-alloy, 65-degree doubleoverhead-cam transversely-mounted V12 engine displaces a whisker shy of six full liters, with four valves per cylinder and a complex titanium exhaust system. With the help of a highly-sophisticated engine management package, the 599XX produces a ferocious 720 horsepower at 9,000 rpm, and 506 footpounds of torque at 6,500 rpm. All that urge is delivered through a six-speed, double-clutch transaxle controlled by paddle shifters behind the leather-wrapped steering wheel. Gear changes can be accomplished in less than the blink of an eye - just 60 microseconds. The 599XX features double wishbone and coil spring suspension with anti-roll bars, supplemented by a second-generation semi-active SCM

(magnetorheological shock absorber) system developed jointly with General Motors' Delphi Division. The SCM allows adjustment of shock absorber damping every 10 microseconds.

Extensive wind-tunnel testing allowed Ferrari to produce an advanced body shape with adjustable components that can reduce drag and generate more than 600 pounds of negative lift (downforce) at 120 mph and a claimed 1389 pounds at 186 mph. This system, called "Actiflow", employs aircraft-derived "fences" atop each fender to extract air trapped in the wheel wells; radiator air vents, adjustable winglets on the C-pillars that duct air inward behind the plastic backlight and across the rear deck spoiler; an air-permeable panel in the rear under-tail diffuser, and a pair of electric fans in the rear body section that direct airflow through holes in the tail-













lamps up to a vehicle speed of 155 mph. Even the light-alloy wheels and ceramic-carbon brakes received thoughtful attention; Ferrari adopted F1-style "Doughnuts" that surround the brake rotor and inner wheel rim to boost cooling and aero effect. The 599XX left the factory with 219/67R19 racing slicks mounted on 11-inch wide, 19-inch diameter front wheels and 31/71R19 slicks on 12-inch-wide, 19-inch diameter rear wheels. Additional driver-assistance systems include a pair of *Mannettino* rotary switches on the steering wheel, in F1 fashion, which allow the car's behavior to be altered to suit driver preferences.

To maximize on-track performance, Ferrari's engineers created an extremely advanced electronic system called "High Performance Dynamic Concept" to manage airflow and chassis behavior. This system ties together

the car's electronic and mechanical chassis components to produce consistent lap times. Also part of the electronic package is a dashboard screen Ferrari calls the "Virtual Car Engineer", which keeps the driver informed of system performance in real time.

All this hardware helps the 599XX achieve quite breathtaking performance – 0 to 60 in just 2.9 seconds and a top speed of 198 mph (limited by gearing) with tremendous handling qualities. Testing at Ferrari's own Fiorano circuit demonstrated that the 599XX could lap a full 10 seconds quicker than the Enzo. It also broke the seven-minute barrier at the legendary Nürburgring's Nordschleife circuit, clocking at a very impressive 6:58.16.

A full roll cage protects the occupants of the otherwise Spartan cockpit. A carbon-fiber

dashboard houses a single pod containing a comprehensive Liquid Crystal Display instrument panel, while the steering wheel is fitted with a variety of LED displays, again reminiscent of an F1 racing machine. The seats are of fire-resistant material, and both are equipped with a full set of racing harnesses. The cars are also equipped with a factory-installed fire-suppression system. Air conditioning was fitted as standard, and the 599XX can carry 86 liters of fuel.











The Motorcar Offered

This 599XX is essentially brand new and unused. Sold by Ferrari SpA to a Nevada construction executive and delivered to a Southern California Ferrari dealership where it has remained on display, it was finished and remains in the classic *Rosso Corsa* with full *Bianco* stripe package and numerals (51) as applied at the factory. This fantastic automobile is supplied with an extensive inventory of track spares including extra wheels and tires. Also included are manuals and all factory documentation. The car has been serviced and the engine run periodically.

For the skilled Ferrari enthusiast, this 599XX offers the unusual and rare opportunity to own and drive one of the storied automaker's highest-performance vehicles in virtually brandnew condition. As it roars to life, the hairs will stand up on the back of your neck - this

limited production, purpose-built Ferrari racing car evokes the same type of emotions and reactions as its ancestors of Enzo's time. \$1,200,000 - 1,500,000

Offered on a Bill of Sale.





158 1967 Intermeccanica Omega

Chassis no. S1C101128

289ci OHV Ford V8 Engine Single 4-Barrel Carburetor 271bhp at 6,000rpm 4-Speed Manual Transmission Front Independent Suspension - Live Rear Axle 4-Wheel Disc Brakes

- Assembled by Holman-Moody
- Rare Italian/American sports car with V8 powertrain
- Professionally restored
- One of just 33 built
- Few long-term owners since new







Automobili Intermeccanica

Initially in the automotive tuning kit business, Construzione Automobili Intermeccanica was founded in 1959 in Italy's automobile manufacturing capital, Torino. The man behind the company was Frank Reisner, an entrepreneur who would later move the company to Canada. The first cars produced were Formula Junior racers, fitted with a Peugeot engine, but Reisner had bigger plans, and soon started to import American V8 engines for installation in his road going chassis. These cars were the Apollo GTs that would ultimately pave the way for their successor, the Omega.

The Intermeccanica Omega was among the most attractive and potent Italian-American hybrids of the 1960s and 1970s. Its sleek styling is credited to Franco Scaglione and Robert Cumberford, while Frank Reisner designed the chassis, later including some changes suggested

by Formula 1 engineer John Crosthwaite. Intermeccanica built the bodies in Torino, using steel panels hand-hammered in the old fashion over wooden bucks. The bodies were welded to 4-inch square tub frames and then sent to the soon-to-be-famous North Carolina racing shop of Holman-Moody for final assembly.

Enjoying a direct pipeline to Ford, the Holman-Moody crew would, in company with Carroll Shelby, prepare GT40s and other exotic machinery for Le Mans 24 Hours, as well as countless other racing applications. Just 33 examples of the Omega are known to have been built, far fewer than the contemporary Italia model that succeeded it.

The Motorcar Offered

Believed to have been sold new in the Southwest, this Omega coupe most recently enjoyed twenty year long ownership by Roy Smalley, owner of Eurowerks, a restoration shop in Campbell, Texas. The consignor, who acquired the car from Smalley in 2008, states that a complete, 15-year, show-quality bare-metal restoration of this rare car was only recently completed. The handfabricated steel body and frame were found to be nearly rust-free with no evidence of any prior damage. The body received a Glasurit respray in its original color, and a new windshield. A new tan leather interior with matching carpets was sewn by Howard Cox of Fort Worth, Texas. A full compliment of rebuilt Jaeger gauges fills the instrument panel behind an elegant woodrimmed, alloy-spoked steering wheel. The odometer was re-set to zero and currently reads about 60 miles. The car's actual accrued mileage is unknown, but the consignor states that it was









probably quite low, given the car's good overall condition when it was purchased by Mr. Smalley.

A Hi-Po Ford 289 cubic inch V8 with an Edelbrock four-barrel carburetor delivers power through a four-speed Ford gearbox to a live rear axle. The consignor states that both the engine and transmission were fully rebuilt and the rear axle was inspected, found to be in good condition, and resealed. The front suspension and the four-wheel disc brakes were rebuilt with modern high-performance components including tubular control arms. The body and paint presents very well today indeed, with re-chromed bumpers, while the other brightwork is similarly in excellent condition. The electrical system was completely rewired, and a modern heating and defrosting system was installed, along with a tiltadjustable steering column to improve driver

comfort. The vendor advises that the Omega is mechanically healthy and it certainly will look sensational out on the road. Only a small number of Omegas are known to survive. This handsome example presents very well, and appeared at the 2013 Pinehurst Concours d'Elegance, which featured a display class for cars prepared by Holman-Moody.

As the prices of true thoroughbred Italian GT cars of the 1960s and 1970s continue to escalate, Italian-American hybrids such as the Omega offer a compelling alternative. This Intermeccanica, one of only 33 such cars assembled by leading race shop Holman-Moody, occupies a special place in history and awaits a new owner who appreciates its combination of Italian style and American V8 performance.

\$50,000 - 70,000 Without reserve





1957 Alfa-Romeo 1900C Super Sprint

Coachwork by Touring

Chassis no.AR1900C 10596 Engine no.AR 1308 10564

1,975cc DOHC Inline 4-Cylinder Engine
2 Solex 40IDA Carburetors
115bhp at 5,500rpm
5-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- Late 1900C Super Sprint with floor shift
- Matching numbers example
- Stylish Touring Superleggera alloy 3-window Coupe coachwork
- Eligible for prominent pre-1958 driving events
- Documented by Alfa Romeo Historical Department







The Alfa Romeo 1900

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C serving the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr. Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine.



Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody, therefore, when the 1900's potential was realized in the form of two high performance derivatives. Launched in 1951, the shortwheelbase 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupe), both models utilizing the 100bhp engine of the 1900TI saloon. The Touring-bodied Sprint Coupe attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupes.

The Sprint Coupe was designed to offer sporting performance together with '2+2'

accommodation, while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'.

From 1956 a new 3-window body was offered for the 1900 chassis by Touring, also in the *Superleggera* style. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy with the alloy body, these cars could top 115 mph. The 1900 in all its guises shone in competitions of all kinds, such as the Mille Miglia and Targa Florio, and remains one of the most successful cars produced by the Italian manufacturer











The Motorcar Offered

According to factory information supplied by Alfa Romeo's *Automobilismo Storico Centro Documentazione*, this lovely example was manufactured at the Alfa Romeo works on July 27, 1957. The new Alfa Romeo was configured exactly as it appears today; a 1900C Super Sprint, fitted with a center mounted 'joy-stick' gearshift, and clothed in Touring's three-window *Superleggera* Coupe coachwork. The car was finished in red, configured with a left-hand steering configuration and destined for American, where on December 18, 1957 it was sold to Max Hoffman's Hoffman Motor Car Company.

The 1900C Super Sprint is believed to have remained in the US ever since. Although its early history remains unknown, the car was owned by renowned Omaha, Nebraska-based collector Val Chickinelli by the 1990s. Chickinelli's collection

amounted to over 100 cars in its heyday, many of these extremely important models, including, incidentally, the 1935 Auburn 851 Speedster also in today's auction.

Purchased by the consignor, a Southern Californian lifetime automotive enthusiast, in 2011, the Alfa Romeo has recently received a thorough mechanical refurbishment and cosmetic freshening inside and out. Painted a sporting red color, similar to that in which the car was delivered back in 1957, this 1900C Super Sprint presents extraordinarily well. It is fitted with chromed Borrani wire wheels and a wood-rimmed Nardi steering wheel, and benefits from the uprated Super Sprint performance specifications, as well as its desirable factory floor-shift transmission. Built in 1957, the 1900 is eligible for top driving events worldwide, such as the California Mille

and the Colorado Grand. A great choice for rallies and a model that begs to be taken out on the open road, this 1900 represents one of the last of Alfa's formidable 1900 series and wears some of the most attractive coachwork applied to the model.

\$180,000 - 250,000



1929 Stutz Model M Monte Carlo

Coachwork by Weymann

Chassis no. M854CD223 Engine no. 32523

322ci SOHC 'Challenger' Inline 8-Cylinder Engine Single Twin-Throat Carburetor 113bhp at 3,300rpm 4-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Sophisticated Stutz Eight with overhead cam engine
- Stylish Weymann Monte Carlo coachwork
- Great handling chassis with hydraulic brakes
- Welcomed at prestigious Concours events
- CCCA Full Classic







The Stutz Eight

Despite being a small, low production company, Stutz was always well known for their speed and performance. They dominated American racing in the teens with their "White Squadron" racing team and their sporting Bearcat has always been considered one of the great icons of motoring. And regardless of market trends, Stutz never abandoned its sporting heritage.

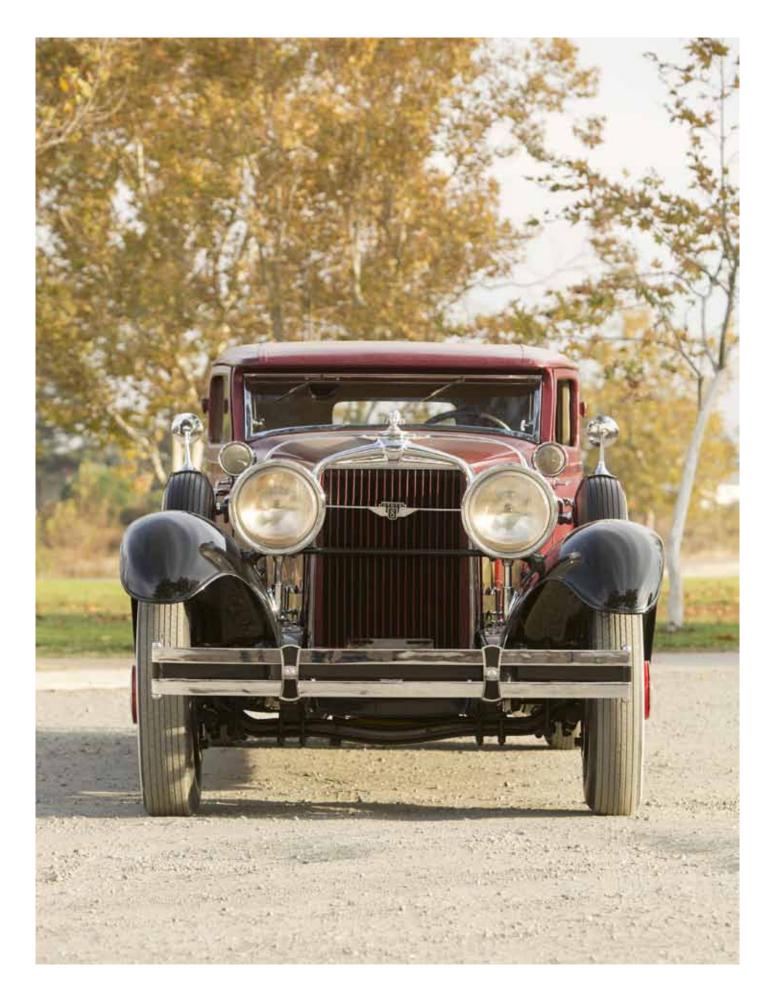
The Stutz Company went through many ups and downs and Harry C. Stutz eventually lost control of his company. Fortunately for the firm, however, an equally visionary and brilliant man would come in to fill his shoes: Fred Moskovics. Moskovics had made a good reputation for himself in the auto industry his period at Marmon had led to their most charismatic and high performance products to date. Moskovics surrounded himself with a team of talented engineers, most notably

Charles "Pop" Greuter. Greuter was an engine man fascinated with the potential of overhead cam valve trains. His design for Excelsior of an overhead cam straight-eight would prove the basis for the new Stutz Eight. This 8-cylinder engine was a marvel of sophistication: chaindriven, with an overhead cam configuration, ten main bearings, dual ignition, dual throat carburetion and cross flow porting.

The Stutz Eight would gain international motoring acclaim, most notably at the 1928 Le Mans 24 Hours, where a French-entered stock Stutz Blackhawk Four-Passenger Speedster held the lead for much of the race, holding off the entire team of works Bentleys.















The Motorcar Offered

To further enhance the European-inspired Stutz chassis, a series of fashionable Continental-style bodies were commissioned for 1928. Each body style was given the name of an exotic European location; Biarritz, Chamonix, Versailles, Fontainbleau, and so on. The most famous, and deservedly so, would be the Monte Carlo.

One of the most stylish and sporty closed cars offered in America at the time, the Weymann-constructed coachwork featured the company's trademark light and rattle-free fabric-covered finish. The Monte Carlo's striking looks and sporting characteristics perfectly achieved what Stutz was trying to convey with their product, convincingly imparting a European air of sophistication, and became a direct competitor to Bentley, Delage, Mercedes-Benz and other exclusive European marques.

Restored approximately twenty years ago, this beautiful Monte Carlo still presents very well. While its early history is not known to us, the car has been a part of a prominent private East Coast collection for the past 15 years, surrounded by other great motorcars of the classic era. The Monte Carlo has recently received a thorough service, including renewal of the hydraulic brake system, while the gas tank and vacuum system were cleaned and serviced. Few surviving Stutz Monte Carlos are known to survive to this day, and they are naturally welcomed entries at the world's most prestigious Concours d'Elegance. Here is a great and stylish way to experience "The Car That Made Good in a Day".

\$450,000 - 550,000 Without Reserve

Please note this vehicle is titled as a 1930.





1965 Jaguar E-Type Series 1 4.2-Liter Fixed Head Coupe

Chassis no. 1E31482 Engine no. 7E5162-9

4,235cc DOHC Inline 6-Cylinder Engine 3 SU Carburetors 265bhp at 5,400rpm

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

- Matching numbers example
- Professionally restored
- Finished in the original color combination
- A long-time California 'black plate' car
- Offered with Heritage Trust Certificate







The Jaguar E-Type

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used

experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

The Motorcar Offered

This very fine E-Type Fixed Head Coupe was finished at Jaguar's Coventry works during the latter part of 1965, benefiting from the upgraded, fully synchronized transmission and the larger 4.2-liter XK engine. It was built just like it appears today, a left hand drive model painted in the striking Opalescent Silver Blue metallic color and trimmed in black Connolly leather.

Like many E-Types, this car was destined for the United States, where a Mr. Johnson Peltier of Los Angeles, California became the first owner in December of 1965. The blue E-Type is believed to have remained in Mr. Peltier's possession for decades, before finding a new home in the San Pedro, California area in 2004. It would remain in Southern California until 2008, when the E-Type traded hands and went to the Jaguar experts at Classic Showcase for a thorough refurbishment. As a genuine, black-plate









California car, the Jaguar was reported to have been in low mileage, largely original shape, still retaining its original engine and drive train, and showing no evidence of accidents or rust.

The work performed by Classic Showcase included a repaint in the car's original original color, a refurbishment of the engine, the transmission, and installation of a new clutch. Furthermore, the E-Type received a new interior with restored seats, new carpets, new headliner and door panels. A new exhaust system was installed, and new suspension rubber fitted with extra attention given to the rear differential and braking system. Photos of the restoration are available in the car's history file, as is a copy of the Heritage Trust Certificate, which confirms its original specification.

A wonderful example of the legendary Jaguar E-Type, the Fixed Head Coupe represents

the purest form of the model. This matching numbers car, having enjoyed the loving care of just a few long-term Southern California owners from new, must be one of the best examples available today.

\$90,000 - 120,000

Please note this vehicle is titled as a 1966 with chassis no. J66IE31482.





1968 Ferrari 330GTC

Coachwork by Pininfarina

Chassis no. 11247 Engine no. 11247

3,967cc SOHC V12 Engine
3 Weber Carburetors
300bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes



- Multiple FCA Platinum Award winner
- Documented by Ferrari historian Marcel Massini
- Ferrari Classiche Certificate of Authenticity included
- Offered with original books, tools and copies of factory build sheets
- One of the top examples of the 330GTC available anywhere





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 more predictable driving characteristics.

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 superb example of Ferrari's esteemed 330 GTC boasts a well-documented life of dedicated care that has resulted in numerous FCA Platinum Awards. The 521st example of Pininfarina's elegant grand touring coupe, chassis no. 11247 was ordered new on April 3, 1968, and completed assembly on April 11, as recorded in the original factory build sheets. The new Ferrari was finished in the attractive period color of *Marrone Colorado* and fitted with beige interior. On April 26, the GTC was delivered to the renowned Milan-based dealer M. Gastone Crepaldi, who shortly thereafter sold the car to Avagolf S.p.A. on behalf of company president Mr. Pesenti.

In November 1974, Avagolf traded 11247 back to Crepaldi, and soon after it was purchased and imported to the United States by the famed Luigi Chinetti Motors. Following its arrival at Chinetti's, the car was bought by Paul Folwell of

















Bronxville, New York. In April 1976, Mr. Folwell sold the GTC to Alan Gerst of Long Island, who retained it for the next three years.

In mid-1979, 11247 was acquired by Bill Fraley, a longtime FCA judge and Ferrari aficionado. Mr. Fraley picked this 330GTC specifically because of its sound condition. In the mid to late 1990s, Mr. Fraley treated the car to a thorough restoration. Foreign Cars Italia was entrusted with rebuilding the matching-numbers V12 engine, while Norman Steed conducted a bare-metal repaint in the classic shade of Rosso Chiaro. Further work included rebuilding the brakes and Borrani wire wheels, disassembling and refinishing the suspension, and installing new Carello headlamps, a new Ansa exhaust system, and a brand new interior of correct Connolly leather and Wilton wool carpets. Following refurbishment of the individual components,

David Carte of Classic and Auto Sport Refinishing in Edinburg, Virginia, reassembled the car to exacting factory-correct standards.

The superior quality of the restoration was proven at the FCA's North American Field and Driving Concours at Road Atlanta in May 1999, where the GTC won a Platinum Award and the Classic Ferrari Award. The car was sold in 2000 to Jimmy Page of Boca Raton, Florida, who presented it at the 2002 Cavallino Classic, scoring 97.5 points and garnering another Platinum Award. In August 2006, Mr. Page sold 11247 to its current owner, a renowned collector residing in Malibu, California. The consignor continued to devote meticulous care to the GTC while occasionally showing it at events, including the 2009 FCA Pacific Region Concours at Chateau Julien in Carmel Valley, and the 2010 and 2013 Concorso Ferrari in Pasadena, with all appearances resulting in additional Platinum Awards. Dutifully maintained in recent years, 11247 received a new fuel sender and headlight circuitry in 2007, new steering/suspension components and air conditioning refurbishment in 2009, and new Michelin XWX tires mounted in 2013.

Accompanied by its original tools, owner's handbooks, and Ferrari Classiche's Heritage Certificate, this exceptional 330 GTC is a highly awarded and documented example of one of Ferrari's most rapidly appreciating models. The car would make a stellar addition to any assemblage of Prancing Horses, and is capable of being enjoyed for its wonderful modern driving characteristics or potential (and proven!) acclaim at the finest Concours d'Elegance and marque events.

\$675,000 - 750,000



Ex-Stanford Block

1926 Kissel 6-55 Gold Bug Two-Passenger Speedster

Engine no. 55-13294

265ci L-Head Inline 6-Cylinder Engine 61bhp Single Updraft Carburetor 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Hydraulic Drum Brakes

- One of the most celebrated designs of the 1920s
- Favored model among celebrities of the day
- The epitome of "Roaring Twenties" motoring style
- Rare and desirable late specification example
- Well restored to a high standard







The Kissel Motorcar Company

Few cars from the 1920s are more memorable and enduring than the Kissel "Gold Bug". They embodied the spirit of the carefree "Roaring Twenties" better than just about any car. Their dynamic sporty looks and novel features, such dual golf bag mounts, made them an icon of the day. They were the favored transport of many celebrities of the day, including Amelia Earhart, Indy 500 winner Ralph DePalma and Roscoe "Fatty" Arbuckle.



The Kissel Motorcar Company was started by the German immigrant brothers George and Will Kissel in 1906. Based in Hartford, Wisconsin, the company initially called its motorcars "Kissel Kar". The anti-German sentiment around World War 1 saw the 'Kar' dropped from the name. The firm produced good quality, mid-priced cars exhibiting sound engineering, and they soon garnered a reputation for reliability and good performance. Their initial effort was quite an undertaking - a four-cylinder 30hp car in 1907; shortly thereafter, in 1909, a 6-cylinder model was introduced, and the ambitious company even produced a V12 powered car in 1917. But it would be their L-head long-stroke six, introduced in 1915, that would prove to be their most venerable product, staying in production till 1928.

Kissel's most famous and enduring product, the "Gold Bug" Speedster was actually the mastermind of one of the company's dealers. New York distributor Conover T. Silver commissioned the Speedster to his own design. The sporty Silver-designed Kissels even carried his name for a time. The "Gold Bug" designation came from a naming contest for the sports car organized by Kissel and was chosen from over 500 submissions.

The Kissel Speedster's sleek two-seat body with its sporty cycle fenders wrapped the proven Kissel drivetrain and chassis. The stout Kissel-built long-stroke six powered the machine. This reliable engine made over 60hp and offered strong torque, the result being snappy performance thanks to its lightweight two-place body. The engine runs through a three speed transmission and is mated to a rear axle with sufficiently tall gearing for the daring high-speed motorist.











The Motorcar Offered

This desirable late example of Kissel's famous Speedster has been expertly restored to a level of authenticity rarely seen on these cars. Even the smallest details have not been overlooked. Perhaps the most striking features of this example are its extremely rare Wood-Lite headlights, something not available on the earlier models, as well as the rarely seen rearmounted spare that gives the Kissel an even racier appearance than normal. An examination of the engine compartment shows exceptional attention to detail and accuracy.

Reportedly in fine operational condition today, these late Gold Bugs are sought after for their improved features over earlier models, most importantly four-wheel hydraulic brakes. The majority of "Gold Bugs" are the earlier type with two-wheel mechanical brakes, limiting their practicality. These later cars have a clean,

refined look more akin to the classic era, though in 1926 few other cars as sporty as this were produced. Not till 1928 with the introduction of the Stutz Blackhawk and the Auburn Speedster did America have such sports-oriented models.

This Gold Bug has been part of a prominent New York collection for nearly 15 years. The Kissel was acquired from noted collector Stanford Block in 1999. Mr. Block was well-known for collecting cars of this era and for having excellent examples. Since restoration the car has been expertly cared for in a private museum setting. Seen infrequently on the show circuit, it is now ready to make a reappearance.

Few early American cars attract more attention and turn more heads than a Kissel Gold Bug Speedster. With stunning looks, good road

manners and the potential for many winner's laurels on the show circuit, they represent great value as one of America's first true sports cars.

\$250,000 - 375,000 Without reserve





1936 Rolls-Royce Phantom III 40/50hp Enclosed Limousine Coachwork by Hooper

Chassis no. 3 AZ 226 Engine no. N 14 M

7,338cc OHV V12 Engine
Single Carburetor
126bhp at 4,000rpm
4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4 Wheel Drum Brakes

- Proceeds to benefit Reno's National Auto Museum
- From the collection of noted enthusiast Ted Bacon
- Rare V-12 Phantom III model
- Documented with Rolls-Royce factory build sheets
- Largely original condition, matching numbers engine





The Phantom III

The makers of 'The Best Car in the World' exhibited the exciting all new Phantom III on Stand 107 at The Olympia Motor Exhibition in October 1935. Representing an entirely new standard of motor car excellence, such was the quality and cost of the new car that production was restricted to 710 examples in a production run curtailed by the War in 1939.

Powered by a V-12 cylinder engine of 7.3 liters, the Phantom III had independent front suspension and an all new cross-braced frame of boxed section. Compared with the Phantom II it weighed 8% less and developed 12% more power. The forward location of the engine and radiator gave the whole car a new more modern appearance and provided the bespoke coachbuilders with the opportunity to create innovative new streamlined coachwork.

The Motor magazine summed up the new car in the following terms: ".....a car which is a joy to handle and which, in its perfection of workmanship and finish, is also an example of engineering at its finest level. It is inspiring to realise that this leading expression of the art of building automobiles, with its unique international reputation, should be produced by British designers and work people."

The Motorcar Offered

The Hooper-bodied Phantom III Enclosed Limousine offered here was delivered to its first owner, Sir Walter Rea of London, in January 1937 after its coachwork had been completed, as confirmed by its Rolls-Royce factory build records. The car was finished in beige and black with grey cloth in the rear passenger compartment and black leather in front, and fitted with a center privacy divider. Rea must have been quite particular as a note in the records indicates "Customer must try seats". The Phantom III received UK registration number DGT











369, a plate which it still wears to this day.

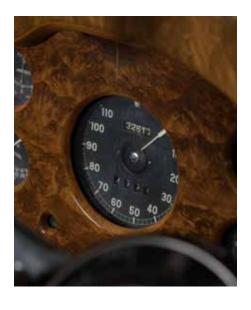
Its next recorded owner as of September 1949 was noted as A.E. Satchell Esq., of Cadogan Square, London. While its interim history is unknown, at some point the Rolls-Royce came to the United States and into the collection of pioneering American classic car enthusiast Ted Bacon of Minden, Nevada.

Residing unused in the Bacon collection for many years, the big V-12 Phantom was recently donated to Reno's National Auto Museum to benefit their redevelopment and is being sold on the Museum's behalf. Having received a repaint in the current yellow and black scheme many years ago, the Phantom III retains its original matching-numbers engine and many original finishes. We understand that the engine has recently been made to run, but as the Rolls-

Royce has not been used regularly in many years, a thorough servicing will be advisable.

A great example of the Hooper coachwork of the era, this Rolls-Royce is representative of British aristocracy of its period and should present a straightforward restoration to its original appearance.

\$35,000 - 45,000 Without reserve





165 1967 Chevrolet Camaro SS350 Convertible

Chassis no. 124677L121246 Engine no. V1019MT

350ci OHV V8 Engine Single 4-Barrel Carburetor 295bhp at 4,800rpm 4-Speed Manual Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Desirable options including the SS and Rally Sport packages
- Original Bolero Red over Red vinyl color scheme
- Expertly restored and well maintained
- Seminal example of a firstyear Camaro
- King of the stoplight grand prix







The Chevrolet Camaro

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

Mechanically derived from the secondgeneration Chevy II, the Camaro was similarly a unibody design, with a stub frame ahead of the cowl. Front suspension came from the Chevelle, the single-leaf rear springs from the Chevy II. Engines and transmissions were from the company catalog; in 1967, there were seven engines offered, from a 230 cubic inch, 140bhp six to a 396 cubic inch, 375bhp V8, and a myriad of transmissions and axle ratios.

Exterior trim could be augmented with a Style Trim Group consisting of stripes and chrome, or one could choose the Rally Sport option to add disappearing headlamps and special taillights. Introduced on September 12, 1966, the Camaro was available either as a coupe or a convertible. Of the nearly 221,000 sold about a quarter were soft tops; three quarters were V8s.

The Motorcar Offered

The first owner of this convertible Camaro must have loved attention. Judging from its original specifications, it would seem that understatement was not at all the order of the day.

Built in GM's Los Angeles factory in November of 1966, only the third month of production, the Camaro's trim tag affixed to the firewall indicates that the Bolero Red exterior with red vinyl interior and black vinyl top that the car carries today is precisely the way it looked when













new. The Camaro was beginning to gain some traction by this time; this was one of 9,518 Camaros that rolled off the production line during that month of November.

Not just made to look mean, the fearsome red on red color scheme is backed by the 4P option code for the SS package and L48, 350ci V8, along with the 3SL option code for the RPO ZS2 Rally Sport Package. The former included the legendary small-block V8 along with beefier suspension, Wide-Oval tires, faux hood scoops, and the white stripe graphics around the nose declaring to the world that this was Super Sport, and one should therefore think twice before revving their engine in jest at a stoplight. The latter added the hidden headlights, lower side body moldings, valanced front parking lights and rear taillights, as well as other cosmetic additions to add to the car's good looks and allude to its intentions and abilities.

Mated to the L48 V8 was the M20 four-speed floor shifted manual transmission, giving the wheelman the ability to choose between tire melting burn outs, carefully controlled drag starts, and softly-as-she-goes movements through the grocery store parking lot.

Acquired by the seller in 2005 from Southern California, this nicely restored Camaro has been carefully maintained since purchase. In 2008 the power steering was serviced with a rebuilt pump and new hoses. Three years later, a tune-up, carburetor rebuild, and suspension service were performed and in 2012 a new exhaust system was fitted to ensure that the baritone under the hood could properly sing to the world. If the eight-cylinder orchestra under the hood ever needs complimenting, though, there is a modern stereo system discretely installed to supply the tunes.

A nicely presented example of a first-year Camaro Convertible, this double red tire scorcher is reported to be a fine driving machine. A natural choice for Scottsdale cruising, we'd gas it up, rev it up, and drop the hammer. \$60,000 - 80,000





The 2013 Quail HVA / FIVA Most Well Preserved Car 1967 Simca 1000 Coupe

Coachwork by Bertone

Chassis no. 154970

944cc OHV Inline 4-Cylinder Engine 1 Solex Carburetor 52bhp at 5,200rpm 4-Speed Manual Transmission Front Transversal Link, Rear Semi-Elliptical Spring Suspension 4-Wheel Disc Brakes

- Remarkably original example
- Only 22,300kms from new
- Ideal for Concours Preservation Class
- Elegant Giugiaro design
- Fun to drive, unique French-Italian classic







The Simca 1000 Bertone

Sporty variants of main line sedans were always important to the Simca company and in the post-war period the Simca 8 coupe and convertible, built by Facel to a design heavily influenced by Carrozzeria Farina, were followed by the Aronde Plein Ciel coupe and Océane convertible, also built by Facel. In 1961 the new rear-engined 1000 sedan, developed in a partnership with Fiat, was launched. Facel prepared a prototype coupe version however it was rejected by Simca which instead turned to



Italy and to Carrozzeria Bertone for the solution.

The Simca 1000 Coupe made its debut at the 1962 Geneva Auto Show. Designed by Giorgetto Giugiaro and built by Bertone, it was created shortly after the young stylist had drawn Nuccio Bertone's personal Ferrari 250GT. A number of that car's details and overall form can be seen in the little Simca.

A masterpiece of design in a small, rearengined package, the 1000 Coupe exudes both a sporty elegance and displays a level of design and construction detail quite unexpected for a car in its class. Its price was twice that of the 1000 sedan.

The Motorcar Offered

This Simca 1000 Coupe was delivered new to Mr. D. Fogliati of Meyreuil, France in 1967. Finished in *Bleu Louisiane* with an orange cloth and vinyl interior, it was registered 3059CP 13 and received its hand-painted plates from a local garage, which are still on the car today. Mr. Fogliati used his little Coupe quite sparingly, and clearly prized his possession. He retained ownership of the Coupe until his death a few years ago, at which time it was sold to a collector in The Netherlands.

After a short period of ownership it passed through a Dutch dealer to an American collector who specializes in original cars, and the Simca was brought to the US in 2011. The current owners, who are also drawn to unrestored cars, such as the Fiat 600 Viotti which won them the FIVA / HVA Most Well Preserved Vehicle Award at the 2012 The









Quail, A Motorsports Gathering in Carmel Valley, California, were captivated by the character and condition of the Simca and purchased it in March 2013.

At the time of purchase, the odometer showed fewer than 22,000km from new and today has only covered approximately 300 further kilometers. With the exception of a re-spray of the left rear quarter from a long-ago fender bender which Mr. Fogliati suffered, which is now showing the age and somewhat casual nature of the repair, the exterior paint is almost completely original as is the entire interior - which still boasts Mr. Fogliati's engraved St Christopher's medal. The vendors worked to enhance the originality of the presentation by re-fitting the original hubcaps to the car, sourcing a correct front fog light unit in Paris to replace one which had been damaged

in transport from Europe to the USA, and attending to other small details. The impressive originality of this Franco-Italian sports coupe was recognized at the highest level as it earned it the coveted FIVA / HVA Most Well Preserved Vehicle Award at the 2013 edition of The Quail.

Experiencing this unrepeatable example of charm and style is truly magical. It is as though you have stumbled upon a provincial garage where the prized possession of a caring owner is being offered a few years after first delivery. This Simca 1000 coupe proudly bears the evidence of its use and invites you to imagine and relive relaxing drives down country lanes in an elegant little jewel.

\$35,000 - 50,000 Without reserve





1936 Mercedes-Benz 500K Sports Phaeton

Chassis no. 209421 Engine no. 123724

5,018cc OHV Supercharged Inline 8-Cylinder Engine 100bhp or 160bhp with Supercharger Engaged 4-Speed Manual Transmission Independent Front Suspension - Rear Swing Axles 4-Wheel Servo-Assisted Hydraulic Drum Brakes

- Rare derivative of Sports coachwork on the 500K chassis
- Offered from the Estate of Ralph W.E. Cox Jr.
- In the present family ownership since 1951, more than 60 years
- Long-term museum exhibit
- Sympathetic restoration during the 1990s







The Mercedes-Benz 500K

The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary 500K supercar cost a small fortune when new and today commands a king's ransom, such is its rarity. The 1930s were a period of unprecedented innovations in motorcar styling, of which the sublime 500K represented the very pinnacle of excellence. Its timeless appeal endures to this day.

The 500K, which boasted an ingenious swing-axle independent rear suspension layout, was created by Hans Nibel who, having started with Benz in the early years of the 20th Century, succeeded Marius Barbarou as chief engineer in 1904 and designed (and raced) the huge Benz cars of the period, culminating in the 200hp 'Blitzen' Benz. After the merger with Mercedes, he replaced Ferdinand Porsche and created the most sophisticated chassis of their day for road

and track, including the first of the 'Silver Arrow' racers. The supercharged road-going Mercedes of the 1930s are a wonderful tribute to his engineering skills.

Together with its successor, the 540K, the magnificent Mercedes-Benz 500K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s. The 500K was powered by a 5,018cc supercharged straight-eight engine that featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been thoroughly proven on the preceding series of Dr. Porsche-conceived S-Type cars, and in effect the 500/540K was

the last supercharged production Mercedes until relatively recent times.

Beneath its seemingly endless bonnet, the 500K's straight-eight engine developed 100bhp un-supercharged or 160bhp with the compressor engaged. The gearbox was a four-speed with overdrive top ratio. With the supercharger engaged, the 500K had a top speed approaching 110mph (177km/h) matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.

Although the 500K/540K chassis attracted the attention of many of the better quality





bespoke coachbuilders of the day, the company's own Sindelfingen coachwork left little room for improvement.

The cabriolet came in a variety of styles. This example has the Cabriolet A option with two-door, left-hand drive coachwork and is outstandingly handsome, boasting wire wheels, twin boot-mounted spares, exposed landau irons, twin horns and a center spotlight. The work of the gifted Hermann Ahrens, design chief at Mercedes-Benz's in-house Sindelfingen coachworks, the Cabriolet A offered two-seater accommodation allied to breathtaking performance. After testing a 500K Cabriolet in 1936, The Autocar declared: "This is a master car, for the very few. The sheer insolence of its great power affords an experience on its own."

The manufacturing record of the 500K reveals its exclusive nature: 105 were produced in 1934, 190 in 1935 and 59 in 1936. In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.









The Motorcar Offered

According to its data tag, Mercedes-Benz order number 209421 was delivered with engine number 123724, which it retains to this day. It is thought to have been equipped as new with the 'Tourenwagen' 2-door coachwork it still wears, a design which would have cost its first owner some 22,000 Reichsmarks. This style owes much to the earlier Sindelfingen bodies that can be found on six-cylinder supercharged cars, being more lithe, vintage, open and sporting, than the better known series of Cabriolets. At the time of cataloging, the early history of the car was not documented, until it was discovered by American aviator and car enthusiast Dr. Ralph W.E. Cox, Jr. while on his honeymoon.

Cox was a true pioneer. Born in Pittsburgh, Pennsylvania, he graduated as a Doctor of Dental Surgery from Pittsburgh University in 1937. But once this was achieved, he felt he'd backstopped a career in case his real desire fell foul and chose to pursue his real passion of aviation. He tried to follow his brother into the Army Air Corps but was unsuccessful, and so he sneaked in the 'back door' by joining the Navy instead. This would lead him to a colorful career-long association with the air industry. It would start with American Export Airlines, then as the war ended and ex-military pilots were encouraged to use their talents to start their own independent airlines, he purchased a Douglas DC-3 with a friend and began flying the Eastern Seaboard.

At first they based themselves at McArthur Airport on Long Island, and then Laurenburg, North Carolina, as it was a convenient stopping point on South American runs. But when traffic dried up, they took the advice of one of their mechanics who was familiar with the former









Naval Air Station at Cape May Country Airport, New Jersey and said it was empty and would be a good base for them. After a careful check out, in the summer of 1949, they founded U.S. Overseas Airlines at the location which would become Dr. Cox's business and home base.

It is certain that the next decade proved to be the most fun and successful period in his life as the business developed into a major passenger and commercial aviation concern flying all over the country and further afield to Europe, South America and beyond. Throughout this period they ingeniously flew and provided service for their clients, all the while battling the rather confusing red tape that the Civil Aviation Board implemented. At their peak some 18 planes were flying under the banner of US Overseas Airlines, but by 1964, Cox was forced into bankruptcy.

From the early 1950s, Cox also began to collect vintage cars. He had a particular interest in Model T Fords among other things. Frequently his travels would take him into Europe, and he chose to go there on his honeymoon; it was there on a sales lot in Munich in 1951 that he found the 500K. After befriending a local, he was able to negotiate with its owner, a Mr. Unholzer, and secure its purchase. Dr. Cox drove the Mercedes up to Paris, then to the port at Le Havre from where it was shipped to New York and eventually home to New Jersey.

The car would reside for many years in the Frontier Village Museum at the Cape May County Airport, and was later restored in-house in the mid-1990s, by Cox's son in law. Its restoration was clearly sympathetically carried out, and to judge from its condition today may not even have included replacement of the

upholstery, as it appears to be correct and original. Later the car was transferred to the Museum of Automobiles at Petit Jean Mountain, near Morrilton, Arkansas, where it has resided on public display for the last few years.

Far less numerous in production than the more commonly found series of Cabriolets, just a handful of Tourenwagens survive today. A rare and supremely elegant touring car, it is at the top of pre-war European styling and performance, and has a certain cache that will distinguish its occupants wherever it travels.

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



1960 Austin-Healey 3000 MKI BN7 Two-Seater

Chassis no. BN7L 10336

2,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
132bhp at 4,600rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes



- Rare two-seater BN7 delivered with factory hardtop
- Delivered new to US Air Force Commander in Dusseldorf, Germany
- Single-family ownership for over 40 years
- Beautifully restored by Healey Lane Restorations
- Offered with weather equipment, and Heritage Trust certificate





The Austin-Healey 3000

The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6.



Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

In 1960, the second production year for the sixcylinder Healey's, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des Dames in Geneva and the Tulip Rally. With partial alloy bodies, these cars were light enough to perform admirably with extra power of the three-liter engine.

The Motorcar Offered

Offered here is arguably the most desirable model of the six-cylinder model range; a left-hand-drive BN7 two-seater. According to production records, this BN7 was dispatched from the Healey works in June of 1960, sporting wire wheels mounted with octagonal wheel nuts, a heater, overdrive, Dunlop Roadspeed tires, and the very rare optional hard top. The new Healey was finished in Ivory with the hard top in black, fitted with black interior and soft-top, and delivered to its first owner in Dusseldorf, Germany.

As many sports cars of the era, this car was ordered and purchased new by a US Air Force Wing Commander stationed at the time in Dusseldorf, Germany. In 1964, the Commander was relocated to the US, and according to his daughter, the Healey made the trip over in a Douglas C47 Cargo aircraft, landing at Castle Air Force base in Merced County, California.









The Commander would settle down in Fairfield, California, never parting with his Healey during his lifetime. After passing away in 1987, the car was left to his daughter, who finally sold the car to renowned Austin-Healey restorer Tom Rocke, of Healey Lane Restorations, in 2004. With the exception of the hard top (which the Commander had left at a friend's house some 20 years earlier), the car was in very complete and sound condition, simply needing a straightforward restoration after 44 years of careful use.

Tom Rocke and Healey Lane embarked on a full nut and bolt restoration of the desirable BN7, going through the car from stem to stern, refurbishing the engine, suspension, brakes and all cosmetic aspects. A photo album accompanying the Healey neatly documents this restoration.

Upon completion in 2008, the car was purchased by the consignor, a Southern California collector of exceptional sports cars. The quality of the restoration was soon recognized with class-winning honors at the 2009 Desert Classic in Palm Springs, California.

A wonderful Healey, ready for rallies or concours events, this rare two-seater example benefits from one long-term owner in the dry state of Californian, and a beautiful Healey Lane restoration in recent years. Complete with soft-top, side curtains and Heritage Trust Certificate, this well documented BN7 stands out among the best examples of the model on the market today.

\$80,000 - 110,000

Please note this vehicle is titled as a 1961.





1949 Crosley Hotshot Roadster

Chassis no. VC 10131

44ci OHV Inline 4-Cylinder Engine Single Tillotson Carburetor 26bhp at 5,400rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Charming Hotshot Roadster model
- Beautifully restored example
- Equipped with radio and rearmounted spare wheel
- Perfect runabout for the beach or ranch house
- An early American sports car with a competition pedigree







Crosley Motors

Successful entrepreneur Powel Crosley, Jr., of Cincinnati, Ohio, owner of a broadcasting corporation bearing his name and the Cincinnati Reds baseball team, set out to build a subcompact car with the assistance of his younger brother, engineer Lewis Crosley. Their first car - a two-door convertible that weighed under 1,000-pounds (454 kg) and sold for just \$250 – debuted at the Indianapolis Motor Speedway in 1939. 1941 saw the range expand to include two- and four-passenger convertibles, a convertible sedan, a station wagon, a panel truck, and a pickup, among other variations.

World War II brought Crosley buyers thanks to gasoline rationing and the nearly 50 miles per gallon the Crosley could achieve, helping to keep the company afloat. Many innovations characterized Crosley's post-war years, including the first use of the term *Sport Utility*, the first

mass-market single overhead camshaft engine and first American car to be fitted with fourwheel disc brakes.

The Hotshot sports model was introduced in 1949 and became the basis for countless Crosley-powered road racing specials. Such was the competition potential of the model that a Hotshot won outright in the 1950 Sebring Six Hours – an event that continues to this day as the Sebring 12 Hours.



The Motorcar Offered

Offered here is an excellent example of the charming, cheerful, and competition-proven Hotshot Roadster. These fun little runabouts were built to true roadster specifications: no doors, no roof. Finished in a suitable maroon color accented by cream-colored wheels and a tan interior. this Hotshot had benefitted from a thorough restoration in recent times. Fitted with a Crosley radio, chrome bumpers and a rear mounted spare wheel, this Crosley looks like as much fun as it is to drive, and will undoubtedly be the center of attention at any car-guy gathering, even in the midst of much more expensive and exotic models. With a competition provenance allowing for eligibility to some of the most prestigious motoring events, it would be difficult to imagine a more crowd-pleasing car at any price point just as in its heyday, the Crosley offers great value and economy in a smile-inducing package.

\$15,000 - 20,000 Without reserve



170 1958 Morgan Plus 4 Sports

Chassis no. 3852 Engine no. CT63798E

1,991cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 105bhp at 4,800rpm 4-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Classic example of Morgan's most popular model
- Carefully restored and maintained with nearly \$30,000 of service receipts on file
- Beautifully finished in traditional British Racing Green
- Desirable two-seat configuration
- Eligible for many tours and rallies







The Morgan Plus 4

The Morgan Plus 4, produced between 1950 and 1969 until its reintroduction in 1985, was a larger, quicker version of the company's popular 4/4 model. Fitted with a 2088cc inline four-cylinder engine sourced from Standard Vanguard upon the model's introduction, it received several updates during its long model run, retaining its classic styling cues throughout the duration of its lifespan.

The post-1956 models are really the most representative of the breed, and better to drive with the significant benefit of Triumph-sourced inline four-cylinders borrowed from the Triumph TR3, and later the TR4.

The Motorcar Offered

This nicely restored Plus Four was acquired by the vendor from Southern California Morgan specialists Morgan West in July 2008. A long-term Southern California car, it has a carefully documented service and restoration history going back to when the prior owner purchased the car in 2000.

Finished in British Racing Green with black leather inside and a black top, it features the sportiest body style available in 1958 with its two seats and windowless cut-down doors. In the last five years, over \$20,000 has been spent on mechanical and cosmetic restoration with receipts on file for a complete engine, transmission, and brake rebuild as part of that total. During the rebuild, the TR3 motor was uprated to TR4 specification with more horsepower and a higher redline. The sum of the invoices since the turn of the millennium

totals nearly \$30,000—evidence of the methodical care and attention this Morgan has received.

Complete with its folding top and side curtains, a full complement of service history, and an assortment of Morgan-related ephemera, it is a useable and enjoyable example of a model that remains so popular that it is still in production today.

\$30,000 - 35,000 Without reserve



171 1957 Studebaker Golden Hawk Supercharged Sports Coupe

Chassis no. 6103090 Engine no. PS-4126

289ci OHV Supercharged V8 Engine Single Stromberg Two-Barrel Carburetor 275bhp at 4,800rpm 3-Speed Manual Transmission with Overdrive Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Eligible for many vintage motoring events
- Original California delivery car
- 59,000 miles believed to be original
- Matching numbers example
- Two year rotisserie restoration to exacting standards







The Studebaker Golden Hawk

Studebaker's Golden Hawk was a performance themed version of their standard Hawk Coupe, a personal luxury high-performance GT car from America. The styling was essentially an evolution of the earlier Raymond Loewy designed cars from 1953, the Studebaker Starlight and Starliner, with a raised hood and a large egg crate grille at the nose, and more prominent tailfins at the rear in keeping with the times.

Introduced in 1956 as an alternative American luxury performance car to the Chrysler 300B, the Golden Hawk put performance first, offered with the big Packard 352ci V8 delivering 275bhp. The resulting power-to-weight ratio gave the Golden Hawk 0-60 times in the 7.8 second range and a top speed of roughly 125mph.

After Packard's Michigan-based engine plant was leased as part of the winding down of

that company's operations, power switched to Studebaker's 289ci V8 for the 1957 model year, aided by the addition of a McCulloch supercharger also giving 275bhp. The Golden Hawk became a popular American alternative sports car thanks to its combination of strong performance and Loewy lines. Even campaigned in some motorsport circles, it is noted that a 1956 Golden Hawk took part in the 2013 edition of the Mille Miglia, signifying possible eligibility into that event.

The Motorcar Offered

This striking example of Studebaker's Golden Hawk was completed on March 5, 1957, as confirmed by its original Studebaker-Packard Corporation Production Order. Destined for Berkeley, California, the Golden Hawk was ordered to perhaps the most performanceoriented specification one could opt for. One of only 4,356 Golden Hawks produced that year, it had the new 289ci high-performance Studebaker V8 with the VS 57 Variable Speed McCulloch supercharger. More interestingly, it was factory equipped with the very rare factory three-speed manual transmission with overdrive, as well as a Twin-Traction positraction rear end. The factory build sheet also confirms its original engine, which remains in the car, along with its original, sinister shade of P 5710 Midnight Black, a shade it still wears to this day.











The Golden Hawk's performance overtones extended to the deletion of all accessories and options, with the exception of AC 2858 Backup Lights. It is understood from the consignor that the supercharged Studebaker stayed in the sunny California climate with its original owner until just a couple of years ago, retaining its original-issue black California license plates through the years. The approximately 59,000 miles on its odometer are believed to be original.

In more recent years, the Golden Hawk has benefitted from a high quality rotisserie restoration executed over a two-year period to extremely high standards. Its lavish brightwork, two-tone paint, stylish interior, gold tailfins, and full wheel covers shod in whitewall tires give the true feeling of a luxury high-performance personal coupe – and the sound of its supercharged V8 engine breathing through dual

chrome exhaust tips is more than a hint towards its performance capabilities. In addition to correct and complete emblems and accessories, the engine compartment has been detailed to very high standards as has the fully finished and very tidy trunk compartment.

With very few miles covered since restoration, this striking Golden Hawk gives its next owner the chance to enjoy the show circuit while the restoration is still fresh, or take advantage of the many classic motoring opportunities afforded by its 1957 build year and highly desirable performance specification.

\$90,000 - 120,000





The ex-Donald Osborne

1962 Triumph TR4 'Surrey Top'

Design by Giovanni Michelotti

Chassis no. CT10529L Engine no. TCF1378E

2,138cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 100bhp at 4,600rpm 4-Speed Manual Transmission Front Disc - Rear Drum Brakes

- Rare "Surrey Top" option
- Attractive black over red color combination
- Beautiful high quality older restoration
- Fun sports car for Sunday drives or local Concours
- Offered with Heritage Trust Certificate







The Triumph TR4

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.

The first step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 was introduced in 1961. Giovanni Michelotti's new body shell brought the styling up to date while beneath the skin there numerous changes to the chassis. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved drivability, while wind-up windows were a big advance on the TR3s primitive side screens.

The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive the TR4 was good for a top speed of almost 110mph. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other

specialists. A rare factory option was the hardtop known as the "Surrey Top", an early attempt at a Targa. The hardtop featured a removable center panel, giving any TR4 so equipped a versatility that was unique at the time.

Today these charismatic "surrey top" 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

The British Motor Heritage Trust Certificate for this Triumph confirms it was completed on June 14, 1962 and originally painted black with contrasting red leather trim. Delivered to the Standard Triumph Motor Company of Boston, Massachusetts, this early TR4 was one of the first 500 built and underwent an exhaustive multi-year restoration by Precision Autocraft of Massachusetts in the mid-1990s. The wonderful condition of the car today is testimony to the quality of the restorer's workmanship. The seats were upholstered in high quality leather trimmed in the original color and a period Nardi wood-rim steering wheel fitted. The appearance was further enhanced with a set of chrome wire wheels, while the engine bay was beautifully detailed.

Post-restoration, the Triumph enjoyed a successful career on the Concours circuit, consistently winning its class or Best in Show

awards before being retired in 1997. It was featured on the cover of *The Vintage Triumph* magazine following its 1st place at the 1994 Vintage Triumph Register National Concours. The TR4 joined the Wayne Oldenburg Collection in the late 2000s, and remained in that prominent collection until its acquisition by the consignor in 2013. Presented in nicely mellowed condition with a lovely patina, this car is perfect for tours or rallies and with minimal cosmetic refreshing could make a triumphal return to the show circuit.

\$50,000 - 70,000 Without reserve

Please note this vehicle is titled as a 1963.





The Tailor's Car – Ex-Augusto Caraceni and Count Antonio Naselli 1951 Ferrari 212 Export Berlinetta

Coachwork by Touring

Chassis no. 0088 E Engine no. 0088 E

2,562cc SOHC V12 Engine 3 Weber 36 DCF Carburetors 170bhp at 6,500rpm 5-Speed Manual Gearbox 4-Wheel Drum Brakes

- Exceptional example of Ferrari's legendary racing Touring Berlinetta
- Prominent ownership history, current ownership since 1969
- Original bodywork and matching numbers engine and drivetrain
- 2nd in class at the 1951 Stella Alpina Hillclimb among other early results
- Documented by Marcel Massini and factory build sheets







The Early Competition Ferraris

Few serial numbering systems in the realm of collector cars are better-known or more scrutinized than Ferrari's practice of using odd numbers for road going chassis while assigning even numbers to racing and competition cars. Examining the evolution of early Ferrari models and the serial numbers assigned to their chassis, one can arguably trace the earliest use of the famed numbering system to Maranello's second-ever model, the 166 Spyder Corsa of late 1947.



Bodied with cycle-wing fenders more becoming of a pre-war racing car, the 166 Spyder Corsa employed a bored version of the Gioacchino Colombo-designed short block V-12 used in the 125 S, and began with chassis numbers 002C and 004C. Seven more examples were built continuing the even-numbered fashion, which by some accounts was implemented solely in the belief that even numbers were luckier. By the end of the 166 Spyder Corsa run, the C suffix had been changed to I, in preparation for the Inter designation, one of three new variants of the 166 that would receive standard closed-fender sports car coachwork.

Initially called the 166 Sport, the performance variant of the 166 soon morphed into the competition-prepared 166 MM, which became a new darling of privateer racers and successful factory entries. The 166

MM is perhaps just as notable for formally introducing the even-numbering system for racing sports cars, starting with chassis no. 0002M, while odd-numbered road cars evolved from 007S with the first 166 Inter, the 166's less powerfully tuned street version.

Even numbered racing chassis continued into the larger versions of Ferrari's developing V-12 sports car, segueing from the 195 Sport to the 212 series, where the Sport nomenclature was finally changed to Export. The Export name reflected Ferrari's long planned courtship of the overseas market, with specific intent to sell cars to American racing privateers, while the Inter designation remained to designate ordinary road cars.













Carrozzeria Touring

While early Ferrari Berlinettas were constructed by a variety of coachbuilders over the years, perhaps most strongly associated with Pinin Farina, it was Carrozzeria Touring of Milan that penned and built the first and most successful racing Berlinettas. Often noted for its unique lightweight *Superleggera* construction technique, which involved loosely fitting aluminum skins over a tube-frame chassis, Touring had an intertwined relationship with Ferrari dating back further than most enthusiasts might realize.

Touring founder Felice Bianchi Anderloni was originally a factory driver for Isotta-Fraschini and Peugeot during the 1920s, and he frequently crossed paths with Enzo Ferrari during his racing days, though the two Italians never directly competed against one another in the same class. Years later during the 1930s, Touring evolved

into one of Alfa Romeo's principal coachbuilders, and given Enzo Ferrari's assumption of Alfa Romeo racing material under his newly formed Scuderia, there is little doubt that the two executives operated within the same social and business circles.

The evolving relationship bore its first notable fruit when two privateers, Alberto Ascari and the Marchese Lotario Rangoni Machiavelli di Modena, made preparations for the 1940 Mille Miglia, approaching Enzo Ferrari to construct two racing cars for them. At the time, Ferrari was constrained by a legal non-compete agreement he had made after leaving Alfa Romeo in 1938, so he built the cars under the mantle of his new airplane parts manufacturing company, Auto-Avio Costruzioni. When searching for a coachbuilder, Touring was a natural choice given the two men's shared

history, and Anderloni and his designers penned a sensational two-seater that was known simply as the 815 Spyder for its engine specifications. That neither car finished the race is of little importance, as the occasion marked the very first appearance of a Touring-bodied Ferrari-built car (and interestingly enough, the international racing debut of future champion Alberto Ascari).

As Ferrari initiated road car production with the 166, the first-ever Ferrari Berlinetta appeared at the 1948 Mille Miglia on chassis no. 003S, wearing coachwork by Allemano. A chance meeting between Serafino Allemano and Enzo Ferrari may have led to the Torinese company designing this car and a similar spyder, both of which featured a relatively staid approach to postwar design. At the Turin Motor Show in late 1948, however, it was Touring that





presented two new Ferraris 166 examples, an open car and a closed 4-seat berlinetta that clearly raised the Allemano design to a new plateau. The closed car, chassis no. 005S, was the first Ferrari berlinetta built by Touring, and by the arrival of chassis no. 0026M the design had evolved into the Le Mans Berlinetta fastback that would characterize the coachbuilder's closed-body design through the next several Ferrari models, ending with the 212 Export.



The Motorcar Offered

By the time the 166's engine was bored to 212 specifications, just five examples of the 166 MM Touring Berlinetta had been constructed, and this car is the first of just four more such bodies that were then mounted on the evennumbered, competition 212 platform. The seventh overall 212 Export constructed, chassis no. 0088 E received Touring body no. 3473, engine internal no. 16/E and gearbox no. 20/E. The completed frame was finished on January 26, 1951, with rear axle assembly on February 14, supervised by famed mechanics Walter Seghedoni and foreman Amos Franchini. As demonstrated by original factory chassis sheets, the two mechanics supervised completion of the racing bred engine two days later, where it received the three Weber carburetor setup, revised competition camtiming and valve arrangement, and was tuned for sports racing use.

On February 23, a certificate of origin was issued and a day later the car was test driven at the factory. Distributed to Rome-based dealer Mambretti Sonzogni, this rare Touring Berlinetta was sold new on April 20, 1951, to Augusto Caraceni, a tailor and racing car driver who was the heir to the Caraceni company, one of Italy's most famous men's clothiers. Founded in 1913 by Domenico Caraceni, the father of modern Italian tailoring, Caraceni was preferred by Enzo Ferrari and other significant luminaries, including Fiat boss Gianni Agnelli, tycoon Aristotle Onassis, and Hollywood actors like Humphrey Bogart and Cary Grant.

During September 1951, Mr. Caraceni entered the sleek Export at the fifth annual Stella Alpina Hillclimb, and decorated with #254 the car finished 5th overall and 2nd in class. The performance was photographically captured







in the September 1951 issue of *Auto Italiana* magazine. On February 15, 1952, Mr. Caraceni purchased a Vignale-bodied 212/225 Export that he later used in the Mille Miglia, and he shortly thereafter sold this car to its second owner of record, Count Antonio Naselli of Trevinano-Viterbo.

Less than a month later, the dashing Count entered the Export at the XII Giro di Sicilia, now wearing #357, while on August 28, the car was once again entered at the Stella-Alpina Hillclimb, though it is not clear how well it finished. In the spring of 1954, Count Naselli acquired a 340 America, and 0088 E was sold on May 17 to Dino Vaselli of Rome.

Mr. Vaselli retained the Ferrari only briefly before re-selling it to Giampaolo Terigi of Lucca on September 8. A year later, Mr. Terigi then sold the car to its fifth owner, Roberto Federici of Rome, who in turn sold it to Mrs. Rosetta Maiavacca of Genova four months later. In January 1957, the 212 was acquired by Genovese resident Luigi Danuzzo, who sold the car eighteen months later to its final Italian owner, Enrico Ghezzi of Milan. This well-documented chain of ownership is comprehensively listed in original Automobile Club d'Italia registrations that appreciably enhance the car's excellent documentation.

In the early 1960s, this beautiful Touring Berlinetta was imported to the United States through Italian dealer Michele Vernola, and by 1963 the car had been acquired by Lowell Musick of Long Beach, California, an employee at the Douglas Aircraft factory. When the V-12 motor eventually required some minor work to keep it running, Mr.









Musick accordingly entrusted the Export to Charles Betz of Orange, California, a renowned Ferrari enthusiast and owner of many of the marque's most important early models. Mr. Betz worked on the car for some time at his home, where it was soon spotted by the consignor, Mr. Betz's business partner, who was also well versed in early Ferraris.

Eventually purchasing the 212 from Mr. Musick in 1969, the consignor initially used it very little; the Export sat for a protracted period in a controlled state of storage, still retaining its original matching-numbers drivetrain and complete original Touring Berlinetta coachwork. The car remained so original, in fact, that when the owner of a similar 166 MM Touring Berlinetta (chassis no. 0026M) sought to restore his car, a representative of his restorer, the Pebble Beach awarded Paul Russell and

Company, traveled to the consignor's garage to examine and study 0088 E at length as it represented the benchmark for the model.

In 2008 a complete restoration was begun, and the Export was fastidiously disassembled and prepared. 0088 E was complete and intact after its many years in Southern California, and was an ideal base for a restoration. Steve Beckman's Metalworks in Costa Mesa was retained to prepare the body and finish it in the vintage color of Amaranto, a shade in which the car was repainted when it was roughly one year old. The late Bob Wallace performed all of the machine work, balancing and blueprinting the original matching-numbers Colombo V-12, and similarly rebuilding the gearbox and differential. The opportunity was taken to install a limited-slip differential that now provides for a negligible loss of torque during hard cornering, allowing











the car to perform with improved modernity and safety during touring and racing applications.

Multiple components were sent to specialists for refurbishment, with the original wheels going to Cork Adams, the brightwork to South Bay Chrome, and the original instruments to MoMa. When all the individual components had been re-conditioned and returned, Pete Engel installed a correct new interior with naturale lastico upholstery and Mr. Betz oversaw the car's reassembly, as well as final detailing of the chrome and paint. All components were refinished to the original type of plating and finish. The colors of paint used were also consistent with the original, including the silver grey on the engine, gearbox and differential. The fastidious restoration cost approximately \$600,000 as reflected by an extensive file of invoices.

The sale of 0088 E represents an unparalleled opportunity in the marketplace today. Very rarely do early competition Ferraris as genuine and authentic as this car come to market. Still retaining its original Touring Berlinetta coachwork, matching numbers engine and drivetrain, 0088 E truly fits in among the upper crust of the collector car world. Impeccably prepared with outstanding attention to detail and authenticity, 0088 E is accompanied by tools, owner's manuals, copies of the original factory build records, and Ferrari historian Marcel Massini's history report.

This incredibly rare Berlinetta has been absent from the circles of Ferrari enthusiasts and the collector car market for many decades. Now emerging from its cloistered storage and impeccable nut-and-bolt restoration for the first time in forty-five years, 0088 E yearns to be

shown at the most discerning Concours events, such as the Pebble Beach Concours d'Elegance, the Cavallino Classic or Concorso d'Eleganza Villa d'Este, where it will surely be appreciated for its all-original coachwork and drivetrain, as well as the historically significant Touring Berlinetta design. Furthermore, 0088 E is highly eligible for the absolute top driving and racing events worldwide, such as the Mille Miglia, Monaco Historic Grand Prix and Le Mans Classic. A highly desirable part of early Ferrari history, 0088 E beckons serious collectors and Maranello purists to indulge in a fine automotive collectible of inestimable importance.

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



1958 Alfa Romeo Giulietta Spider

Coachwork by Pinin Farina

Chassis no. AR 1495.03368 Engine no. 1315.43164

1,290cc DOHC Inline 4-Cylinder Engine Single Solex Carburetor 91bhp at 6,000rpm 4-Speed Manual Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Delivered new to Hoffman Motor Company
- Recent service and refurbishment
- One of the best driving 1950s sports cars
- Eligible for numerous driving events
- Documented by Alfa Romeo Centro Documentazione







The Alfa Romeo Giulietta

"The Alfa, in a few words then, is a small car with a rev-happy DOHC engine that can carry two people from point A to point B over all types of roads quicker than most cars twice its size. It does this not with blinding speed but with a wonderful combination of roadholding, compact size and sheer willingness"

- Car & Driver on the Giulietta Sprint.

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 a high volume manufacturer. The original Bertone-designed Giulietta Sprint Coupe of 1954 was soon joined by a more practical Berlina sedan and a charming Spider, the latter sporting elegant coachwork designed and built by Pinin Farina.

The Motorcar Offered

According to factory records from Alfa Romeo's *Centro Documentazione*, this Giulietta was completed at the Milanese Alfa Romeo plant on January 23, 1958. A left hand drive Spider destined for the United States, it would depart for the legendary Hoffman Motor Car Company of New York, New York the following month.

Believed to have been in the US from new, this charming Italian Spider has benefitted from a recent cosmetic refurbishment, with the exterior expertly repainted in a classic red color, and the interior renewed with correct patterns. Furthermore, a thorough service has recently been performed.

A truly great choice for spirited drives on twisty roads, this Alfa is eligible for some exciting driving events around the globe, and will surely provide its driver with an smileinducing experience Open top motoring with excellent road holding and high-revving twincam performance, the Giulietta Spider rightly claims the moniker "sports car" and one would be hard-pressed to find a near competitor at double the investment.

\$60,000 - 80,000

Please note this vehicle is titled with chassis no. 149503368.





175 1951 MG TD

Chassis no. 9640 EXL/NA Engine no. XPAG/9994

1,250cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 55bhp at 5,400rpm 4-Speed Manual Transmission Front Independent Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Meticulously restored example of MG's classic sports car
- Period correct color combination
- Proven XPAG twin-carburetor engine
- Classic British roadster styling
- Great collector car for shows or twisty roads







The T Series MG

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

- The Autocar, 15th May 1953.



The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, upon which sat an all-new body - roomier than before but retaining the classic looks of the traditional MG sports car and the proven 1,250cc XPAG fourcylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants compared to that of the TC. It became the 'gateway drug' for an entire generation of sports car enthusiasts and became a staple of early postwar American sports car racing competition.

The Motorcar Offered

Produced in the fall of 1951, this sporting MG TD was delivered new to the United States, a left hand drive example with miles per hour speedometer. A very thorough restoration has been performed at some point, and it is apparent upon close inspection that the work carried out was done to a very high and factory correct standard. Presented in the correct MG TD color of Sequoia Cream with a beautifully matching green interior, this TD looks just like it might have during a lovely picnic at Watkins Glen or Bridgehampton. It is fitted with period correct Michelin tires, the correct Lucas headlights and beautiful Jaeger instruments. A very nicely restored example, this is the car that introduced many American enthusiasts to European sports cars, and surely must of one of the best examples available for purchase today. \$25,000 - 30,000

\$25,000 - 30,000 Without reserve

Please note this vehicle is titled with chassis no. 9640.



1967 Ferrari 330GTC

Coachwork by Pininfarina

Chassis no. 9983 Engine no. 9983

3,967cc SOHC V12 Engine 3 Weber Carburetors 300bhp at 7,000rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- Factory delivered in Verde Chiaro with A/C
- Certified by Ferrari Classiche
- Just over 60,000 kilometers from new
- 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 hood 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-

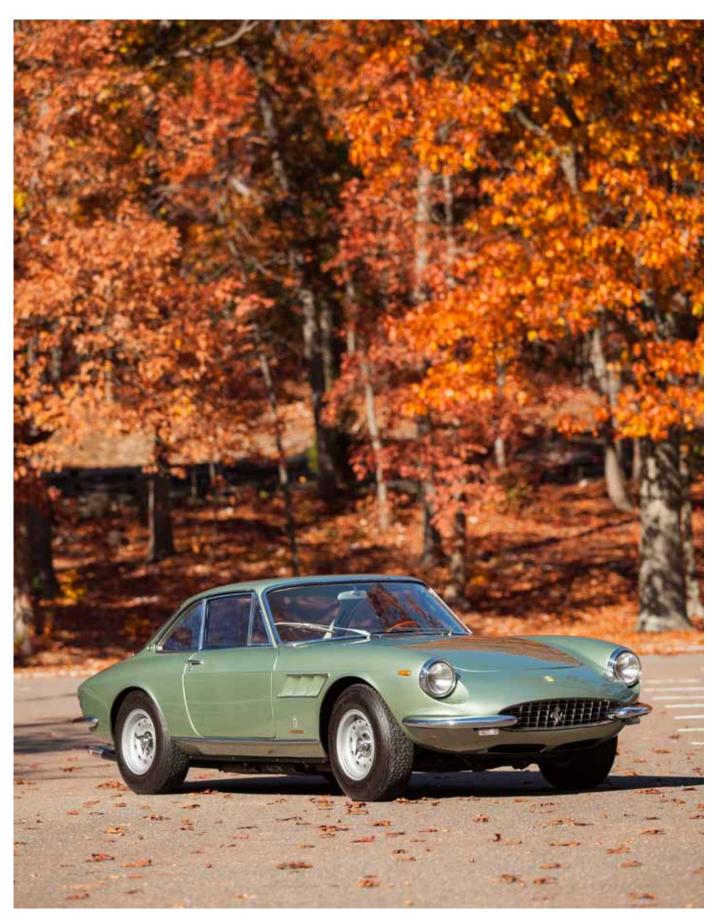
going Ferrari (the 275GTB) in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created an inherently better balanced car.

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

The exceptional example of Pininfarina's legendary Gran Turismo Coupe presented here, chassis number 09983, received its final assembly at the Maranello Ferrari works in May of 1967. It was finished in the same color combination as it is presented in today, the elegant Verde Chiaro over a black leather interior, and was equipped with the desirable air conditioning option. Hand built by Pininfarina's skilled craftsmen, 09983 was the 246th example built, receiving Pininfarina body number C0280. Configured as a left hand drive car, it was delivered to the Ferrari agent in Rome, Italy, Motor S.a.s. in June of 1967. It was soon after sold to its first owner, and registered on Rome license plates 'Roma A 76103'. In July of 1967, showing just under 2,000 kilometers on the odometer, 09983 was serviced at the Ferrari Factory Assistenza Clienti facility in Rome.

















The green GTC remained in Italy throughout the early 1970's, before being exported to the US in 1976, like many Ferraris of the era. It was then painted red, and found a new home in Pennsylvania. By the early 1980's, 09983 was sold by the Mario and Elvidio Grande brothers' Pittsburgh, Pennsylvania based *Auto Palace* to Dan Heit, a Ferrari connoisseur with other great cars from the Italian marque in his stable. At this point, 09983 showed fewer than 40,000 kilometers from new, and still retained its original black interior.

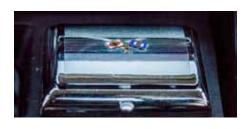
In the spring of 1989, Mr. Heit sold the car to a gentleman from the Torino area, and thus the GTC returned to its country of origin. 09983 was later sold to a collector in Belgium, with whom it would remain until the late 2000s. 09983 was shown at the 35th Anniversary meeting of the Belgian Ferrari club, and was around this time pictured in *Cavallino* magazine.

In 2010, the GTC was treated to a substantial restoration in Italy. The exterior was thoroughly prepared and repainted in the car's original color of *Verde Chiaro*, and all trim and chrome was refurbished where necessary. The car's mechanical systems were also attended to, with a refurbishment of the original, matching numbers engine, the transaxle, as well as suspension and brake systems.

Today the car presents in exquisite condition throughout and has been spared from accidents and abuse over the years. The circa 60,000 kilometers (37,200 miles) showing on the odometer is believed to be the car's actual mileage since new. The *Verde Chiaro* color contrasts smartly with the original Campagnolo alloy wheels – a combination that truly suits the 330GTC. The accompanying history file includes Ferrari Classiche's certification, Marcel Massini's

history report, copies of the factory build sheets and restoration photos, and the package is completed with books and tools present. This would be a superb Ferrari in which to enjoy rallies or driving events, where its occupants can fully experience the formidable performance of the 300 horsepower, 4-liter V12.

\$550,000 - 700,000





1963 Porsche 356C 1600 Cabriolet

Coachwork by Reutter

Chassis no. 159295 Engine no. 730366

1,582cc OHV Flat 4-Cylinder Engine 2 Zenith Carburetors 75bhp at 5,200rpm 4-Speed Manual Transaxle 4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Final, most improved version of the 356
- Engine rebuilt by Porsche specialists
- High-quality restoration
- Desirable features including radio and luggage rack
- First-year 356C incorporating disc brakes all-round







The Porsche 356C

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

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

The Motorcar Offered

This lovely Reutter-bodied Cabriolet is an early example of the 356C, produced during the latter half of 1963. Featuring the improved four-wheel disc brakes and the good-looking twin grille engine cover, the 356C is often touted as the best driving, most refined version of the celebrated 356 model. While its early history is not known, this car is known to have spent some time in Alabama before residing with an owner in Houston, Texas more recently.

This example features numerous charming features and accessories including a period radio, factory clock, and Coco floor mats to keep its occupants cozy. Driver and passenger will undoubtedly enjoy the inviting tan leather interior, while a luggage rack mounted to the rear offers the option of a longer getaway thanks to increased luggage storage space. In









addition, a matching tan cloth top allows the option of foul-weather protection.

The engine is believed to be the matching numbers original unit, and has been rebuilt by Rennsport of Sealy, Texas. At the time of cataloging, a Porsche Certificate of Authenticity had been applied for but not yet received. We can confirm that the engine number falls into the correct range for the chassis and we hope to be able to confirm its originality by the sale date.

Having been restored at some point in the past, this 356 is described as having very good panel fit along with excellent brightwork, and has reportedly had the suspension and brakes rebuilt and serviced, as well as an overhaul of the engine and transaxle. A great model in which to experience the 356 legend, this

Cabriolet represents the final and most civilized version of the model.

\$120,000 - 150,000



1974 Jaguar E-Type Series III V12 Roadster

Chassis no. UE1S 25261 Engine no. 7S16546 LA

5,343cc SOHC V12 Cylinder Engine

- **4 Stromberg Carburetors**
- 275bhp at 5,850rpm
- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- Absolutely outstanding restoration
- Former JCNA National Champion
- Factory delivered manual transmission, LHD example
- The final evolution of the legendary Jaguar E-Type
- Offered with Heritage Trust Certificate







The Series III Jaguar E-Type

Few self-respecting automotive connoisseurs could ever ignore that iconic 20th Century classic, the E-Type Jaguar. From its sensational launch with its 3.8-liter 6-cylinder 'XK' series engine in 1961 to its final expression as the 5.3-liter V12-engined Series III model twenty years later, Coventry's finest was not only an aspirational supercar of its era, but also a generally attainable one – always offering would-be owners tremendous value for money.



It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models were produced, Jaguar's preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

With the large cross-slatted radiator grille – described by *Motor Sport* magazine as "a decorative birdcage" – flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting uprated brakes

and power steering as standard. From the new Series' launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

A V12 Roadster model, finished in red with black hardtop, was road tested by *Motor* magazine in November 1971, proving itself to be the quickest Jaguar model up to 100mph that the magazine had ever tested – taking 15.4secs from rest. The car's 0-60mph time was only 6.4secs while it could cover the standing-start quarter-mile in 14.2secs. *Autocar* magazine declared that the new V12 engine was just "superb, smooth power with virtually no mechanical noise at all (rare for a V12) and with little exhaust noise – from 70mph to 140mph wind noise is by far the loudest sound and even that is by no means excessive".

The Series III V12's "natural cruising speed"









proved to be around 125mph, and influential American market publication Road & Track extolled the fact that "...the E-Type is an easy car to drive and is most at home when driven fast...a very predictable car with excellent balance between ride and handling. The ride is soft but very well controlled and even at high speeds there is no tendency towards front end lift or wander. Characteristics are forgiving to the inexperienced driver but useful to the more skillful during fast motoring".

The Motorcar Offered

Built in March of 1974, the sensational example of Jaguar's legendary V12 E-Type offered here left the Browns Lane Jaguar works configured as a left hand drive car destined for the US. It was finished in white, fitted with a black soft top, and trimmed in a *Russet* colored interior. It was imported through British Leyland Motors, Inc. to the selling dealer, a Pontiac and Cadillac agency in Bristol, Connecticut, whom sold the car to a Mr. Peter Fazzone of Milldale, Connecticut.

Mr. Fazzone is believed to have kept the big cat through the early 1990s, at which point the aging Roadster was in need of a restoration. The extent of the ensuing restoration is absolutely impressive, the attention to detail becoming quite apparent upon close inspection. This exacting and extremely detailed job was rewarded with the E-Type being nominated the 1994 JCNA National Champion.

Accompanied by a booklet with restoration photos, a top boot, an owners manual in pouch and spare wheel, this third series E-Type must be considered one of the best restored examples of the model anywhere, and deserves a close, scrutinizing inspection to truly appreciate the quality offered here.

\$80,000 - 120,000 Without reserve





1963 ½ Ford Galaxie 500 R-Code Factory Lightweight

Chassis no. 3N66R144637

427ci OHV R-Code V8 Engine
Twin Holley 4-Barrel Carburetors
425bhp 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 1963½ Ford Galaxie 500 Lightweight "Sportsroof" hardtop was Ford's response,

built on lighter frames intended for a 300-series sedan, and utilizing various heavyduty 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 castiron 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 floormats. 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, bareframe 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.

\$140,000 - 180,000



180 1937 Cord 812 Phaeton

Chassis no. 1821H Engine no. FB2457

289ci Lycoming Flathead V8 Engine Single Stromberg Carburetor 125bhp at 3,500rpm 4-Speed Pre-Selector Electric Manual Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- Offered from the Heritage Museums & Gardens Automobile Collection
- Innovative front-wheel-drive Art Deco-era motorcar
- Timeless Gordon Buehrig design
- Sophisticated pre-selector transmission
- CCCA Full Classic™







Heritage Museums & Gardens

Heritage Museums & Gardens displays a "collection of collections" that celebrates American culture. Heritage has set new curatorial objectives as it prepares for the reinstallation of its permanent auto collection later this year. It is refining and fine-tuning its automobile collection to align its holdings with the story it tells of American art, ingenuity, workmanship and engineering.

The Cord 810/812

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York, and arguably the most easily recognized American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile exhibitions. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with its louvered 'coffin' nose, streamlined, spat-shaped wings and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the latter in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a

Lycoming straight eight, the Cord L29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

Custom sedans on a longer wheelbase joined the four-model 812 range for 1937. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold out in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, just fewer than 3,000 810/812s had been made.









The Motorcar Offered

Josiah K. Lilly III himself arranged the acquisition of this 812 Cord for his growing collection of automobiles, securing the car from Clifford B. Sweet of Westborough, Massachusetts in July 1965. At the time of purchase, the Cord was finished in a deep maroon color, which was subsequently replaced by the more archetypal Cigarette Cream scheme it wears today. The interior and trim were most likely replaced at the same time with the present black upholstery. Notes on file state that some \$7,000 or more was spent on its restoration - quite a substantial amount of money in the 1960s.

While on display at Heritage Museums and Gardens, the Cord was properly stored, and fluids such as fuel and coolant were drained. The car was not run for several decades, but at the time of cataloging the car was being

serviced and assessed, and more information regarding its mechanical condition will be available prior to the sale.

On exhibit in the Heritage Museums and Gardens Automobile Collection for nearly a half-century, this stylish Cord 812 Phaeton has recently been de-accessioned, as the collection evolves, creating an opportunity for collectors and enthusiasts of these stylish Deco masterpieces.

\$65,000 - 85,000





1933 Packard Eight Model 1002 Convertible Victoria Coachwork by Dietrich, Inc.

Chassis no. 627-39 Engine no. 371218

320ci Side-Valve Inline 8-Cylinder Engine Single Carburetor 120bhp at 3,200rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Servo-Assisted Drum Brakes

- Offered from the Heritage Museums & Gardens Automobile Collection
- Desirable open coachwork by the famed coachbuilder Dietrich
- High quality Packard from the peak of the classic era
- In same ownership for over 45 years
- CCCA Full Classic™







The Packard Eight

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. First introduced in 1924, the Eight was notable as the first Packard to employ four-wheel brakes. Its side-valve straight-eight engine developed 85bhp from 5.9 liters, and the model Eight line-up initially comprised ten models on two wheelbase lengths. In 1927 the engine was enlarged to 6.3 liters and a smaller 5.2-liter Standard Eight introduced for 1929, the larger



engine continuing to power the Custom and DeLuxe Eights. The latter was re-christened 'Super Eight' for 1933, by which time all Packards featured synchromesh transmissions.

The height of the Depression did not dampen the artistic inspirations of the automobile industry. The years 1930–1937 produced some of the finest styling seen in the automotive world even to this day. Packard in particular, though always producing beautifully styled and functioning machines before, truly spread its wings during this period. Like many great works of art, some of humanity's greatest triumphs are inspired during the toughest times.

The Motorcar Offered

Built on the 136-inch wheelbase, the model 1002 was offered with 13 individual body styles. Arguably, none were more in tune with the coachbuilding fashions of its era than the Convertible Victoria. The more austere times and trends perhaps dictated a shift towards all-weather designs, allowing one car to suit multiple climate conditions, rather than needing a stable of bespoke automobiles each with a specific purpose. For this fashionable style Packard turned to the styling and coachbuilding firm Dietrich, Inc. of Detroit, Michigan. Founded by Raymond Dietrich, the firm reached a mythic status with their handsome and innovative styling, and Dietrich became a frequent collaborator with Packard; their designs as applied to these chassis today represent some of the most revered models of the Classic era.









1933 Packards are wonderfully made and styled automobiles - it was only a shame there were so few who could afford to buy them. 10th series production totaled a meager 4,800 units, a far cry from the 16,613 for the 9th series, and way down from the nearly 55,000 sold in 1929. The 10th series would represent Packard's smallest output of the Classic era. Priced at \$2,780, the Convertible Victoria was one of the more expensive body styles available, and would no doubt have only accounted for a modest percentage of the 1,099 Eight chassis built. It is believed that far less than 100 Convertible Victorias were produced in 1933, the example offered here being the 39th produced.

Josiah K. Lilly, III, acquired this Convertible Victoria in his heyday of collecting during the mid-1960s. Appropriately he had chosen to buy the car from Tom Mix, the long term Packard aficionado and owner of Foreign Motors, on Commonwealth Avenue in nearby Boston. From the file accompanying the car, it would seem that it was in need of restoration at that time and would remain at or return to Foreign Motors for an engine rebuild as well as a complete restoration of paint and chrome, rewiring and other details. Around the same time, the Packard was re-trimmed by local upholsterer Frank Hansen of Lexington, Massachusetts. All told the work carried out approached \$10,000, a significant sum in its day.

For more than 45 years this Packard has resided in the Heritage Museums & Gardens Automobile Collection, where it has for the most part been on display in their Sandwich, Massachusetts-based Museum. During that time it has taken on a light cosmetic age, however a close inspection reveals a straight

and very sound example with good panel-fit. A particularly rare feature is its correct period radio installed in the dash. The car's road use has been limited, though it has been systematically turned over and occasionally run. In preparation for the auction, the car was checked over and has been running and driven, but we would advise a more in-depth mechanical check be carried out before active use.

Presented from this prestigious collection is a Packard of high quality from the marque's best era, in a sophisticated Dietrich Convertible Victoria design that rarely comes to market. \$90,000 - 120,000



1931 Chevrolet Rumble Seat Coupe

Engine no. 22602207

194ci OHV Inline 6-Cylinder Engine Single Carburetor 50bhp at 2,600rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Offered from the Heritage Museums & Gardens Automobile Collection
- Handsome example of the Fordbeating Chevrolet Six
- A piece of early bowtie brand history
- Equipped with many optional extras
- A rumble-seat model with room for four







The Chevrolet Six

By the early 1920s Chevrolet had abandoned its attempt to compete head-on with Ford's Model T - Ford was able to drop its prices annually whereas Chevrolets steadily rose - and re-positioned itself as a middle-market manufacturer whose products possessed a degree of refinement lacking in the Model T. The highly popular six-cylinder Chevrolets of the 1930's helped consolidate the company's position as Ford's chief rival, but until then its mainstay had been four-cylinder cars.

Chevrolet introduced its new range powered by the famous 194ci (3.2-liter) Stovebolt overhead-valve six in 1929, the cast iron wonder being enthusiastically marketed as "a Six for the price of a Four". Styled by Harley Earl at General Motors Art & Color department, the new line was known as the International in its first year, subsequently becoming the Universal and then the Independence in 1931.

Features of this year's model were a higher, larger radiator; afore this was a bowed tie bar carrying the headlights; while aft its hood had now gained vertical louvers on the raised side panels. Looking to the future, wire wheels were now standard.

The Motorcar Offered

This handsome rumble-seat coupe carries a number of the options offered on these cars, including dual side mounts with covers, front and rear bumpers, pedestal mirrors and a luggage rack. The car joined the Heritage Auto Museum Collection in 2003, and prior to this had been the property of Donald Sullivan of Ann Arbor, Michigan. According to Mr. Sullivan, for many years it had previously been in the W.A. Smith Museum in nearby Flint, Michigan.

Offered with a period handbook, the car is understood to have received its restoration in the 1950s and during that time had its appearance generally enhanced with Sports Roadster wheels and some trim pieces. For an older restoration, the Chevrolet presents beautifully, and was running well at the time of cataloging.

\$8,000 - 12,000 Without reserve



From the collection of Tom Hanks and Rita Wilson 1979 Volkswagen Super Beetle Convertible

Coachwork by Karmann

Engine no. AJ 141332

1,585cc OHV Flat 4-Cylinder Engine Bosch "Air Control" Fuel Injection 48bhp at 4,200rpm

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

- Rare "Triple White" special edition from the final year of production
- Believed to be one of fewer than 2000 huilt
- Attractive "Baby Carriage" convertible
- Only 62,184 miles recorded
- One careful celebrity owner since new







The Volkswagen Super Beetle

Along with the "Triple Black" and "Champagne" special editions of the Super Beetle Convertible, the "Triple White" version as seen here represents one of Volkswagen's final marketing efforts for this much-loved automotive icon. Super Beetles, with their more modern McPherson strut/coil spring front suspension, rack-and-pinion steering, larger trunk, and improved passenger amenities, had superseded the classic 'Bug' in 1971, but ever-more-stringent U.S. emissions regulations meant that the Super Beetle would be phased out of production after 1975 with the advent of new water-cooled designs that were able to maintain higher engine temperatures and thus create fewer exhaust emissions. Although the sedan models had been discontinued. the last Super Beetle Convertible would leave the Karmann factory in Osnabruck on January 10, 1980, and was sent immediately

to Volkswagen's AutoMuzeum in Wolfsburg. A few were sold in America as 1980 models, but these last remainders were in actuality 1979s in all regards. Karmann was VW's go-to manufacturer for its convertible models, and its well-designed folding top framework and extremely well-built, heavily-padded top with glass rear window set standards for quality of materials and workmanship.

VW experts estimate that almost 11,000 Super Beetle convertibles were sold in 1979, with an additional 4,500 sold in early 1980, but that there were no more than 2000 – and possibly as few as 1000 - "Triple White" convertibles. Dealers were reportedly allotted just one car apiece, making them highly collectable.

The Motorcar Offered

Rita Wilson, the consignor and original owner of this very attractive "Triple White" convertible, a well-known member of the Hollywood film community, remembered her car fondly: "My VW was bought and owned by me in 1979, the last year they made them. It was never owned by anyone else and very lightly driven."

The car's brightly-trimmed interior features full carpeting and a wood-grained appliqué on the dashboard. Many of these final-year Super Beetle special editions were snapped up by collectors when new and put away as future collectibles, but this charming car has been driven more than 60,000 miles, attesting to its enjoyment factor. Representing the last of the breed, this Karmannbodied Convertible makes friends wherever it goes – it's a great choice for fair-weather motoring, and is sure to put a smile on your face. \$16,000 - 20,000

Without reserve



1988 Rolls-Royce Corniche II Convertible

VIN. SCAZD02A8JCX23572 Engine no. 64117L4101/8

6,750cc OHV V8 Engine
Bosch Fuel Injection
240bhp at 4,000rpm
3-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Just over 18,200 miles from new
- Exceptionally well-preserved example
- Original U.S. delivery Corniche
- Comfortable long distance touring car for four passengers
- Offered with clean CARFAX report







The Rolls-Royce Corniche

Recalling its glamorous *Grands Routiers* of prewar days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder, Mulliner, Park Ward - were limited to just two, a two-door coupe or similar convertible, the former arriving in March 1966 and the latter in September the following year. The cars were hand built in the best traditions of British coachbuilding, using only materials of the finest quality, including Wilton carpeting, Connolly hides and burr walnut veneers, a necessarily



lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadows were strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

The well tried aluminum V8 engine was adopted, displacing 6,750cc, driving through a Turbo Hydramatic 400 three-speed automatic gearbox sourced from General Motors. For the Corniche model, power output was enhanced by about 10%, providing greater torque and giving the car a top speed on the order of 120mph. The independent coil spring suspension provided the smoothest of rides,

complemented by a hydraulic self-leveling system to the rear. Perceived early shortcomings in the braking department were eliminated in 1972 with the introduction of ventilated disc brakes. Major enhancements introduced in 1977 included rack-and-pinion steering, revised bumpers, an aluminum radiator, the addition of an oil cooler, and Bosch fuel-injection.

Corniche II nomenclature was adopted for the US for the 1986 model year and these improved models remained in showrooms through 1989. Tweaks continued to be made; anti-lock brakes, a major upgrade, were adopted for 1988. The Corniche proved a major success for Rolls-Royce; periodically revised and updated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.











The Motorcar Offered

Offered here is a low-mileage, original and exceptionally well-preserved example of the renowned grand touring Rolls-Royce Corniche. Hand built at the famous Crewe Rolls-Royce facility near Cheshire, England during March of 1988, this Corniche II Convertible was equipped for US delivery. It arrived at the Manhattan-based Rolls-Royce showrooms of Carriage House Motor Cars, Ltd., later that year, and soon found its first home. The car is believed to have had few owners and benefitted from careful use, resulting in a recorded mileage today of just over 18,000 miles from new.

Today the car shows extremely well, with a tasteful and fitting two-tone champagne over black color scheme subtly accenting the flowing lines of this elegant convertible. The chrome and stainless bright work presents equally well throughout. The interior is trimmed in biscuit Connolly hides with dark piping, and the cockpit is liberally appointed in elegant wood finishes. Complete with service books, lambswool rugs, jack, and tools, the Corniche presents stunningly inside and out, a representative example of the quality of these great, hand built Rolls-Royce motorcars. \$60,000 - 80,000





1954 Bentley R-Type Continental 'Fastback' Sports Saloon Coachwork by Franay

Chassis no. BC51LC Engine no. BCC50

4,887cc SOHC Inline Six-Cylinder Engine 2 SU Carburetors 178bhp

4-Wheel Servo-Assisted Hydraulic Drum Brakes

4-Speed Manual Transmission with Center Change Front Independent Wishbone Suspension - Live Rear Axle

- One of only five Continentals bodied by Franay, two of which were fastbacks, only one of which was left-hand drive
- One of 208 Continentals built, only 43 of which were left-hand drive
- Factory center gear shift
- Excellent, known ownership history
- \$85,000 in receipts for recent, complete mechanical overhaul







The R-Type Continental

Described by The Autocar as, "a new stage in the evolution of the post-war Bentley," the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension.

The R-Type and its Rolls-Royce sister car, the 'E' Series Silver Dawn, were notable as the first Rolls-Royce products available with automatic transmission. The company opted for General Motors' Hydra-Matic, a state-of-the-art fourspeed unit permitting manual selection. The standard R-Type was a lively performer, achieving 106mph in silence and reaching

50mph from standstill in 10 seconds despite a curb weight approaching two tons.

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Rolls-Royce's six-cylinder, inletover-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio - the maximum power output, of course, remained unquoted. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, wind tunnel-developed fastback of H.J. Mulliner.

The Continental's performance figures would have been considered excellent for an outand-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'. Built for export only at first the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. "The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started," concluded The Autocar.





The Motorcar Offered

During the Continental's 1953-1955 production run, only 208 motorcars were produced, of which 193 were fastbacks. The vast majority was ordered by enthusiasts in the Home Countries, and as such only 43 exited the factory with left-hand drive. With the newly available Hydra-Matic automatic transmission available, fewer still were ordered with a manual transmission. This example has the most desirable and least commonly seen specification of original left-hand drive with a manual center gear change—and a bit more to boot.

Bentley worked closely with a number of coachbuilders, but the one most commonly associated with the Continental, the one that bodied the vast majority of the production from Crewe, was H.J. Mulliner. Their superb construction and elegant design was appreciated by English customers and, as a wholly owned

subsidiary of Rolls-Royce, their bodies were essentially 'factory'. But as with any coachbuilt car, other options were available and R-Type Continentals emerged with bodies from the likes of Park Ward and Franay.

Carrosserie Franay was one of the grand Parisian coachbuilders. Formed in 1903 by Jean-Baptiste Franay following his departure from the employ of Henry Binder, the company would go on to put sleek, provocative, and elegant bodies on cars from Delahaye, Delage, Hispano-Suiza, Duesenberg, Rolls-Royce, and Bentley for clients who included the kings of Morocco, Romania, Egypt and Sweden as well as Edward VIII of England and France's Charles de Gaulle.

Following WWII, Franay managed to continue finding commissions despite the shift in market trends toward factory bodies. For the

Bentley R-Type Continental, Franay would produce only five bodies—including the sheet metal for the last Continental built (BC9LE). Of those five cars, only two were fastbacks—one was right-hand drive (BC20D) and the other is this car—BC51LC—the only left-hand drive Franay bodied R-Type Continental fastback ever produced.

According to factory records, BC51LC was ordered by Franco Britannic Autos, Ltd. for Messrs. Vandendriessche & Fils, 170 rue de Guise, St. Quentin (Aisne) France. It was not uncommon for individuals to purchase their motorcars through their company names and this case was no different with the original owner being Mr. Edouard Vandendriessche. The managing director of his family's thriving textile company, Edouard had taken control of the family business following his brother Robert







Georges' move to South America around the death of their father, Gustav, in 1946.

Post-WWII business had clearly picked up by the time Mr. Vandendriessche placed the order for his Bentley. Ordered as a '(chassis-only) Continental Sports Saloon', the coachbuilder on record was of course indicated as Franay. The chassis was completed on December 16th, 1953, sent to the shippers on the 18th, and departed for France aboard the S.S. Deal on the 21st. The completed car was delivered about five months later on May 20th, 1954. Among the special features indicated on the factory sheets were a central gear change and a radio.

One can only imagine Mr. Vandendriessche's joy upon receipt of his new car. The gorgeously clothed fastback bore striking resemblance to the fastbacks' of H.J. Mulliner but was

distinguished by a raised bodyline along the bottom edge of the car and a powerful front fenderline that faded into the bodywork along the sides of the doors. Remaining in France with its first owner for nearly 21 years, BC51LC was acquired by it second owner on record, D.J. Smith, in January 1965. A pioneering West Coast collector, Mr. Smith brought the car to the United States and kept it for the next dozen years. In July 1977, the fastback entered the collection of respected Rolls-Royce and Bentley collector and professional golfer Gene Littler, also of California.

BC51LC would remain on the West Coast through the better part of the 1980s, changing hands in 1983 to Barry Cooney of Oregon and again in 1984 to Norman Herstein of Washington. In 1989, the car briefly entered the collection of John Cory of New Jersey,









a well-regarded post-WWII Rolls-Royce and Bentley enthusiast, before moving on to the garage of Chicagoland collector Bill Jacobs, Jr. Following Mr. Jacobs's ownership, BC51LC came into the possession of Rolls and Bentley marque specialists Vantage Motor Works in Miami, Florida where it received extensive service and restoration work. From Vantage the car crossed the country to join the Blackhawk Collection in California. The current owner acquired the car in 2010.

Since acquisition, some \$85,000 has been spent on a complete and thorough mechanical restoration by Vantage Motor Works. Work included rebuilding the engine, transmission, and clutch as well as detailing the engine bay and chassis. Nicely finished inside and out, the Bentley was shown at the prestigious 2012 Amelia Island Concours.

On a recent drive, the elegant Bentley started effortlessly in the cold and shifted smoothly through the gears. Along a twisting mountain road it provided a delightful ride as it powered up the incline. Coddled in the Connolly leather trimmed cabin surrounded by magnificently finished French burl walnut trim, comfort and luxury are a given. Currently fitted with a larger cylinder head for a late S1 and a dual 2" SU carburetor setup for added reliability and power, it is accompanied by its original equipment.

Replete with its books, jack, tools, exceptionally rare Continental Overseas Touring Spares Kit, and recent service records, it would be a welcome entrant to any number of highly sought after events—including the California Mille, Colorado Grand, and Copperstate 1000. It is an especially rare example of an already uncommon vehicle with all the best bits—left-

hand drive, center gear shift, unique French coachwork, and known history. The opportunity to acquire a vehicle of this stature is a rare treat, one not to be missed.

\$1,500,000 - 1,750,000



1960 Fiat-Abarth Sestriere

Coachwork by Zagato

Chassis no.757464 Engine no.100.000 812848

747cc OHV Inline 4-Cylinder Engine (see text) Single Weber Carburetor 43.5bhp at 5,800rpm 4-Speed Manual Transmission

- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- Single family ownership since 1964
- Long time Southern California car
- Remarkable, preserved example
- Rarely seen Zagato
 Sestriere coachwork
- Original black California license plate







The Fiat-Abarth 750 Sestriere Zagato

From high efficiency exhaust systems in the 1930s, Karl (later Carlo) Abarth branched out into other performance parts for Italian cars small and large. In the early years after WWII he became the Italian distributor for Porsche and through that connected Ferry Porsche with Piero Dusio of Cisitalia to realize the Type 360 Grand Prix racer project. Cisitalia was forced into bankruptcy shortly thereafter and as a consultant to the company, Abarth was awarded most of the assets of Cisitalia as payment for his work. He developed the last of the Cisitalia chassis as Abarths, and then turned to building original Fiat-based cars.

Abarth hit his stride when the Fiat 600 of 1955 was launched, for in addition to supplying tuning parts, he developed an enlarged 750cc version of the 633cc engine, selling *derivazione* high-performance kits to dealers and garages

for fitting into stock 600s. He also built complete cars in his factory, the best known of which were sleek, lightweight Zagato-bodied competition cars. The Fiat 600 Derivazione 750 Abarth Zagato made its debut at the 1955 Turin Auto show and began its racing career in 1956. It quickly established itself as a winner in European events and made a sweep of the first three places in the 750cc class at the 1957 Mille Miglia. His affordable miniature GT car was ideal for the private entry racer, the perfect "drive to the track, race and drive home" car. Through a sponsor partnership deal secured with Fiat, he was paid for every win or second place a "Fiat-Abarth" scored. The cars were equally successful in the US, on all types of tracks across the country.

As was the case with the Italian carrozzeria, the derivazione extended to the coachwork as well,

and various versions of the Zagato-bodied car left the Zagato coachbuilding works. A special model named the "Sestriere", as seen here, had upright fixed headlights and was built normally in steel, with two prominent air scoops atop the tail for better engine cooling.

The Sestriere model was named after the Rallye de Sestriere, one of Europe's most punishing Alpine rally events on the annual calendar at that time, providing the Italian round of the contemporary rally drivers' Championship. Above all, the Fiat-Abarth 750 Sestriere was a tough and resilient little competition car in true Abarth fashion.











The Motorcar Offered

This remarkably preserved, very original Fiat-Abarth Sestriere Zagato is a survivor that evokes all the romance of a true "barn find".

The Abarth has been in the vendor's family in Southern California for some 50 years, since it was gifted to the consignor's step-father by his father in the early 1960s. A copy of the February 1964 California "pink slip" Certificate of Title on file lists Donald E Thomas of Santa Ana, California, as the registered owner at that time, and lists 810104 as the engine number (likely the original unit). A fan of the styling and handling of Italian classics, Thomas owned a handful of Fiats and Alfa Romeos during his lifetime, though his prized possession was always his Fiat-Abarth Sestriere Zagato.

Remaining in Orange County at the same address with Thomas for most if not all of its life, the

Abarth was reportedly running as recently as 2010 prior to his passing. Upon inspection today, the Abarth appears to be complete with its hard-to-find original trim pieces, glass, interior components, bumpers, and more, though its original fuel tank and chassis data plate seem to have gone missing. The car retains its original black California license plate matching the 1964 title, while the consignor believes the indicated mileage of under 44,000 to be original. The engine presently installed appears to be a period-correct 633cc Fiat 600 block with unknown internals.

Titled as a 1961 (quite possibly the year the Abarth was first sold), the Abarth now presents a ripe opportunity for a sympathetic recommissioning to put it back into service. A great candidate for a vintage rally events true to its Sestriere name, it is rare and quite remarkable to find a Zagato-bodied Abarth this original and complete today.

\$60,000 - 80,000





1957 Porsche 356A 1600 Speedster

Coachwork by Reutter

Chassis no. 84142 Engine no. 17193 (see text)

1,582cc OHV Flat 4-Cylinder Engine 2 Solex Carburetors Approximately 90bhp at 5,400rpm 4-Speed Manual Transaxle 4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Beautifully presented example of the iconic 356 Speedster
- Porsche Club Concours award winner
- Offered with matching numbers engine and transaxle
- Excellent car for rallies and driving events
- Striking color combination







The Porsche 356 Speedster

Instantly recognizable by virtue of its low, wraparound windscreen, smaller and entirely retractable top, lower door waistline and twin bucket seats - all of which served to emphasize its sporting image - the Speedster was, in effect, an 'economy' model from Porsche intended to compete with the less-expensive British sports cars. The Speedster was powered initially by the 1.5-liter version of Porsche's horizontally opposed four, gaining the new 1.6-liter, 60bhp engine with the introduction of the improved 356A for 1955. Priced



at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant 100mph was possible. Combined with its renowned handling characteristics, the Speedster became an instant success in the burgeoning American sports car racing scene.

Testing the Speedster alongside its Coupe sibling in 1956, Road & Track magazine wrote: "A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupé."

Its combination of style, performance and value for money made the Speedster deservedly popular -4,822 examples being constructed between 1954 and 1958 - and today this most handsome of the 356 variants enjoys iconic status.

The Motorcar Offered

Built in November of 1957, the sporting 356A Speedster was delivered through Max Hoffman's New York-based import agency. It was finished in Ruby red, fitted with US-specification Fahrenheit gauges and miles per hour speedometer, along with sealed beam headlights. It was fitted with engine no. 67751, which still accompanies the car and will be sold together with it. The new Speedster is believed to have been purchased by a Californian first owner shortly after arriving on US shores, but from that point the early ownership history remains unknown.

The history picks up a few decades later, when the Speedster was exported to Australia, where it came into the collection of noted collector and enthusiast, Mr. Brian Jones. Jones enjoyed the Porsche before selling it on to Sydneybased collector, Mr. Kazacos in 2002. Needing











some refurbishment, the new owner entrusted the Speedster to Porsche specialist Morton Automotive, who carried out a full restoration and a professional conversion to right hand drive (now back to original steering configuration). When stripping the old paint, it was found that the bodywork was in fine shape, with very little rust, and no major accident damage. The Speedster was finished in the period-correct silver exterior color, trimmed with red interior and grey German square weave carpeting, and fitted with black top and side curtains. Mechanically the car received the same level of attention; a lightly tuned 912 engine and transaxle was installed, while the original, matching numbers engine and transaxle was packed up and kept with the car.

The freshly restored Speedster was shown at the 2005 356 Porsche Club of Australia

National event in Melbourne, where it was deservedly awarded the Gold Class Award. Mr. Kazacos sold the car to a Mr. Alexander in 2009, who would continue to use the car for classic car shows and rallies. The service work was at this time entrusted to renowned Melbourne-based 356 expert Rob Fores. The Speedster remained in Australia for the next few years, before returning to North America, where it was acquired by a collector in Toronto.

Offered here is an excellent example of Porsche's iconic Speedster, the ideal choice for driving events, where it will surely run in front of the pack among other 356s. Offered with its original, matching numbers engine and transmission, none of the car's crucial components have been altered or lost. Expertly restored and ready to take on rallies

such as the Colorado Grand and Copperstate 1000, here is a fine Speedster that would fit well in any collection.

\$230,000 - 260,000





1933 Auburn 12-161A Custom Speedster

Chassis no. 160 1146E Engine no. BB1025

391ci Lycoming Side-Valve V-12 Engine Single Stromberg Carburetor 160bhp at 3,500rpm 3-Speed Manual Transmission with Columbia Dual-Ratio Rear Axle Front and Rear Leaf Spring Suspension 4-Wheel Mechanical Drum Brakes

- The prewar American driving experience at its most stylish
- One of just three 12-161A Speedsters constructed in '33
- Single family ownership for over 60 years
- Documented back to the mid-1940s
- An exceptionally rare opportunity to acquire a genuine Auburn Speedster







The 12-160 Speedster

In mid-1928, Auburn introduced a new top-of-the-line model, the 8-115. Its big, 299-cubic-inch Lycoming straight eight developed 115 brake horsepower, and the company boasted of the highest power in an American production car. An ideal partner for the new engine was a sylphlike boat-tail speedster with a racy, slanted-vee windshield. The design was by Alan Leamy, a young designer Cord had hired away from Marmon. Leamy's first job was the Cord L-29, the new front-drive car then under development. He then turned his talents to the speedster body. Capable of 100mph, the car sold for \$2,195, a relative bargain for so dramatic a car.

Four speedsters were shipped to Europe: two to Rome for a 1,000-mile race at Milan, a third to Sweden for road racing, and the fourth to Switzerland. Another went to Malcolm Campbell, the London distributor, who

campaigned it in other contests. Speedsters performed well in Greece and Argentina, also setting records in speed and endurance contests at Atlantic City. On Labor Day, Wade Morton set a new mark of 84.7354mph at Pike's Peak.

It was this enormous value that kept Auburn riding the crest of the wave as the onset of the Great Depression overcame most automakers. Although Auburn sales ebbed in 1930, they more than doubled for 1931 and profits again reached 1929's record levels.

For 1931, Leamy redesigned the entire Auburn line. Using some of the cues from the low-slung Cord, he applied them to dramatic effect on the taller Auburn chassis. A new Speedster was added to the line in the autumn, with raked windshield and boat-tail, one of the most handsome Auburns of all time.

For 1932, Cord and his Auburn team had another ace up their sleeves, a V-12. Designed by Auburn's chief engineer George Kublin, it utilized a narrow, 45-degree vee and an unusual combustion chamber set at an angle to the cylinders. The valves were in the heads, but horizontal, operated by a single camshaft through rockers. Some call this a "horizontal overhead valve" configuration. It developed 160bhp from 391 cubic inches, more efficient than either Packard or Lincoln, and was priced as low as \$1,105. The engine was manufactured, as were all Auburn powerplants, by Cord's Lycoming subsidiary. The same year, a Columbia two-speed rear axle became available, enabling a choice of drive ratios effectively six speeds ahead. Auburn hoped for a repeat of previous successes, continuing their campaign against the odds. It was not to be. The hefty profit of 1931 fell by 97 percent,









and 1933 was worse: just 6,000 cars were sold. 1934 was poorer still, with barely 4,000 produced, despite the re-introduction of a six-cylinder engine. For 1935, the twelve was dropped, and performance hopes were pinned on a supercharged eight, making a big splash in a newly-designed speedster. This Gordon-Buehrig masterpiece was handsome, but it had lost the sophisticated beauty of Leamy's 1931-34 boat-tail.

The Motorcar Offered

Offered as Eights or Twelves in three trim lines—Standard, Custom, and Salon—the Speedster model found few buyers in 1933 with only about 20 examples being ordered. Rarer still, only three 12-161A Custom Speedsters were completed in 1933—two in January and a final example in April. This car is one of those three original Custom Speedsters.

Records for this Auburn go back to 1946 when the car belonged to Mrs. Ruby A. Hofer of Los Angeles. A California Automobile Registration Card from Valentine's Day, 1946 indicate that the car was first sold on September 11th, 1933. Furthermore, the serial number is listed as 1146E, the 'E' indicating it to be an original Speedster, and the body type is listed quite matter-of-factly as 'Speedster'.

Prior to coming to California, the 1146E was registered in Florida—a reasonable proposition given the lack of weather protection offered by the Speedster body. Likely an original, untouched car when Mrs. Hofer bought it, in 1949 she decided to give it a 'Salon' model look. Contacting the Auburn-Cord-Duesenberg Co. in Auburn, Indiana, an order was placed for a selection of Salon parts including a radiator shell, chrome strips for the hood louvers and running boards, chrome hubcaps, and lock cylinders for the side mount spares. It is noted on the February 4, 1949 invoice that the parts were from a '34 Salon Twelve.

The parts were delivered to Arthur E. Peterson of Daly City, California. He, along with Glen Sheppard, went about bringing the car from Custom to Salon specification. It is very













likely that, at this time, a number of other more modern parts were added and some restoration work was done. The bumpers from a '34 Auburn Model 1250 were fitted, a later 'banjo' style steering wheel was installed, a pair of non-original taillights were put on, and the entire car was repainted. Under the hood, the big Lycoming built V-12 was slightly modernized with the addition of some newer parts such as a modern fuel pump, distributor, and the removal of the Stratix (a relatively common modification). Inside, the interior was retrimmed but the unavailability of a complete interior kit meant that a map pocket-less set of door panels and some simpler footwell trim was installed.

Mrs. Hofer and her husband Albert would enjoy the Speedster for a few more years before selling it to New Jersey collector Dr. Ralph Waldo Emerson Cox, Jr. Dr. Cox was amassing a collection of cars at the time and displayed his cars and aircraft at his hanger/museum at the Cape May County Airport. The Speedster was displayed in the museum from its acquisition in the mid-1950s until the 1960s when the public display of the collection was suspended. The car would remain in Dr. Cox's collection until his death in the late-1990s but has continued to remain in the family to this day.

Besides a few updates made in the 1990s, including the replacement of the headlights with a correct pair sourced from Glen Pray and a modern water temperature and amp gauge, the car shows very much as it did when Mrs. Hofer sold it to Dr. Cox. On public display in The Museum of Automobiles in Morrilton, Arkansas for many years, this Auburn

presents an exceptionally rare opportunity to buy a genuine Twelve Speedster. With a restoration that returns the car to its original specifications, there will be little doubt as to whether Concours trophies will come its way in the future.

\$500,000 - 600,000



1960 Lotus Elite Series II

Coachwork by Bristol

Chassis no. 1296 Engine no. 8863

1,216cc SOHC Inline 4-Cylinder Alloy Engine 2 Weber Carburetors Approximately 95bhp at 6,300rpm 4-Speed Manual Transmission 4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Extraordinarily well-restored Elite
- US-delivered, factory left hand drive example
- Exhilarating and cleverly engineered sports car
- Few long-term owners since new
- Colin Chapman's legendary lightweight GT







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. 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 FWE, a single-overhead-cam unit of 1,216cc producing 75bhp initially, while the gearbox, an MGA unit fitted with an alloy casing and modified bellhousing, 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

The excellent example the brilliant Elite offered here, chassis number 1296, was delivered new to US Lotus distributor Chamberlain of Burbank, California. Owner Jay Chamberlain had secured the US Lotus import franchise after a successful international racing career, notably topped by his class win at the 1957 Le Mans 24 Hours, where Chamberlain competed in a Lotus Eleven.

Invoiced on August 8th, 1960, 1296 was configured as a left hand drive car, built in the second series of Elite production, benefitting from the higher-quality coachwork constructed by the Bristol Aircraft Company. The car was fitted with Coventry Climax engine number 8863, the same unit in the car today, and finished in a racy white color over a red interior. The immediate history after being sold from Chamberlain remains unknown, but when acquired by Maryland resident Harold Allen in the mid-1970s, the Elite









is said to have been in good, well-kept condition. Mr. Allen would keep the Elite, mostly in static storage, until 2011when it was purchased by a Southern California based sports car enthusiast and restorer.

The new owner embarked on a full restoration soon after his acquisition, though the Elite was still in remarkably complete, solid and original condition. The body was stripped and refinished in its original white, and the interior was reupholstered in period-correct black vinyl, all done to exacting factory standards. The suspension and braking systems were refurbished as well. Engine work was performed by Coventry Climax specialist Bill Hutton Engineering in Clarksville, Tennessee, while the remaining aspects of the restoration and assembly were handled by the owner's own restoration shop in Southern California.

Today, the sporting Elite presents extremely well, and is poised to offer a tremendous driving experience on twisty roads or a racetrack. Very few Elites have been restored to the level seen here, and fewer still can be regarded as genuine as 1296. Offering iconic styling and exciting engineering, these cleverly designed sports cars are sought by enthusiasts around the world; here is a chance to acquire a fine example.

\$110,000 - 130,000





1960 MGA 1600 Roadster

Chassis no. GHNL/83569

1,588cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
80bhp at 5,600rpm
4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- Beautifully presented example
- Charming Iris Blue over Blue color combination
- Wonderful Roadster for Sunday drives
- MG's classic 1950s sports car
- Offered with BMI Heritage Trust Certificate







The MGA

Although the MGA 'EX182' prototypes debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalized, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed B-Series engine chosen as the power plant. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league.

Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. After reliability issues plagued the Twin Cam model, engine enlargement was seen

as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.



The Motorcar Offered

Built in January of 1960, this MGA was equipped as a left hand drive Roadster, destined for the North American market. It was finished in Old English white and fitted with a red interior and a grey convertible top. The list of factory fitted equipment included a heater, a tonneau cover, disc wheels and tubeless tires. Finished today in the period MGA color of Iris Blue, this charming Roadster benefits from a beautiful restoration performed in the early 2000s. The interior is neatly trimmed in a medium blue color, with white piping on the seats. The bright work presents equally well, with shiny, chromed wire wheels adding the finishing touches. These quintessential British sports cars offer much driving pleasure on the open road, and make great entries into local rallies and club events.

\$40,000 - 50,000 Without reserve



1988 Ferrari 328GTB

Coachwork by Pininfarina

VIN. ZFFXA19A9J0078714 Engine no. 14889

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

- Just over 7,000 miles from new
- Exceptional condition inside and out
- Recent major service by Ferrari specialist
- Timeless Pininfarina styling
- Offered with clean CARFAX report







The Ferrari 328

Introduced as a replacement for the V6-powered 246 Dino, the 308GT4 of 1973 received an all new DOHC V8 engine, with a displacement just under three liters. The new engine powered a model-range of Ferraris that runs to this day at the Maranello works, the current 458 being the latest iteration. The 308 range grew to include GTB (berlinetta) and GTS (targa-top) models and became the most commercially successful Ferrari model to date by the late 1970s.

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. Introduced at the Frankfurt Motor Show that year, the 328 featured a redesigned radiator grill, bumpers painted in the body color, and a redesign of the classic, five-spoke star alloy wheels.

The Motorcar Offered

Built in September of 1988, this exceptional 328 was specified for the US market, and was finished exactly as seen today, in classic Rosso Corsa red over a biscuit leather interior. It is quite a rare car, with only 1,345 328GTB berlinettas built during the four-year model run, versus 6,068 GTS targas. The new GTB found its first owner in Houston. Texas in March of 1989, where it is believed to have remained in a dry storage facility until the early 2000's, when it was purchased by its second owner, Arizona resident and Ferrari enthusiast Mr. Enzo Nudo, in 2003. At this point, the Ferrari was showing just over 1,300 miles, and remained in excellent original condition. The car stayed in Mr. Nudo's ownership for several years, averaging fewer than 1,000 miles per year, as documented in the CARFAX report. In 2007, Mr. Nudo showed the 328 at the Phoenix Concours, where it scored a much-deserved

Platinum award. In 2008 the car was treated to a timing belt service, among other maintenance items. It would remain in Mr. Nudo's ownership until 2010, at which time it was purchased by another Arizona resident. The 328 would stay in the Copper State until recently.

Today this fine Ferrari remains in excellent condition, reflecting its low mileage and devoted custodianship of previous owners. A major service was recently performed at Algar Ferrari in Philadelphia, Pennsylvania, which included renewal of the timing belts. With just over 7,000 miles since new, this classic Ferrari is a usable collector's car that offers sporting Maranello driving

\$65,000 - 75,000



1930 Cadillac V16 All Weather Phaeton

Coachwork by Fleetwood

Engine no. 702723

452ci OHV V16 Engine 2 Cadillac Carburetors 165bhp at 3,400rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- Cadillac's crowning technological achievement, the V-16
- Desirable All Weather Phaeton coachwork
- Long-term ownership by a noted marque expert
- Well restored for shows and touring
- Extremely expensive model aimed at society's elite





The Cadillac V16

Cadillac astonished the world's automotive elite when it introduced a spectacular new ultra-luxury car, powered by an amazing 16-cylinder engine, at the 1930 New York Salon. This new super-sized Cadillac was clearly a General Motors response to the Duesenberg Model J, introduced by E. L. Cord the year before. However, while the snarl of the Duesenberg straight eight flaunted its raw, race-bred power, the Cadillac V16 would set new benchmarks for smooth, silent and superbly impressive performance.

Cadillac created the V16 to compete with and exceed the standards of the best automobiles in the world. GM dispatched a group of the new cars to Europe, where the Continent's most erudite automotive connoisseurs were invited to compare, first-hand, the beauty and substance of the Cadillac V16 against the upper-crust cars

of the time—including Isotta-Fraschini, Hispano-Suiza, Mercedes-Benz and, of course, Rolls-Royce. An impressive number of early V16s were exported as a result.

The heart of the Cadillac V-16 was of course its magnificent engine. Displacing 452 cubic inches, it produced up to 185 horsepower. Beautifully detailed and meticulously sculpted, the engine's appearance was just as awe-inspiring as its soon-to-be-legendary smoothness and quietness.

Cadillac offered a number of Fleetwood bodies for the 1930-31 Series 452A V16 chassis. The open style most favored by buyers was the All-Weather Phaeton, Fleetwood Job (style) Number 4380. This close-coupled 4-door convertible sedan combines the sporting lines of an open model with the all-weather practicality of a closed sedan. The top stack, when folded,

rests almost level with the door upper edges, providing a sporty top-down appearance similar to a traditional open phaeton. The dual panes of the stately vee-style front windshield tilt outward for ventilation, while the body styling is beautifully complemented by special sweep panel moldings on the hood and cowl that provide a splendid motif featured only on a limited number of Fleetwood V-16 styles. The All Weather Phaeton carried a monumental price tag of \$6,650 – that is, \$150 more expensive than the dual cowl Sport Phaeton!











The Motorcar Offered

This fine example of Cadillac's technological tour de force sports the stylish All Weather Phaeton coachwork by Cadillac's preferred coachbuilder Fleetwood. Although the V16's early history remains unknown, it is known to have been in Kerry Galder's New Hampshire-based collection up in the 1960s, during which time Charles Harper of Holliston, Massachusetts purchased it. The car is said to have been in largely original and unrestored condition at the time.

Harper, who later relocated to Meredith, New Hampshire, was one of the foremost marque experts of the time, specializing in restoration and repair of classic era Cadillacs. Harper would turn his restorer's attention to this car too, whilst keeping in mind the car's desirable patina of authenticity. The V16 would remain in Harper's collection until 2012, sharing his garage with a V16 sport phaeton. It then came into

the possession of the consignor, a prominent Northeast-based collector of excellent pre-war cars. Although restored over 20 years ago, the sporting Cadillac still presents beautifully inside and out. Nicely mellowed, the Cadillac is finished in a handsome and distinctive two-tone blue color scheme, and trimmed in correct broadcloth materials. Recently the subject to some expert mechanical service and refurbishing work, the V16 looks just right and is reported to be in fine running order.

A great choice for CCCA caravans or Concours showings, this fine Cadillac, with its mighty 16-cylinder engine, is a top-shelf classic era automobile designed for society's elite. Nearly 75 years after it rolled off the production line, it remains a symbol of American wealth, power, and world-beating design ingenuity.

\$275,000 - 325,000





1963 Jaguar MKII 3.8 Saloon

Chassis no. P219796BW Engine no. LB9192-9

3,781cc DOHC Inline 6-Cylinder Engine
2 SU Carburetors
220bhp at 5,500rpm
3-Speed Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Disc Brakes

- Desirable, powerful 3.8-liter model
- Rare and attractive color combination
- Expert restoration by Classic Showcase
- Matching numbers example
- DVD of restoration process included







The Jaguar MKII 3.8

"One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating." - Autocar.

One of the most readily recognized cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal MKII saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts.

Introduced in October 1959, the MKII replaced the MKI, the Coventry firm's first unitary construction saloon car. Closely related to its immediate predecessor albeit extensively revised, the MKII offered

better all-round visibility courtesy of larger windows while the MK1's rear wheel spats disappeared and the rear track was widened, improving both roll-resistance and stability. The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the center. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-liter XK engines, provided the discerning, string-back gloved, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-liter, overdrive-equipped form, the MKII could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards.

The Motorcar Offered

The ultimate iteration of the MKII, this particular car is a matching numbers example that presents in the exact same color combination that it wore from new. Confirmed by its Jaguar-Daimler Heritage Trust Certificate as being a factory left-hand-drive 3.8-liter car, this example was completed on December 18, 1961 and dispatched eleven days later to distributor Jaguar Cars New York, where it was later titled as a 1963. Finished in Opalescent Dark Green over a Beige interior, the MKII would travel west to find











its first owner, recorded as a Mr. Gene D. Stretch of Edmonds, Washington.

With two long-term private owners from new this car has enjoyed the care of keepers who clearly thought of it as something special – which, with its powerful top-of-the-line 3.8-liter motor, it certainly is. The car is reported by the vendor to run and drive very well, with a history of proper maintenance during its lifetime. In recent years, the MKII was treated to a professional restoration by the Jaguar specialists at Classic Showcase; during the restoration, mechanical systems were gone through and restored or replaced as needed. The MKII was fitted with a stainless steel exhaust system, and an aluminum radiator for improved cooling.

The body, resplendent in the attractive and rarely seen shade of Opalescent Dark Green, was

carefully disassembled and then received primer, base coat, clear coat and finally, color sanding and buffing to result in the stunning finish seen today. New rubber and seals were installed, while new leather interior, panels and new carpets were custom made, fitted and installed. The signature interior wood trim has been restored, while the glass, instruments, hubcaps, and working original AM/FM radio are all original components. Even the original keys and jack remain with the Saloon today. Accompanied by a DVD of the restoration process documenting the extensive work performed by Classic Showcase, this is a striking MKII with the best power plant, in great colors. For the Jaguar purist who wishes to bring some friends along for the ride, it is perhaps the ideal choice. \$65,000 - 75,000

\$65,000 - 75,000 Without reserve





1955 Mercedes-Benz 300SL Gullwing Coupe

Chassis no. 198040.5500594 Engine no. 198980.5500621

2,996cc SOHC Inline 6-Cylinder Engine Bosch Mechanical Fuel Injection 212bhp at 5,800rpm

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

- Exceptional example of the iconic Gullwing
- Matching numbers example
- Fresh repaint by Pollock Automotive
- A highlight car at recent Concours showings
- Serviced and maintained by Gullwing experts







The 300SL Gullwing

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



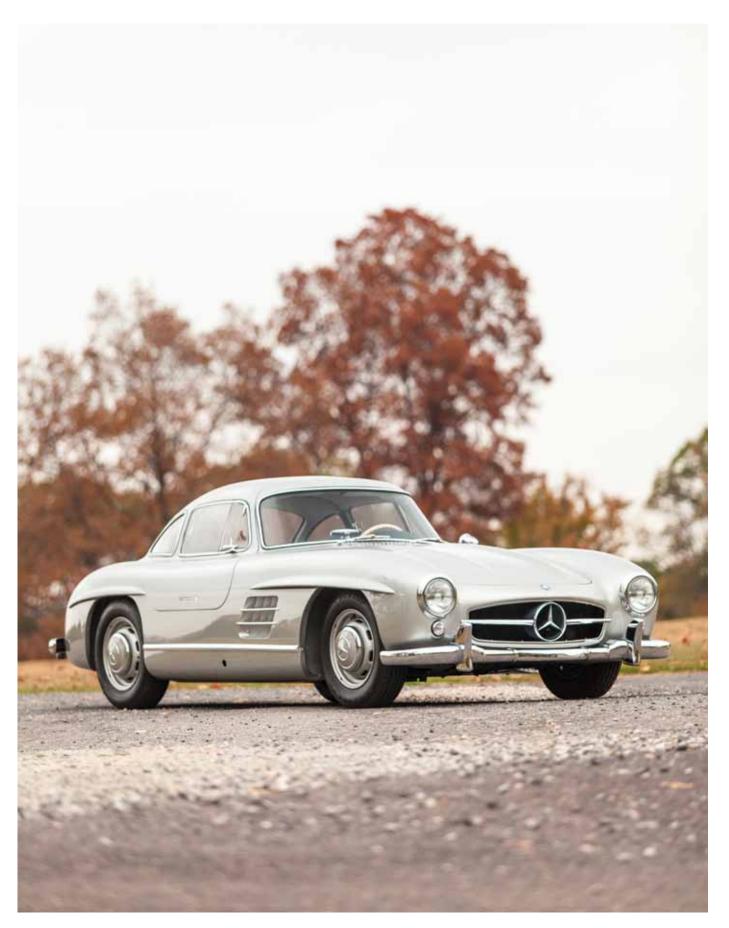
He approached Mercedes with a radical idea: take the charismatic tube frame W194, with its high performance 3-liter engine and characteristic roof-hinged doors, and create a road car based on it. It was audacious, but Hoffman had a highly developed sense for the U.S. market and backed up his suggestion 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, 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 seminal cars every collector must own or experience.



The Motorcar Offered

This original U.S. market Gullwing was completed on August 25, 1955 and shipped to New York. As supplied new it wore Medium Blue Paint (code DB350) and was trimmed in light grey leather. Being a later series car it benefited as new from the ATE brake booster, and is known to have been fitted with the stock 3.64 rear axle ratio.

The Gullwing registry confirms that the Mercedes spent most of its early years in New York state, former owners being listed as David Todd of New York, and Martin Alperstein of Fishkill, New York - Alperstein being well known in SCCA circles for racing an MG TC. Later the car would pass to Richard M. Mills of Cleveland Heights, Ohio. By 2001, the car was in Los Angeles, where it was acquired by the present owner, a noted collector of post-WWII sports cars. At this stage its odometer stated













that the car had covered 39,834 miles, which it was thought could easily have been actual mileage from new.

Over the course of the last 12 years the Mercedes has been steadily refurbished and improved, while being driven sparingly – its odometer at the time of cataloging recording a modest 41,822 miles. Finished today in the reverse of its original livery, its Silver Grey paint conforms more to the benchmark guise for these cars, appearing similar to the prototype racers which pre-dated it. It is immaculately presented aesthetically having just received a complete strip and repaint by Pollock Automotive Restoration of Pottstown, Pennsylvania. This silver hue is complimented with lustrous deep blue leather upholstery, and has a new headliner also installed by Pollock.

Early on in its present ownership, the 300SL was sent to esteemed Gullwing specialist restorers Hjeltness Restorations of Escondido, California, who carried out a major engine service, and rebuilt the brakes, master cylinder and brake booster. At the same time the correct rubber foot well mats were sourced and fitted as was a Talbot external mirror. In addition the engine has been completely rebuilt at the hands of another renowned expert for the model, Ed Tatios of Mike Tillson Motorcar Service in Philadelphia, Pennsylvania, and only 200 miles have been covered since.

Fresh from its recent refurbishment, the 300SL was shown last Fall at the Radnor Hunt Concours, the St. Michaels Concours d'Elegance, and Kiawah Island Motoring Retreat, where it drew much attention. Shod with a fresh set of Dunlop tires and complete with a tool kit

and manuals, the car is ready to be presented at other similar events or else enjoyed on the road.

Just shy of the 60th anniversary of that New York Auto Show debut, the popularity of the iconic Gullwing has arguably never been stronger; this on-the-button example is a great way to sample that legend.

\$1,100,000 - 1,400,000

Please note this vehicle is titled with chassis no. 5500594



195 1969 Mercedes-Benz 280SL

Chassis no.113044.10.010031 Engine no.130983.10.003945

2,778cc SOHC Inline 6-Cylinder Engine Bosch Mechanical Fuel Injection 170bhp at 5,700rpm

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

- Matching numbers example
- Factory equipped with desirable 4-speed manual transmission
- Largely original and preserved condition
- Accompanied by extensive history file, books and tools
- Documented by copies of the Mercedes-Benz factory build sheets







The Mercedes-Benz 280SL

"Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded Road & Track after testing a 280SL in 1968.

"For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL, "a Grand Tourer in the



traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

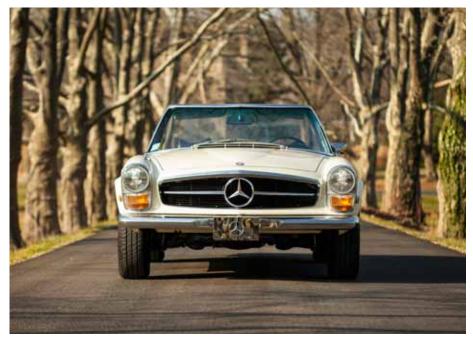
These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car enthusiast market, and many celebrities and film stars owned 280SLs.

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-liter six-cylinder

engine that produced 170bhp, 20 horsepower more than the preceding 250SL. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor.

Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and are today increasingly sought after by collectors.











The Motorcar Offered

Built at the Stuttgart Mercedes-Benz factory during March and April of 1969, this fine 280SL left the factory much as it appears today. Equipped with the rare and highly desirable four-speed manual floor shift transmission, this "Pagoda" was finished in the popular DB670 Light Ivory color and trimmed in delicious Cognac MB-Tex. Further equipped with power steering, beige soft top, radio, and white wall tires, the 280SL was destined for the US market.

The extensive history file offered with the car attests to the meticulous care and maintenance afforded to it by prior owners. It appears that the Pagoda has been in the care of devoted collectors for many years, and has been kept in good, largely original order, never needing a full restoration. The 280SL was shown at Concours events in the early 1990s, and later, at 71,000 recorded miles, received some engine

work. Since 2004, the car has been owned by an East Coast Mercedes-Benz dealer, and has been proudly displayed in his dealership showroom for nearly a decade – a testament to the car's quality presentation.

Now displaying fewer than 86,000 miles on its odometer, a figure that is documented by the car's many service receipts and is believed to be original, this authentic 280SL retains its matching-numbers original engine and factory installed 4-speed manual gearbox. Its *Light Ivory* paint might in fact be the original coat though this has not been confirmed. A contrasting hardtop is neatly finished in a dark green color, with matching hub caps, giving the 280SL a distinctive and tasteful look. These details date back many years, and are believed to have been carried out by the car's original owner.

Displaying excellent panel gaps, this 280SL is reported to have been spared from any noteworthy accident or rust damage, and has benefitted from having been rust-protected years ago. In largely original and unrestored condition, this fine Mercedes-Benz has that outstanding quality feel so indicative of the marque. Accompanied by a substantial history file, an original owner's manual, service books and tools, this must be considered one of the most desirably optioned examples of the legendary Pagoda-top 280SL.

\$60,000 - 80,000



1957 Jaguar XK140 MC Fixed Head Coupe

Chassis no. S 815802 Engine no. G 8779-8S

3,442cc DOHC Inline 6-Cylinder Engine
2 SU Carburetors
210bhp at 5,500rpm
5-Speed Manual Transmission (see text)
Front Independent Suspension - Solid Rear Axle
4-Wheel Disc Brakes (see text)

- Desirable factory MC specification
- Older Concours-winning restoration
- Enhanced mechanical specification for improved drivability
- Diligently maintained and preserved
- A popular choice for rallies and tours







The Jaguar XK 140

While it has been said that the MG TC was the car that introduced America to the joys of sports cars in the late 1940s, it is arguably the Jaguar XK series that gave the sports car movement its style and dash. It is today difficult to believe that the company conceived the XK120 in 1948 as a limited-production specialty model to introduce and showcase the new twin-cam engine. By 1954 - 12,000 examples later - it was clear that it was something else altogether. The XK140 was launched in 1954, giving buyers what they



loved about the 120, but with benefits of vastly improved steering, better cooling and brakes and most importantly, increased legroom thanks to a relocation of the engine and firewall.

Also new was the option of a 'C-Type' cylinder head, borrowed from the Le Mans winning competition car. Jaguars so equipped were called 'SE' in the UK and 'MC' in the 'States. The package also included dual exhaust, wire wheels and fog lamps. The added power and improved breathing of the C-Type head gave the MC cars a quicker and more exciting response and this specification is much prized by enthusiast drivers.

The Motorcar Offered

According to the Jaguar Heritage Certificate offered with this car, it was finished on September 3, 1956 and shipped to Los Angeles on September 20. There it was delivered to its fortunate first owner, Mr. Claus von Mandell. In addition to the MC package, Mr. von Mandell also specified a close-ratio gearbox for his Carmen Red coupe.

Clearly loved and well used during its lifetime, this Jaguar was the recipient of a lavishly detailed full restoration completed in 1988. It was then campaigned on the Concours circuit in Northern California in 1989 and in seven events entered garnered seven 'Best in Class' and six 'Best of Show' awards. Having proven its beauty, the XK's next owner wanted to exercise a bit of its brawn. A program of sympathetic performance enhancements were made from late 1999 to early 2000 by marque specialists











XKs Unlimited of San Luis Obispo, CA.

When it emerged from the shop, it boasted a ZF 5-speed transmission, disc brakes, aluminum flywheel, an alternator conversion, re-cored high efficiency radiator, front sway bar, new rear springs, rear traction control bars and rebuilt wire wheels, all in the interest of improved road performance. Simultaneously, general maintenance and servicing of the clutch, starter and carburetors was performed, as well as updating of some of the wiring and conversion to negative ground, this work carried out at a cost of over \$20,000. The XK coupe was now ready to be as formidable a competitor on the vintage rally scene as it had been on the Concours lawn.

The current custodian of this beautiful Jaguar is both a keen event driver as well as someone

who insists on a high level of aesthetic presentation in the vehicles in his collection. The restoration, while certainly somewhat mellowed, is frequently mistaken as one performed much more recently than 25+ years ago. Mechanically, much attention, time and money has been lavished on maintenance and improvement. A small sampling includes the renewal of engine mounts, tappet guides, new Bell stainless steel exhaust system, new tires, new engine seals, new water pump and the rebuilding of the radiator head. Receipts for this work as well as the earlier restoration are available for review.

For driving convenience the XK has been sensitively fitted with a Parrot Bluetooth hands-free installation and direct wired Garmin GPS. By any standard, the XK Fixed Head Coupe is one of the most beautiful Jaguars ever designed, clearly influenced by the great

streamlined 'teardrop' coupes of the 1930s. What is offered here is an eminently useable XK140, with the desirable factory-fitted MC package, restored and maintained to a level which ensures that its driving performance will match its handsome looks.

\$80,000 - 120,000

Please note this vehicle is titled under its engine number.





1970 Volkswagen Karmann Ghia Cabriolet

Coachwork by Karmann-Design by Ghia

Chassis no. 1402956336 Engine no. H5474075

1,584cc OHV Flat 4-Cylinder Engine Single Solex Carburetor 60bhp at 4,000rpm 4-Speed Manual Transmission 4-Wheel Independent Suspension Front Disc - Rear Drum Brakes

- Beautifully presented Karmann Ghia Cabriolet
- Attractive Ghia design
- Coachbuilt Beetle by renowned Karmann Company
- Exciting color combination
- Great car for days at the beach







The Karmann Ghia

Recognized almost as readily as the legendary Beetle itself, and with a cult following all of its own, the Karmann Ghia was, in its maker's own words: 'A Volkswagen for people who can't stand the sight of a Volkswagen.' Hand built by Karmann at its Osnabrück coachbuilding works, VW's top-of-the-range model married a modified export Beetle floor-pan, running gear and engine/ transmission package to stylish coachwork penned by Carrozzeria Ghia. Launched in 1955 in 1,200cc form, the Karmann Ghia kept abreast of mainstream Beetle developments, gaining all-synchromesh transmission and progressively larger and more-powerful engines. A cabriolet appeared in 1957 and in 1959 the car's front end underwent a subtle restyle with raised headlamps and enlarged nose intakes.

Produced until 1974, the Karmann Ghia remains one of Ghia's most commercially successful designs.

The Motorcar Offered

This fine example of the Karmann Ghia benefits from the many improvements made to the model throughout the production run. Beautifully restored to a level rarely seen on a car in this price range, this Cabriolet is believed to have spent much of its life in California.

Acquired in the mid-2000s by Hoosier Hot Rods of Syracuse, Indiana, the car was judged at the time to be a solid example worthy of a proper restoration. This work commenced immediately; both mechanical and cosmetic aspects of the Karmann Ghia were attended to. When completed in 2007, the car was acquired by a noted Indiana-based collector of excellent sports cars. The Karmann Ghia would remain in this collection until 2012, being shown at local shows and car events.

Presented in beautifully restored condition, the Karmann Ghia has recently received further sorting and refurbishing work by a noted restoration shop in the Northeast US. Finished in a smart medium blue color and fitted with a nicely contrasting dark blue interior, this Karmann Ghia looks attractive and cheerful – the style of a Ghia masterpiece combined with the reliability and robustness of the tried-and-true Beetle.

\$25,000 - 35,000 Without reserve



1960 Austin-Healey 'Bugeye' Sprite MK I

Chassis no. AN5L 31663 Engine no. 12CJ/DA/H 34840

1,275cc OHV Supercharged Inline 4-Cylinder Engine Single SU Carburetor Approximately 85bhp at 5,800rpm 4-Speed Manual Transmission Front Independent Suspension - Live Rear Axle Front Disc - Rear Drum Brakes

- Beautifully restored Bugeye Sprite
- Tastefully upgraded with performance features
- Supercharger added for serious motoring
- A fast and fun little Roadster
- Offered with Heritage Trust Certificate







The Austin-Healey Sprite

Intended to make sports car motoring more affordable, the Donald Healey-designed Sprite entered production at MG's Abingdon factory in March 1958. The new car was officially introduced a few months later in Monte Carlo, just prior to the Monte Carlo Rally, underlining this brand new car's sporting intentions. Its unitary construction body shell featured a distinctive, rearward-hinging, combined bonnet and wings, which was topped by two 'frog eye' headlamps, thus ensuring instant recognition and the now familiar nickname.



Powered initially by the Austin A35's 948cc A-Series engine, the Sprite used independent front suspension and rack-and-pinion steering, ensuring great roadholding. Equipped with twin SU carburetors, the engine produced 43bhp, which was good enough for a top speed of around 86mph. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which perhaps was unsurprising as there was nothing competing with it either on price or performance.

The Motorcar Offered

Completed at the Austin-Healey Works in January of 1960, this Sprite MK I "Bugeye" was configured as a US market left hand drive example, painted in Iris blue over a blue interior. Its early history remains unknown, but by the 1990s the Sprite was in Texas with an Austin-Healev enthusiast. Here it was treated to a meticulous restoration, and tastefully upgraded to a serious performance car. The original 948cc engine was removed in favor of a 1,275cc unit, and a supercharger installed to feed it, while Minilite-style alloy wheels, white-faced Smiths gauges, and a sports steering wheel were fitted to give the car an appropriately racy look. This beautifully presented Sprite offers much-improved performance, charming looks, and should be a fun companion on the backroads for a relatively modest investment.

\$20,000 - 25,000 Without reserve

Please note this vehicle is titled as a 1961.



1961 Porsche 356B 1600 Super Sunroof Coupe

Chassis no. 113267 Engine no. P87483

1,582cc OHV Flat 4-Cylinder Engine

2 Weber Carburetors

75bhp at 5,000rpm

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

- 16 factory options including electric sunroof
- Porsche Certificate of Authenticity included
- Matching numbers 'Super' motor
- Rarely seen Heron Grey over blue upholstery
- One of the best driving 356 models







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 aircooled 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 sheetmetal, 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. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

The Motorcar Offered

This highly desirable, electric sunroof equipped 356B Super is particularly compelling due to its impressive list of 16 factory-ordered options. According to its Porsche Certificate of Authenticity, this stunning Reutter-bodied 356B was completed on October 7th, 1960, a factory 1600 S (S for Super), denoting that it received the higher performance 75bhp engine as opposed to the standard 60bhp unit. Finished in subtle Heron Grey over Blue Leatherette upholstery from new, this elegant 356 must











have been quite special to its original owner.

Comfort and convenience were clearly prioritized. In addition to the very rare and highly desirable electric sunroof option, this 356 was optioned with twin arm rests and headrests, a dimmable rearview mirror, a driver's side rear-view mirror, an electric clock, Blaupunkt 'Koln' radio with antenna and dual loudspeakers, Coco floor mats, and two fog lights. External enhancements included a factory-option chrome-plated luggage rack on the trunk and body trim strips, while the car's handling prowess was sharpened with a balance spring and a set of Continental tires wrapping ventilated chrome wheels.

Retaining its highly desirable matching numbers 'Super' engine, this 356B was a sound example prior to being given a bare-metal restoration

that was completed in 2013. Presented in its original and spectacular color choice of Heron Grey, its occupants will undoubtedly enjoy the lovely new leather upholstery in blue. Complete with a tool set, fully detailed and very nicely presented throughout, this 356B is unquestionably desirable and is one of the most highly optioned examples we have had the pleasure to offer in recent years.

\$100,000 - 120,000





Ex-"Val" Valentine 1920 Stutz Series H Bearcat

Chassis no. 5067 Engine no. 5122

360ci T-Head 16-Valve 4-Cylinder Engine Single Stromberg Carburetor 83bhp 3-Speed Manual Transaxle Front and Rear Leaf Spring Suspension Rear Drum Brakes

- An iconic early American sports car
- Original and genuine Bearcat
- Meticulous restoration by Tom Bachelor
- A proven tour car
- Desirable dual-valve engine







The Stutz Bearcat

In the world of antique cars, few names resonate like the Stutz Bearcat. Images of young gentlemen in raccoon coats racing around the countryside with perhaps a college pennant attached to the car often come to mind, and for the era, there were few cars as sought after and mythical in stature.

The Stutz Company and the Bearcat model were made famous from day one. Soon after completion, Harry C. Stutz sent the prototype Bearcat racer to compete in the 1911 inaugural Indianapolis 500 race, where the untested car did remarkably well, finishing the race and beating many established brands, earning the Stutz the slogan "The Car That Made Good In A Day".

First offered to the public in 1912, the Bearcat was essentially a road-worthy version of the

highly successful Stutz racers that followed the original Indy car. A radically designed sports car through and through, the Bearcat featured a 'monocle' round glass windscreen - only for the driver - bucket seats and no convertible top. Like the Stutz racing cars, the Bearcat was constructed around an underslung chassis, ensuring a lower center of gravity and good handling characteristics in addition to its lightweight design.

Initially powered by a Wisconsin T-head engine, this was eventually replaced by a Stutz-built, sixteen-valve, four-cylinder unit that drew heavily on Stutz's racing experience. The Stutz "White Squadron" racers were powered by a similar engine, featuring four valves per cylinder; the potential increase in performance over a traditional two-valve motor was made clear.

The new, more advanced motor demanded an improved car. Stutz responded with a heavier chassis to cope with the power as well as attractive modern coachwork. Still built on a short and light 120" chassis, the new model would move the center of gravity even lower by placing the tank down low in the rear, with a rear deck fitted to hold a couple of raked spares in racing fashion. This redesign produced a menacing looking machine, and would bestow upon the Bearcat its second golden era. Challenged only by its fierce rival, the Mercer Raceabout, the Bearcat represented the ultimate in American sporting cars of the time.











The Motorcar Offered

The opportunity to acquire a genuine and original example Bearcat very rare indeed, especially as many were driven hard in their day and often times written off by overenthusiastic owners.

The exceptional Bearcat offered here was for many years owned by Stutz enthusiast "Val" Valentine of Vermont, in whose collection it shared space with a Mercedes S-Type, Mercedes 540K, as well as another 1922 Stutz Bearcat. A keen enthusiast of the dual-valve Stutz cars, Val was a great contributor to the book *The Splendid Stutz* published by the Stutz Club.

Val located this car in Michigan, and purchased it because of its completeness and authenticity. While its body was in need of repairs to metal and woodwork, its original light-gauge short Stutz Bearcat frame was complete, original,

and unmodified. Soon after purchase, the Bearcat was treated to a nearly two-decade long restoration by noted restorer Tom Bachelor, who incidentally is today the owner of the 1922 Bearcat this car once shared a garage with. Restored to a very high standard, the Bearcat was lacquer-painted and shows very well still today; even the smallest details are correct, down to the authentic style "Spanish grain" leather as specified by Stutz for these models.

Since restoration, the car has participated in a number of antique car tours where it has proved itself a top performer. The current owner, an experienced antique car enthusiast, has kept the car in top condition and used it often to keep it well exercised.

Few cars of this era are as exciting to drive as a well-sorted Bearcat. The combination of a

sophisticated engine of nearly six liters and a short, lightweight chassis is nothing short of spectacular. Here is an opportunity to acquire an exquisitely restored, genuine example of one of the greatest sports cars of the era.

\$210,000 - 250,000

Please note this vehicle is titled with chassis no. H5067





1955 Austin-Healey 100 BN1 Competition Special

Chassis no. BN1L 225005 Engine no. 1B225005M

2,840cc OHV Inline 4-Cylinder High-Performance Engine 2 SU Carburetors Approximately 190bhp at 4,500rpm 4-Speed Close-Ratio Manual Transmission with Overdrive Front Independent Suspension - Live Rear Axle 4-Wheel Disc Brakes

- Tastefully prepared highperformance Healey
- Extraordinary detail and craftsmanship
- Brilliant expression of "what might have been"
- Attractive Dunlop alloy wheels & Girling discs
- Featured in Healey Marque magazine







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 aimed at the US market, the 100 featured beautiful flowing bodywork and an adjustable lay-down windscreen, giving the low-slung roadster a particularly sporty profile.

With its torquey four-cylinder engine, and light, streamlined bodywork, the result was a genuine 100mph-plus car that looked and felt far more modern than its competitors from MG. Healey's instincts were right; the car was a hit with American buyers, and is still today one of the most characteristic Roadsters ever produced.

The Motorcar Offered

Offered here is a very special Austin-Healey. Restored as a competition special in a period style by a renowned Healey aficionado, this 100 impresses with its extraordinarily tasteful craftsmanship and choice of period-correct performance upgrades. Built in the spring of 1955 as a left-hand-drive BN1 model, this Healey was most likely exported to the US that same year for delivery to the first owner.

The BN1's whereabouts during the late 1950s and 1960s remains unclear, but in 1972, 16 year old Mark Baker purchased the car. Mr. Baker had gotten the Healey bug while at his dentist's office in 1967, where he spotted a new-at-the-time Golden Beige 3000 BJ8 in the parking lot.

Baker would later sell the 100, only to buy it back again, ultimately keeping it until his passing in 2011. A devoted enthusiast of the marque, Baker owned and operated the renowned Durand, Illinois-based Austin-Healey restoration shop Sport and Specialty. When time came to restore his old 100, Baker had a clear vision for the project. As described by him in the December 2002 article of *Healey Marque* magazine featuring this very special car: "This car is a concept of what I felt BMC could have done with the 100 if their priorities were different. The rally effort for the 100's was nothing like the six cylinder cars, racing and sales being up front".

Carried out during the late 1990s and early 2000s, the restoration and design of Baker's 100 BN1 Competition Special is nothing short of breathtaking. The bodywork was completely reworked in alloy, like the contemporary 100S racers. A large, competition style alloy fuel tank











was installed, with a quick-release fuel filler coming out through the trunk. The bumpers were removed, and a competition-style custom hardtop installed. A set of Dunlop D-Type style pin-drive alloy wheels were custom made in the UK and appropriately fitted with Dunlop Racing tires. Girling disc brakes fitted to all four corners ensure that the Healey stops as well as it goes, and the suspension was upgraded with heavyduty springs, competition shocks and beefy sway bars mounted both front and rear. A limited slip differential was fitted, and a 4-speed close ratio gearbox installed.

The interior was outfitted with 100S style bucket seats, a D-Type style beech steering wheel and an 8000rpm BMC tachometer. The engine work naturally incorporated a bevy of upgrades, ultimately resulting in a reported 190bhp and massive 200 foot-pounds of

torque. A reinforced engine block was fitted with a Billet crankshaft and Carrillo rods, forged high-compression JE pistons, while valve size and cam timing were revised for ultimate performance. Throughout the whole project, Baker endeavored to stay true to the car's era, using genuine period-style speed equipment and parts where possible.

Since the 100 BN1 Competition Special was finished in 2002, it has received a number of awards at Austin-Healey shows, becoming well known in the Healey community. The level of detail that Mark Baker lavished upon this car is quite breathtaking to behold; it was clearly a labor of love. Baker's enthusiasm for the marque, impressed upon his young mind after a chance sighting during a 1967 dentist's appointment, is clear. This superb Austin-Healey, clearly designed for high-speed

motoring, should prove a fine companion on the open road, and one that Donald Healey would surely look upon with a smile.

\$85,000 - 105,000 Without reserve

Please note this vehicle is titled as a 1956 and with chassis no. 225005.

End of Sale



Acknowledgements

We would like to thank the following for helping produce the 2014 Scottsdale Catalog:

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The Westin Kierland Resort & Spa

Mark Wigginton

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, 104, 105 106, 107, 108, 110, 111, 112, 113, 114, 115, 116, 117, 119, 120, 121, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 135, 136, 139, 142, 144, 146, 149, 150, 152, 153, 155, 157, 158, 159, 160, 161, 162, 163, 165, 166, 167, 168, 169, 171, 172, 173, 175, 177, 178, 179, 183, 184, 186, 188, 189, 190, 191, 192, 193, 196, 198, 199, 200 and 201.

Barry Feinstein Photography Inc.

Photographs from the Reel Art Press book *Unseen Mcqueen:* Barry Feinstein. www.reelartpress.com. Limited edition prints available from www.thecustomfactory.com.

Scott Nidermaier: Lots 109, 119, 137, 141, 151, 156, 176, 185,

187, 194, 195 and 197. Jeremy Cliff: Lot 134 Michael Rietveld: Lot 138 Theo Civitello: Lot 145

Battle Born Photography: Lot 164

Rasy Ran: Lot 170





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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, including any local or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields
 Auctioneers Corporation (including where applicable its
 authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at The Westin Kierland Resort & Spa, Scottsdale, Arizona, on Thursday, January 16, 2014.
- 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 4.1 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.
4.2 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 View5.1 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.
- 5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. Bidder Registration

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

7. The Buyer

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

8. Buyer's Premium

- 8.1 Buyer's Premium for Motor Vehicle Property:
 If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to 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 equal to TWENTY-FIVE PERCENT (25%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Thousand Dollars (\$100,000) up to and including Two Million Dollars (\$2,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), 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 local Mountain Standard Time on Saturday, January 18, 2014. 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 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 'General Information' portion of this Catalog.
- 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'General Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. Risk of Loss or Damage to Lot

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

13. Vehicle Registration

Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

14. Export License

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

15. Non-Payment of Purchase Price

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

(a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;

CONDITIONS OF SALE - Motor Vehicles & Automobilia (continued)

- (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

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

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'General Information', any Important Notices, and the bidder registration form referred to above and any other absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control. 18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

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

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

18.7 Time is of the essence of this agreement.

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

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

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

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms 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' Scottsdale Auction on January 16, 2014.

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

D		h		~	
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			Sale title: The Scottsdale Auction	Sale	Sale date: January 16, 2014		
Paddle number (for offi	ce use only	y)	Sale no. 21392	ale venue: The Westin Kierland Resort & Spa			
General Notice: This sale wi with Bonhams Conditions o and buying at the sale will land conditions. Please read conjunction with the Buyer other published notices and Payment by personal or bus property not being released bank. Checks must be drawn	f Sale, and y be governed the Condition 's Guide relat I terms relat iness check n until purcha	our bidding I by such terms ons of Sale in ting to this sale and ing to bidding. nay result in your use funds clear our	General Bid Increments: \$10 - 200				
Notice to Absentee Bidders: provide details of the lots of least 24 hours prior to the sa	n which you	wish to place bids at	Customer Number				
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.			First Name	Name			
			Company name (to be invoiced if applicable)				
Notice to First Time Bidders			Address				
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. If successful Will collect the purchases myself Please contact me with a shipping quote (if applicable)			City	inty / State			
			Post / Zip code	intry			
			Telephone mobile	phone daytime			
			Telephone evening	ах			
			Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.				
I will arrange a third party to o	collect my pui	rchase(s)	E-mail (in capitals) By providing your email address above, you authorize Bonham	ns to send you	marketing materials and news concerning Ronhams		
Please mail or fax the compl requested information to: Bonhams Client Services Depar	-	ation Form and	and partner organizations. Bonhams does not sell or trade em		narceing materials and news concerning polinaris		
San Francisco, California 94103			I am registering to bid as a private client	l am	registering to bid as a trade client		
Tel +1 (800) 223 2854 x 33550 Fax +1 (415) 861 8951			Resale: please enter your resale license number here We may contact you for additional information				
Automated Auction Results Tel +1 (800) 223 2854 ext. 33	3400		Please note that all telephone calls are reco	rded.			
Type of bid (A-Absentee, T-Telephone) Lot no. Brief description (In the event of any If you are bidding of			discrepancy, lot number and not lot description will nline there is no need to complete this section.	govern.)	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*		

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:			

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- Auction and Preview Information
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Bonhams

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

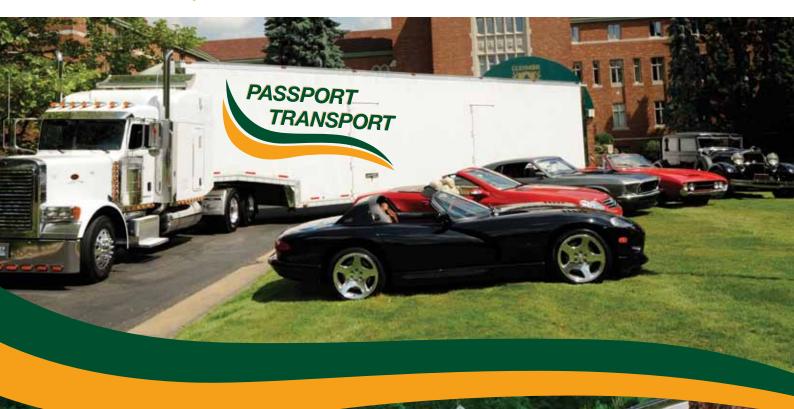
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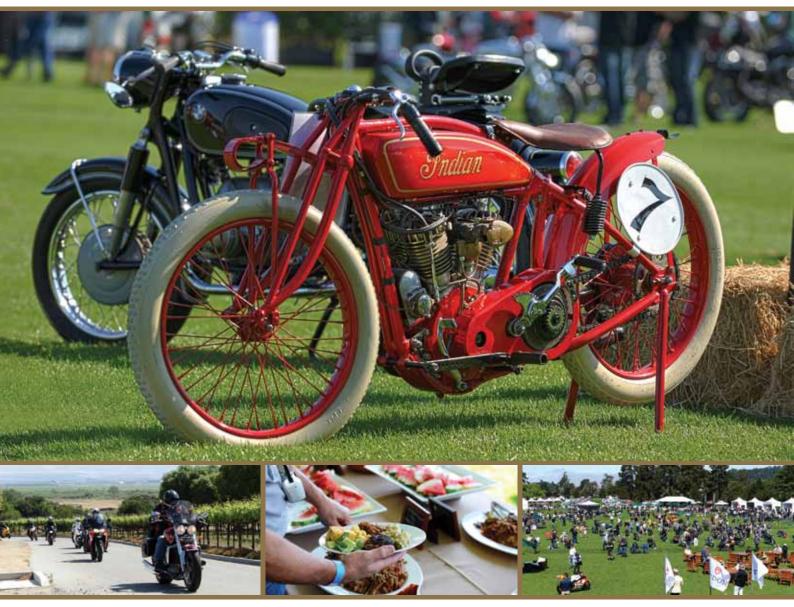
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6TH ANNUAL THE QUAIL MOTORCYCLE GATHERING

Presented by TUDOR | May 17, 2014 | Carmel, CA





HOSTED AT QUAIL LODGE & GOLF CLUB ADULTS - \$75 | CHILDREN - \$15

Tickets & Entry: Phone 1 (831) 620 8879 | Toll Free 1 (877) 734 4628 | thequail@quaillodge.com | http://signatureevents.peninsula.com

A celebration of vintage and modern motorcycles, great company and new adventures, *The Quail Motorcycle Gathering* has something for everyone – including live music and a signature beverage pavilion all set on the immaculate green grasses of Quail Lodge & Golf Club in sunny Carmel Valley, CA. Entry includes a mouthwatering barbecue lunch, parking and a gear valet service for those riding a motorcycle to the event.





LES GRANDES MARQUES DU MONDE

- AU

GRAND PALAIS

Restored to concours condition and offered with Ferrari Classiche certification 1968 Ferrari 275 GTB/4 Berlinetta Coachwork by Pininfarina Estimate: €2,000,000 - 2,500,000

Ex-Ecurie Watney, 1949 and 1950 Le Mans 24H 1947 Delage 3 litre competition Estimate: €1,100,000 - 1,700,000

Exceptional Motor Cars, Motorcycles and Automobilia

Paris, France Thursday 6 February 2014 Following the spectacular auction at the Grand Palais in 2013, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

Selected entries are now invited for what promises to be a truly memorable event.

Enquiries

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UK +44 (0) 20 7447 7440 ukcars@bonhams.com

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For additional information please contact:

Mark Osborne +1 (415) 518 0094

Jon Fossi +1 (503) 708 1183 **1959 Lotus 17** Chassis No. 668

1965 Lotus 23 Chassis no. 23 S 120











Greenwich Concours d'Elegance Auction

Sunday June 1 Greenwich, CT

Consignments now invited

To consign to this auction, please contact:

- +1 (212) 461 6514, East Coast
- +1 (415) 391 4000, West Coast motors.us@bonhams.com





Thursday January 23, 10am New York

Preview January 18-20

+1 (212) 710 1305 furniture.us@bonhams.com

An important American Federal inlaid mahogany longcase clock by Ephraim Willard with painted dial signed by John Ritto Penniman 108" high

\$70,000 - 100,000



nternational Auctioneers and Appraisers - bonhams.com/furniture

Art of the South Seas

Sunday February 9, 1pm San Francisco

Preview February 7-9

"Among the Navigators"
A seafarer's journey into the cultural art and maritime traditions of the pacific

by Capt. John Koon Independent scholar, expert seafarer and explorer

Saturday February 8, 2014 6-8pm

+1 (323) 436 5416 fred.backlar@bonhams.com

Fisherman's God, Rarotonga Island, Cook Islands height 12 ¾in \$6,000 - 9,000



Dogs in Show and Field: The Fine Art Auction

February 12, New York Consignments now invited

+1 212 644 9039 alan.fausel@bonhams.com

John Martin Tracy
Haunt of the woodcock: Sensation
and Bang Bang (detail)
oil on canvas
30 x 50in.
\$100,000 - 150,000

International Auctioneers and Appraisers - bonhams.com/dogs



The Space History Sale

Tuesday April 8
New York
Consignments now invited

+1 (212) 461 6531, New York +1 (415) 503 3266, San Francisco space.us@bonhams.com

Mercury era spacesuit, complete with gloves, boots and helmet, ca. 1960. \$8,000 - 12,000

International Auctioneers and Appraisers - bonhams.com/space



QUAIL LODGE AUCTION



The one-off, New York Auto Show 1953 Ferrari 250 Europa Coupé Coachwork by Vignale Sold at Quail Lodge for \$2,805,000

From the collection of Charles R.J. Noble
1931 Bentley 4½ Liter Supercharged Le Mans



From the collection of Stan Hallinan 1962 Shelby AC Cobra 260 Sold for US\$ 2,068,000



August 15, Carmel, CA Select consignments now invited

Bonhams' 16th Annual Quail Lodge Auction smashed previous records with a nearly 90% sell-through rate and close to \$33 million sold. No fewer than ten million-dollar cars traded hands at this landmark auction, establishing many new world-record results.

The 2014 Quail Lodge Auction promises a distinct selection of the best collectors' motorcars available. The stage is set for another historic auction in beautiful Carmel, California.

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Lot	Year	Make/Model		Lot	Year	Make/Model	
130	1931	Alfa Romeo	6C 1750 Gran Sport Spider	120	1962	Jaguar	E-Type Series 1 3.8-Liter Roadster
159	1957	Alfa-Romeo	1900C Super Sprint	122	1962	Jaguar	MKII 3.8 Saloon
174	1958	Alfa Romeo	Giulietta Spider	193	1963	Jaguar	MKII 3.8 Saloon
133	1959	Alfa Romeo	2000 Spider	161	1965	Jaguar	E-Type Series 1 4.2-Liter Coupe
137	1957	Aston Martin	DB MkIII Sports Saloon	148	1968	Jaguar	E-Type 4.2-Liter Series II Roadster
188	1933	Auburn	12-161A Custom Speedster	178	1974	Jaguar	E-Type Series III V12 Roadster
142	1935	Auburn	851 Boattail Speedster	163	1926	Kissel	6-55 Gold Bug Speedster
201	1955	Austin-Healey	100 BN1 Competition Special	145	1935	Lincoln	Model K Non-Collapsible Cabriolet
198	1960	Austin-Healey	'Bugeye' Sprite MK I	103	1941	Lincoln	Continental Convertible
168	1960	Austin-Healey	3000 MKI BN7 Two-Seater	189	1960	Lotus	Elite Series II
104	1966	Austin-Healey	3000 Mark III BJ8	144	1966	Lotus	Cortina Mk I
135	1947	Bentley	MK VI Coupe	119	1932	Marmon	V16 Victoria Coupe
185	1954	Bentley	R-Type Continental 'Fastback'	156	1973	Maserati	Bora
151	1968	Bentley	T Series Sedan	167	1936	Mercedes-Benz	500K Sports Phaeton
147	2001	Bentley	Azure Convertible	194	1955	Mercedes-Benz	300SL Gullwing Coupe
192	1930	Cadillac	V16 All Weather Phaeton	125	1961	Mercedes-Benz	300SL Roadster
127	1932	Cadillac	V16 452-B All Weather Phaeton	195	1969	Mercedes-Benz	280SL
150	1957	Cadillac	Eldorado Biarritz Convertible	109	1970	Mercedes-Benz	280SL
182	1931	Chevrolet	Rumble Seat Coupe	115	1970	Mercedes-Benz	280SE 3.5 Cabriolet
117	1955	Chevrolet	Bel Air Convertible	128	1971	Mercedes-Benz	280SE 3.5 Cabriolet
146	1963	Chevrolet	327/340hp Corvette Coupe	132	1955	Messerschmitt	KR200 Coupe
165	1967	Chevrolet	Camaro SS350 Convertible	113	1954	MG	TF
180	1937	Cord	812 Phaeton	175	1951	MG	TD
169	1949	Crosley	Hotshot Roadster	190	1960	MG	A 1600 Roadster
140	1950	Delahaye	135 M Cabriolet Atlas	170	1958	Morgan	Plus 4 Sports
108	1960	DeSoto	Fireflite Two-Door Hardtop	114	1959	Nash	Metropolitan 1500 Convertible
173	1951	Ferrari	212 Export Berlinetta	106	1915	Packard	1-35 Twin Six Touring
112	1966	Ferrari	275 GTB/6C	181	1933	Packard	Eight Convertible Victoria
176	1967	Ferrari	330GTC	187	1957	Porsche	356A 1600 Speedster
162	1968	Ferrari	330GTC	199	1961	Porsche	356B 1600 Super Sunroof Coupe
107	1976	Ferrari	308GTB	177	1963	Porsche	356C 1600 Cabriolet
191	1988	Ferrari	328GTB	149	1965	Porsche	911 Coupe
124	1990	Ferrari	Testarossa	154	1967	Porsche	911 2.0-Liter Coupe
157	2010	Ferrari	599XX	111	1977	Porsche	911S Coupe
131	1948	Fiat	500B Topolino Cabriolet	110	1929	Rolls-Royce	Phantom I Ascot Tourer
152	1964	Fiat	2300S Coupe	164	1936	Rolls-Royce	Phantom III 40/50hp Limousine
186	1960	Fiat-Abarth	Sestriere	155	1963	Rolls-Royce	Silver Cloud III LWB Limousine
129	1957	Ford	Custom 300 Series Ranchero	184	1988	Rolls-Royce	Corniche II Convertible
134	1932	Ford	Model 18 Deluxe Roadster 'Hot Rod'	166	1967	Simca	1000 Coupe
139	1947	Ford	Super Deluxe Sportsman	118	1910	Simplex	50HP Toy Tonneau
179	1963½	Ford	Galaxie 500 R-Code Factory Lightweight	121	1931	Studebaker	President Four Seasons Roadster
101	1968/2011	Ford	'Bullitt' Mustang Fastback	171	1957	Studebaker	Golden Hawk Sports Coupe
102	2008	Ford	Mustang 'Bullitt' Coupe	200	1920	Stutz	Series H Bearcat
158	1967	Intermeccanica	Omega	160	1929	Stutz	Model M Monte Carlo
153	1950	Jaguar	XK120 Roadster	123	1933	Stutz	SV-16 Five-Passenger Sedan
116	1952	Jaguar	XK120 Fixed Head Coupe	136	1966	Sunbeam	Tiger Series I
126	1952	Jaguar	XK120 Fixed Head Coupe	138	1910	Thomas	Flyer Model 6-40 Touring
105	1953	Jaguar	XK120 Roadster	143	1978	Toyota	Land Cruiser FJ40
196	1957	Jaguar	XK140 MC Fixed Head Coupe	172	1962	Triumph	TR4 'Surrey Top'
141	1958	Jaguar	XK150S 3.4-Liter Roadster	197	1970	Volkswagen	Karmann Ghia Cabriolet
		3		183	1979	Volkswagen	Beetle Convertible





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