

TEN IMPORTANT MOTORCARS FROM THE MARANELLO ROSSO COLLECTION

Thursday August 14, 2014
Carmel, California



Bonhams

TEN IMPORTANT MOTORCARS FROM THE MARANELLO ROSSO COLLECTION

Thursday August 14, 2014 at 5pm

Quail Lodge & Golf Club

Carmel, California

BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046
bonhams.com

PREVIEW

Wednesday August 13, 10am to 6pm
Thursday August 14, 9am to 5pm

AUCTION TIME

Thursday August 14, at 5pm

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BIDS

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From August 11 to 17, to reach
us directly at the Bonhams
Pavilion at Quail Lodge:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

Online bidding will NOT be
available for the Maranello Rosso
Collection auction. It is however
available for the main Quail Lodge
auction on Friday August 15. For
further information please visit:
www.bonhams.com/quail

ADMISSION TO PREVIEW AND AUCTION

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

AUCTION NUMBER: 21917

Lots 1 - 10

Please see pages 2-4 and
144-145 for bidder information
including Conditions of Sale,
after-sale collection and shipment.

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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BUYER INFORMATION

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. The Quail Lodge Preview and Auction admission fees are:

- **\$100:** Bonhams Quail Lodge Auction Catalog Set, allows two people entry
- **\$20:** Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

• **\$150:** includes the Quail Lodge Auction Catalog Set, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative methods are available, including telephone, absentee and online bidding.

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.

Entry to Bonhams' preview and auctions does not require a ticket to The Quail, A Motorsports Gathering.

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, and 20% of the amount of the bid price above \$100,000 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 both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC.

Automobile dealers purchasing registrable vehicles are exempted from sales tax as long as they can provide both a dealer license and a resale certificate from the applicable state where they reside. Buyers are asked to provide a copy of their state's resale certificate along with a copy of their dealer's license to the Cashier Department prior to or at the time of purchase.

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

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London. Please note that Bonhams has instituted a Bidder Registration fee of \$150 for the Quail Lodge Auction.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Sunday August 17.

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. 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.

PAYMENT & COLLECTION OF LOTS

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 auctioneer may also execute bids on behalf of the consignor up to the amount of the reserve, but never above it.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 11 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.

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

Payment for purchased lots must be made no later than 12pm local time on Sunday August 17. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering a cash discount program.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Friday August 15. We will be open on Saturday August 16 from 8.30am until 5pm, and again on Sunday August 17 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 17; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by *12pm on Sunday August 17*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Sunday August 17. 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.

TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by *12pm Sunday August 17*.

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

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 17th, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Members of the following transport companies will be on site during our Quail Lodge Auction and are readily available to provide shipping quotes and transportation information:

Domestic Motorcar Transport

Passport Auto Transport
Contact - Mike Goforth + 1 (800) 325-4267 or Mike@passporttransport.com

International Motorcar Transport

CARS (Classic Automotive Relocation Services)
Contact - Alistair Forbes + 1 (310) 451 0020 or info@carsusa.com

Domestic and International Motorcar Transport

Schumacher Cargo Logistics
Contact - Warren Barnes + 1 (310) 626 7117 or warren@sclusa.com

Bonhams

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

BONHAMS AT QUAIL LODGE & GOLF CLUB, WEST FIELD



DRIVING DIRECTIONS

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

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

Directions to Quail Lodge & Golf Club from Los Angeles:

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

**7000 VALLEY GREENS DRIVE
(AT THE VALLEY GREENS DRIVE AND
RANCHO SAN CARLOS ROAD INTERSECTION)
CARMEL, CALIFORNIA 93923 USA**

From August 11 to 17, to reach us directly at the
Bonhams Pavilion at Quail Lodge:

+1 (415) 391 4000

+1 (415) 391 4040 (fax)

PARKING

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

**SHUTTLES TO AND FROM THE QUAIL,
A MOTORSPORTS GATHERING**

On Friday August 15, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail, A Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

**Directions to Quail Lodge & Golf Club
from Monterey Airport:**

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

01 ^Ω

**1969 FERRARI DINO 206 GT COUPE
COACHWORK BY CARROZZERIA
PININFARINA/SCAGLIETTI**

Chassis no. 00338

Engine no. 00338

**RACE-PROVED BERLINETTA WITH TRANSVERSE
REAR-ENGINE V6 TECHNOLOGY**

**HIGHLY-ORIGINAL LONG-PRESERVED MUSEUM-
STANDARD CAR**

**NOW VERY RARE OPPORTUNITY TO ACQUIRE
THIS MINIATURIZED GT FERRARI**

The Ferrari Dino GT Coupe

The purebred circuit-racing series of Dino V6 engines was introduced as early as 1957. Named after Mr Ferrari's only legitimate child Alfredo ('Alfredino', affectionately shortened to 'Dino'), design of the engine series was initially master-minded by the legendary *Ing.* Vittorio Jano of pre-war Alfa Romeo 6C, 8C and later Lancia fame, before Ferrari was presented with Lancia competition assets in 1955. The great engineer had then served as a technical consultant to the Maranello factory, while Mr Ferrari presented poor Dino – a very well-liked and well-qualified engineer who died in 1956 after suffering muscular dystrophy for much of his short life – as having master-minded the new V6 power unit's unusual 65-degree vee configuration. A facsimile of Dino's hand-written signature, 'Dino' would be cast into the new engines' cam covers.

The initial 4-cam V6 racing engines powered Mike Hawthorn to victory in the 1958 Formula 1 World Championship, they won Formula 2 races and also featured in a very rarefied series of front-engined sports-racing cars. Into the 1960s, Dino V6 engines continued to equip Ferrari's F1, F2 and sports-prototype armoury, and from 1965 the tremendous Dino 206 SP 2-litre rear-engined sports-prototype set all enthusiasts' mouths watering.





A Pininfarina show car 'special' was displayed at the Paris Salon of 1965. Entitled the Dino 206 GT *Speciale* it was based upon competition chassis '0834', with the V6 engine installed longitudinally behind the cockpit. A further developed – nearer-production – Dino Berlinetta GT was then displayed by Pininfarina at the 1966 Turin *Salone*, also with longitudinal engine, but a third prototype quickly followed. It had its engine turned through 90-degrees to mount transversely in the rear bay, in unit with a Ferrari five-speed transaxle – not only centralizing dynamic mass within the wheelbase more advantageously, but also – crucially – improving cabin space up ahead of the engine bay.

A pre-production prototype was then displayed at the 1967 Turin *Salone*, another at Brussels into 1968 and in the early part of 1969 the Dino 206 GT Coupe as offered here finally went into production at Scaglietti's Modena plant.

By the end of 1969 around 150 had been built, all with aluminium bodies, and all left-hand drive. The Dino 206 GT carried no Ferrari brand name – with 'Dino' being energetically promoted as a miniaturized Ferrari creation upon a new level. The 206 GT series also featured even-numbered chassis serials, whereas previous road production Ferraris had always – with very few exceptions – been odd-numbered, racers even-numbered.

The Dino 206 GT engine was a 65-degree V6 unit with twin overhead camshafts per cylinder bank, bore and stroke 86mm x 57mm displacing 1987cc. This engine actually represented a third-generation of Ferrari Dino V6 units, as developed under the direction of Maranello's famed engine specialist *Ing.* Franco Rocchi. With three Weber 40DCF carburettors, the transverse-engined beauties offered 180bhp at a nerve-tingling 8,000rpm. Kerb weight was a performance-enhancing 2,300lbs.









Having been tested in 1966 in the Dino 206S sports-prototype racing design, this power unit was subsequently used in various forms in the Fiat Dino Pininfarina cabriolet, then in the Fiat Dino Bertone Coupe, in the Formula 2 single-seaters and ultimately in the Dino 206 GT put into production in the pure bloodline Ferrari factory at Maranello.

The motorcar offered

This well-preserved example of the rare, early Dino 206 GT Coupe has been exhibited for many years in the late-Fabrizio Violati's Collezione Maranello Rosso's developing museum, based initially within the tiny 'Most Serene Republic' of San Marino, the enclaved micro-state within east-central Italy, and later in his purpose-built facility at Falcione.

The car's original colour is recorded as having been 'Amaranto 20-R-188' with 'Nero 161' interior trim – precisely as has survived in generally very good condition – apart from a little damage to the extreme nose – to this day. The bodywork is, of course, paneled in aluminium and records indicate that the car was sold initially to official Ferrari dealer Albertina de Luca in Naples. Its subsequent ownerships are unknown until it was acquired by Fabrizio Violati in the later 1970s. The only obvious non-standard feature of the car appears to be its lockable fuel filler cap, closing the neck on the car's left-rear fender – and yet this item is itself a charming reminder of the Italian enthusiast after-market...

A most significant feature of the Dino 206s' original introduction was that Ferrari had been interested in taking the brand into battle in the newly-announced 1600cc Formula 2 single-seater racing category due to take effect in 1967. The FIA regulations announced for that new Formula stipulated that the engines had to be derived from mass-produced units. Ferrari entered into an agreement with the giant Fiat motor company of Turin under which the engines would be built in a Fiat factory and would use it in a vehicle that could quickly achieve a total production exceeding the 500 unit minimum limit which the FIA required to homologate (accept) it as a basis for a Formula 2 racing unit. So it was that Dino production was launched in conjunction with the Italian international giant.





The transverse-mounted engine in this very well preserved and nicely presented Dino 206 has its original stampings and identifying marks surviving in precisely the correct form and in absolutely the correct places. It has passed detailed external inspection very well indeed, and with the vast majority of its surviving 2-litre V6-engined sisters now filling predominantly Japanese ownerships the model is rarely offered in the rest of the world. Above all else, its original colour scheme is engagingly sober, discreet ... and lovely. This is a fine example of this very rare type, and its family connection to the V6-engined Tasman Championship-winning Ferrari 246T offered in this same Sale is self-evident.





Here is a striking-looking, rare and immensely desirable miniaturized rear-engined *Gran Turismo* car of immense charm and charisma.

Please note this vehicle is subject to Import Duty should it remain in the US.

\$500,000 – 700,000

No Reserve



02 ^Ω

**1969 FERRARI 365 GTC COUPE
COACHWORK BY CARROZZERIA
PININFARINA**

Chassis no. 12655

Engine no. 12655

**HIGHLY ORIGINAL EXAMPLE OF A RARE
HIGH-PERFORMANCE TWO-SEAT COUPE**

**ORIGINAL PAINT, FURNISHING AND
INTERIOR TRIM**

REFINED 4.4-LITRE V12-CYLINDER ENGINE

**OVER THIRTY YEARS IN PRESERVATION
AND MUSEUM DISPLAY**

The Ferrari 365 GTC

The house of Ferrari was intent upon competing seriously in the global luxury car market when the 365 GTC was unveiled at the 1967 *Paris Salon de l'Automobile* exhibition. The new model was derived from a fusion of the preceding 500 Superfast with its sleek and exquisitely proportioned wind-cheating body form by Pininfarina, and the one-off GTC Special that had been custom-made by the factory for the Belgian Princess Liliane de Rethy.

The new Ferrari was the first street car from Maranello to feature all-independent suspension. Great attention had been paid (for once) to the new model's interior noise and vibration levels. The engine, gearbox and back-axle casing were fitted as one integrated assembly, mounts on the transaxle and engine being provided with special noise and vibration-damping rubber bushes made by Saga. For the overall GTC series the big V12 engine had been redesigned and given the new designation 209/66. There had been no proper successor to the 250 GT 'Lusso' whose production had ceased in 1964 upon the introduction of the 275 GTB, and so the 330 GTC fulfilled the role of being an intermediate model which filled the market gap between the sporting Berlinetta and the 2-plus-2 Coupe.







The 330GTC was a luxurious two-seater Coupe by Pininfarina which combined the large-capacity engine initially from the 330 GT 2-plus-2 with the short-wheelbase chassis of the 275 GTB and GTS. While the new GTC's independent rear suspension was based upon that of the GTB/GTS series it offered the further sophistication of hydro-pneumatic self-levelling, developed jointly with the Dutch damper manufacturer, Koni. Power steering was standard, together with air conditioning.

During the period 1968-1970, Ferrari manufactured no fewer than 2,276 road cars and amongst that total around 800 were 365 GT Series cars. Amongst this model family – offered in both 330 GTC form with 4-litre V12 engine and the later enlarged 365 GTC with 4.4-litre – only some 150 of the 365 GTC variants were manufactured from introduction late in 1968, thus making them one of the rarest and most desirable of Grand Touring Ferraris.

The 365 variant as offered here had an 81mm cylinder bore compared to the 330 model's 77mm, matched with the same stroke length of 71mm for 4,390cc. With single

overhead camshafts per cylinder bank, roller rocker valve actuation and single outside-plug ignition, the big V12 engine breathed through three Weber 40DRI carburettors and developed some 320bhp at 6,600rpm.

There was no substantial external differentiation between the 330 GTC and 365 GTC models other than repositioning of the engine compartment air vents – some late 330 GTCs having been similarly updated. Instead of being positioned on the sides of the front fender area, these vents had been re-sited in the hood, just ahead of the windshield base.

Production of the 365 GTC as offered here did not run for more than a year. The American market was progressively being closed to vehicles that had not been designed specifically to that arena's requirements. In consequence, production of the 365 GTC terminated early in 1970, and initially Ferrari produced no replacement.



The motorcar offered

This highly original and unspoiled Ferrari 365 GTC is listed as having been finished originally in the 'Marrone Colorado 2.443.221' paint scheme that it wears today, together with its interior trim and furnishing colour which is recorded from new as being 'Beige VM 31218'. The car began life as number 731 in the overall series' assembly sequence list and its Pininfarina body number is 'C0830'.

We understand that the car was completed at Pininfarina's works in Turin during June 1969 and was delivered brand-new to Dino Ravasio & Sons in Verona, Italy soon after. Its first owner ex-Ravasio was a Signor Pasqualon within Italy. The car has formed part of the *Collezione Maranello Rosso* ever since the 1980s.

We would commend the contemporary road-test views of the great former Ferrari works driver—cum-technical journalist Paul Frere on the GTC family: "The greatest surprise is the silence of the engine. In handling the...

GTC is exactly like all the Ferraris which I have driven before... It is close to being as neutral a vehicle as one could want, and if pushed to the limits of adhesion on a dry road it is the rear which gently breaks loose first, in a marvelously controllable manner, and with slight variations possible in response to speed changes... I much prefer this discreet final understeer to the more decidedly understeering characteristic of the 330 GT".

He continued by describing how the GTC: "...also improves on the latter with quicker steering, with just three turns lock-to-lock... But the most impressive feature of the handling of the new vehicle is the solidity with which it changes direction, particularly in the ess-bends, where it tracks with about the same precision as a modern race car, and without the floating sensation that is the general characteristic of touring vehicles and the majority of production sports cars.

"The (car's) general refinement...also applies to its comfort..." - while from the smaller-engined 4-litre GTC variant "...the highest speed which I was able to attain in two attempts with the 330 GTC was 235km/h (146mph) at about 6,600rpm, this on a road that was flat and with practically no wind blowing, before traffic forced me to lift my foot" - oh, happy days! "But at this speed the vehicle was still perceptibly accelerating, and without doubt it would have reached the 240km/h (149mph) mark and probably equaled the speed announced by the manufacturer of 242km/h (150mph)".

As one studies '12655' today, its most attractive patina of well-maintained age builds upon its self-evident quality and comfort, together with the extremely high performance potential - even of its smaller 4-litre sister - as described by Paul Frere above.









The 365 GTC's 400cc larger engine generated an even greater boost in mid-range torque than in outright horsepower, from 33.2 to 37 metre/kilograms (267lbs/ft) at 5,000rpm. Acceleration times bettered the 14-second standing-start quarter-mile and 26secs for the kilometre achieved by the 4-litre original GTCs.

And for the BONHAMS team the most attractive and telling feature of this particular 365 GTC is its original sales number sticker, still displayed on the back of the rearview mirror, plainly visible through the windscreen, now yellowed and faded by respectable middle age. Here is a distinguished high-performance two-seat Ferrari Coupe displaying great originality. As more great cars are unthinkingly restored with every passing year, so the world's treasury of unspoiled 'yardstick' examples such as this is diminished – and such individual vehicles as this become increasingly rare. In consequence such originality – which can only be obliterated and never ever revived – has become an increasingly highly-prized factor for connoisseurs.

Offered here fresh from some thirty years in the Collezione Maranello Rosso, we commend this 365GTC to the market...

Please note this vehicle is subject to Import Duty should it remain in the US.

\$750,000 – 1,000,000
No Reserve



03 ^Ω

***The Ex-Jo Schlessner/Henri Oreiller,
Paolo Colombo, Ernesto Prinoth,
Fabrizio Violati***

**1962-63 FERRARI 250 GTO BERLINETTA
COACHWORK BY
CARROZZERIA SCAGLIETTI**

Chassis no. 3851GT
Engine no. 3851GT

**OFFERED FRESH FROM THE 49 YEARS IN A
SINGLE FAMILY OWNERSHIP**

**FABULOUSLY SUCCESSFUL EARLY ITALIAN
MOUNTAIN-CLIMB COMPETITION HISTORY**

**DIRECT PROVENANCE INCLUDES 2ND PLACE
OVERALL IN THE 1962 TOUR DE FRANCE**

**MORE A MAINTAINED CAR THAN A RESTORED
CAR – ACTIVE ALL ITS LONG LIFE**

**A PROVEN HISTORIC AND VINTAGE RACE
WINNING CAR**

**ONE OF THE BEST-KNOWN AND MOST OFTEN
RACED GTOS OF THEM ALL**

The Ferrari 250 GTO Berlinetta

The Ferrari 250 GT ‘*Omologato*’ needs little introduction as the most iconic, most habitable, street-useable, race-winning, World Championship-winning – and simply gorgeous – closed two-seat Coupe car from the world-famous Maranello factory. The GTO was developed to contest the 1962 3-litre class FIA GT World Championship series of classical endurance racing events. Selective production at Maranello and in the Scaglietti body plant in Modena ran on through the 1963 FIA GT World Championship and – sure enough – the Ferrari 250 GTO won the World title both seasons in succession.

Over the long decades since then, the Ferrari 250 GTO has commanded ever-increasing interest from the car connoisseur and art investor alike. Valuable levels have been achieved by the relatively few examples that have come to market over the past 20 years. What we are privileged to be offering here is nothing less than GTO chassis serial ‘3851GT’, fresh from the longest-term single ownership of any one of these mouth-watering, completely desirable and much-coveted *Berlinettas*.





Overall, the Ferrari factory manufactured 39 cars which may be considered within the rarefied 'GTO' family. Four of the core group of 35 cars with 1962-63 style bodywork were later converted into lower, flatter, longer-nosed GTO/64 body form. So 31 of the 250GTO/62-63 series have survived, of which only 28 cars have the 3-litre V12 engine as true '250'GTOs, and three 4-litre V12 engines as '330'GTOs. Here we offer the 17th of the 3-litre true 250GTOs, first completed and campaigned right at the end of the 1962 International race season, and then as rebuilt fresh and ready for a new ownership, and a resumed career, in 1963.

The motorcar offered

Ferrari 250GTO chassis '3851GT' offered here was acquired by young Italian enthusiast Fabrizio Violati 49 years ago, in 1965. He was scion of a wealthy family with considerable business interests in agriculture and mineral water bottling and distribution under the brand name Ferrarelle. In essence the genial, hard driving Roman became the fourth owner that '3851GT' had had during its young life.

The car was the 19th Ferrari GTO to be completed and invoiced by the Maranello factory, having been signed-off initially there on September 11, 1962. Since two of the preceding examples had been 330 GTOs with 4-litre engines instead of the GT-homologated 3-litre '250' units it may be regarded as the 17th 250 GTO. It was finished in metallic pale grey with lengthwise red, white and blue centerline stripes and was collected by its first owner, the experienced and rugged 34-year-old French privateer Jo Schlesser.

He committed it immediately to competition in the annual *Tour de France Automobile*, run that year from September 15-23. Schlesser was to co-drive the car with his 36 year-old friend Henri Oreiller. While Schlesser was then building his reputation as a leading French circuit-racer, the Parisian Oreiller was already a national celebrity. He had been a member of the French Resistance during the Second World War, and took up competitive skiing after 1945. He was nicknamed the 'Parisian of Val d'Isere' or 'The Madman of the Downhill' and – representing France

in 1948 at the first postwar Winter Olympics in St Moritz – he won two gold medals and a bronze, to become the Games' most successful athlete. He won the flagship Downhill ski race with a time fully four seconds faster than the silver medalist, added a second gold medal in the combined event and then a bronze in the special slalom. He competed in the 1950 World Championships at Aspen, Colorado, finishing fourth there in the newly introduced giant slalom. He also competed in the 1952 Winter Olympics at Oslo, Norway, before retiring from competitive skiing at the age of 26 – to pursue his alternative interest in motor racing and rallying.

The route of the 1962 Tour de France Automobile comprised some 5,500kms - 3,418 miles – and the event would be decided by circuit races at Rouen-les-Essarts, Le Mans, Albi, Clermont-Ferrand, round-the-houses in Pau, at Reims-Gueux and in Belgium at Spa-Francorchamps. Add gruelling against-the-clock hill-climbs at Mont d'Or, the Col de Braus, Mont Ventoux, Chamrousse and Mont Revard – plus punishing public-road grinds within strict time limits between venues and the magnitude of this amazing test of man and machine is self-evident.

Twelve assorted Ferrari 250 GTs disputed top honours. Drivers of the latest GTOs were favourites to win, but as model authority Jess Pourret observed: "First of all the GTO drivers were all out for the kill and they took chances at times that the car couldn't take. Meanwhile (Andre) Simon....determined to win after so many years of trying hard, had his already year-old (250GT SWB) completely overhauled at SEFAC and drove with minute attention to details. For once, he controlled his strong aggressiveness and ended up winning in front of the GTO of Oreiller and Schlesser (in '3851GT'), who had divided the work, one doing the hill climbs, the other the circuits...".

For the French privateers this debut success in their new car was a great result, but second time out – at Monthéry Autodrome in the October 7 *Coupes du Salon* race meeting poor Henri Oreiller crashed fatally. The car was badly damaged after hitting a trackside building, and a mourning Jo Schlesser returned it to the factory for repair to as-new condition and subsequent re-sale.

While that accident occurred on October 7, 1962, the factory repair of '3851GT' progressed rapidly through the following winter and the car was sold to a new Italian owner, Paolo Colombo, in time to reappear as early as April 7, 1963, in national hill-climb competition. Paolo Colombo was an enthusiastic gentleman driver who contested that year's Italian national championship hill-climb series under the *Scuderia Trentina* banner.

His Ferrari 250 GTO debut was made on April 7 at the near-unpronounceable VI Stallavena-Boscochiesanuova hill-climb, in which he set third fastest time in his class and placed 7th fastest overall. He then competed in no fewer than 14 further hill-climb rounds during that summer-into-Fall season. In '3815GT' now offered here he scored Gran Turismo class victories in 12 of those events, many of them at venues whose fame is written deeply into the history of European motor sport. These outstandingly challenging and prominent climbs are presented in italics in the following list of Colombo's wins with '3851GT': *Castell'Arquato-Vernasca, Bologna-Raticosa, the Coppa Consuma*, in the major *Alpen-Bergpreis at Rossfeld* (Germany), in the *Coppa Asiago, Vezzana-Casina, Bolzano-Mendola, Trento-Bondone, Trieste-Opicina, Aosta-Pila, Cividale-Castelmonte, Ascoli-San Marco* and *Coppa Fagioli* 'climbs. At the towering *Mont Ventoux* in southern France, Paolo Colombo made a tiny error during his 13-mile climb and for once '3851GT' was beaten into only second place in class...

At the end of that year fellow amateur owner/driver Ernesto Prinoth made Colombo an irresistible offer for his ultra-successful '3851GT' and into 1964 he, as its new owner, embarked upon an energetic programme of mixed hill-climbing and circuit racing.

Born in 1923, Ernesto Prinoth was a highly regarded businessman/engineer who relaxed at the weekends by indulging his interest in motor sport. He had launched his automotive garage business in Gröden in 1951 and during the winters spent much of his time amongst the ski fraternity at Val Gardena. Fascinated by snow vehicles, he began developing mechanized snow groomers and produced his first P60 prototype in 1962. Sno-cats and snow groomer production followed and Prinoth AG survives to this day and is highly-regarded within its field. Ernesto Prinoth competed in Formula 1 racing during 1961-62, driving his privately-owned Lotus-Climax 18 as a *Scuderia Dolomiti* and later *Scuderia Jolly Club* entry.

He then gave up single-seater racing to campaign this ex-Colombo Ferrari 250 GTO '3851GT' under the *Scuderia Dolomiti Bolzano* banner.



July 28, 1963 - Paolo Colombo storming the Cesana-Sestriere mountain road in '3851 GT'



Paolo Colombo lining-up '3851 GT' on the startline for his assault upon the classical Trieste-Opicina mountain climb



New owner Ernesto Prinoth in '3851 GT' - breaking the timing beam and aiming for the final apex at the 1964 Coppa Consuma 'climb...

Starting at Stallavena-Boscochiesanuova on April 5, 1964, and ending the year by winning his class yet again in the *Preis von Tyrol* aerodrome race at Innsbruck, Austria, on October 4, he won his GT Category six more times – at the major Trento-Bondone and Trieste-Opicina 'climbs, and in the Coppa Citta Asiago, the Trofeo Amoco, and at Cividale-Castelmonte.

Ernesto Prinoth also won his class and placed second overall in the year's *Preis von Wien* circuit race at Aspern aerodrome outside Vienna, Austria, and set second fastest GT time at the Coppa Consuma.

On September 6, 1964, he returned to International circuit racing in the important hour-long *Coppa Inter-Europa* GT race supporting that year's Formula 1 Italian Grand Prix at Monza Autodrome. During the race he crashed '3851GT', rolling it into the trackside undergrowth. Its cabin roof caved-in, its body panels were extensively dented but the undergrowth cushioned the worst of the impact.



The ultimate Grand Tourer - mountain majesty – Ernesto Prinoth aims '3851 GT' at the Trento-Bondone finish line, July 12, 1964



Ernesto Prinoth's last two races in '3851 GT' exemplify the GTO's fantastic resilience - after crashing at Monza in September 1964, here at Innsbruck on October 4 that same year he was racing again and finishing on the podium

The damage proved to be largely cosmetic and within a mere three weeks '3851 GT' was repaired to raceworthy trim in time for Prinoth to re-prepare it in his engineering workshops in time to score that circuit-racing class win and to finish second overall in the Innsbruck aerodrome race.

It was during the following winter into 1965 that Prinoth considered whether his successful, but now well-used and decreasingly competitive 250 GTO, should either be cannibalized for its V12 engine to be used in a racing power boat, or to sell it complete.

Fabrizio Violati stepped forward as an eager young buyer. A racing fan from childhood, he had been born in Rome on June 17, 1935. He joined the family firm after earning a degree in geology, and became general manager of the business, which produced and marketed such mineral water brands as Sangemini and the innovative, naturally-carbonated Ferrarelle: "Still, sparkling, or Ferrarelle?" as TV advertisements caroled into the 1970s. The company would eventually be sold to Danone in 1987.

Fabrizio Violati's love affair with Ferrari had been sparked as far back as 1947 when – as an 11-year-old spectator – he had seen Franco Cortese score the new Ferrari marque's first-ever race victory, handling the prototype V12 Ferrari 125S in the Rome Grand Prix at Caracalla.

Violati's own competition career had a far more humble beginning, with the 16-year old perfecting barrel-jumping on his Vespa scooter. When a friend sent photographs to manufacturer Piaggio of Fabrizio clearing no fewer than 12 large wine casks in one mighty leap, they engaged him as a works rider. He won his class in the Vespa *Campionato Italiano di Regolarità*, and in 1959 began hill-climbing competitively in a four-wheeled Fiat 600 saloon.



Thirteen years into Fabrizio Violati's enduring ownership – '3851 GT' at Pierre Bardinon's estate circuit, Mas du Clos, near Aubusson in France



Above all else, Fabrizio Violati was simply A Racer – ‘3851 GT’ nose up, tail tucked down under power, and going for gold at Imola, Italy, 1983

He progressed to an Abarth 750 in 1960 only to hurt himself badly in a crash that hospitalised him for six months and triggered a ‘no more motor sport’ ban from his family.

Ernesto Prinoth agreed to sell Violati the 250 GTO, for 2,500,000 Lire – then around \$4,000 US or £1,400 Sterling, equating to around £22,000/\$33,500 today. That Bill of Sale exists to this day and forms part of the car’s history file. The young Roman didn’t tell his family, and he always claimed that – to prevent his parents discovering what he had done – he would only take his GTO out at night. The car, then as now – 49 long years later - carried its original Modena licence plates: ‘MO 80576’.

During the early 1970s, Fabrizio Violati concentrated his spare-time competitiveness upon sailing. He entered a radical Carcano-designed lightweight boat ‘*Vihuela*’ as part of the Italian challenge at the 1975 50th anniversary Admiral’s Cup regatta, only to be foiled by too light winds and a millpond sea.

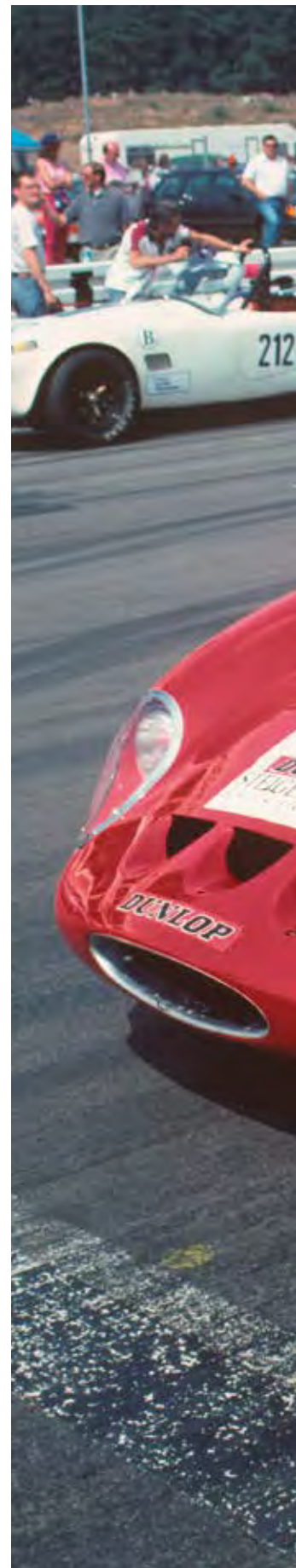
From 1974 forward he began to acquire further Ferraris, initially garaged in various locations around Rome. The competitive urge still burned bright, and from 1979 he took up Historic racing in ‘3851GT’ and an older 250 GT Short-Wheelbase Berlinetta that he had added to his growing collection. Entering his cars under the *Scuderia Campidoglio Motori* banner, Violati became 1985 European FIA Historic Champion. He would also win the 1989 *Targa Florio Autostoriche* event in Sicily, and in between times 1980-84 he also entered full-blown World Championship endurance races with his

Scuderia Bellancauto 512 BBLM, including appearances in the Le Mans 24-Hours and the Monza and Mugello 1,000-Kilometres. Characteristically, Fabrizio Violati always raced just for the fun of it. He drove hard, and very fast, and always pushed even his Historic cars to the limit and beyond, apparently oblivious to their fast appreciating monetary value...

In 1984 Enzo Ferrari himself summoned Violati to Maranello and tasked him with forming the *Ferrari Club Italia*. Such was the mutual respect between the two that in 1989, when Violati opened his Collection to the public under one roof in the Republic of San Marino, Mr Ferrari approved his use of the title *Collezione Maranello Rosso*.

In between energetic Historic race outings, ‘3851GT’ was maintained and preserved on display there for many years, until in 2000 the complete Collection was re-housed into purpose-built premises between San Marino and the Italian coastal resort city of Rimini.

Afflicted by ill health in later years, Fabrizio Violati passed away on January 22, 2010, aged 74. He was deeply mourned within the Ferrari world as a most pleasant and engaging acquaintance, looking somewhat piratical with his greying beard and Tyrolean hat, characterized by one friend as having “something of the Spaghetti Western anti-hero about his craggy, tanned features and the cheroot perpetually clamped in the corner of his mouth. It’s hard to imagine there are many others in his position who would show the same respect for the petrol pump attendant as for the President, nor earn as much respect in return...”





Calm before the ear-splitting six-carburettor V12 storm –
Fabrizio Violati keeping cool in '3851 GT' on the Nürburgring startline, 1989

As offered here, this great Italian enthusiast's long-cherished Ferrari 250 GTO '3851GT' remains in its road-race/rally configuration as campaigned by its owner for 45 years until his death in 2010, and since as retained by his nearest and dearest within the *Collezione Maranello Rosso*. It is rigged with side-exit exhausts rather than the standard long tail-pipe system, and upon recent start-up after expert inspection and assessment, its race-tuned exhaust note is distinctively crisp, sharp (and particularly ear-splitting).

We recommend, of course, detailed preparation before a new owner might choose to exercise this particular Prancing Horse in earnest, but what an automotive jewel it really is. These Ferrari 250 GTOs were built to be wielded as a competitive weapon of war.

They were not show ponies to be studied contemplatively and their lines admired. They were racing cars in which functionality was foremost, their undeniable beauty and the highest possible regard of all those who competed in them being regarded as purely coincidental. Such functionality coincided most fortuitously with these now-legendary cars proving equally happy as high-speed, peerlessly nimble, point-to-point transport on the public road.

Warrior drivers at both works team and private level built these cars' double World Championship-winning legend. The vast majority of the 250GTOs produced and unleashed in serious International competition were used, and abused, and dented, and dinged, and repaired and re-deployed – several of them many times over.



Never forget that not all of the contemporary GTO owners were wealthy sporting gentleman expressing themselves in competition. Many were serious professional racing drivers and committed, hugely-experienced owner/entrants to whom the GTO was just their latest working tool, a machine with which to earn start, prize and bonus money...to pay for its purchase and subsequent upkeep, and to earn their living.

This mouth-watering example began its long life by carrying its future Formula 1 driver, and Olympic double-Gold Medallist co-driver, to second place in the 1962 *Tour de France Automobile*. After poor Henri Oreiller's fatal accident at Montlhéry, second time out, '3851GT' was completely rebuilt as new by the Ferrari

factory, and within brief months was back in ferocious competition, in the fresh hill-climbing hands of second owner Paolo Colombo. Into 1964 it passed into the world-class engineering hands of third owner Ernesto Prinoth – another fierce Italian competitor who used, abused, crashed, repaired and raced the ageing car again. And then – come 1965 – this gorgeously mature (and experienced) lady was rescued from possible cannibalization, by Ferrari enthusiast Fabrizio Violati. In his genuinely enthusiastic and frequently active ownership, and in that - since his 2010 death - of his Estate, '3851GT' has ever since been preserved, maintained, exercised and adored...

















No other Ferrari 250 GTO has remained in one effective ownership for so long – 1965-2014 – 49 long years. Now it is time for a new custodian to acquire and enjoy her. Please note this vehicle is subject to Import Duty should it remain in the US.

Refer department

No Reserve

Important Notice: Special bidder registration procedures apply to this Lot. If you intend to bid on this Lot you need to register your interest with Bonhams no less than 48 hours in advance of the Sale.

04 ^Ω

***The Ex-Carlos Reutemann, Gilles Villeneuve
1978 British Grand Prix-winning, 1979 Race of
Champions-winning***

**1978 FERRARI 312 T3
FORMULA 1 RACING SINGLE-SEATER**

Chassis no. 033

**1978 BRITISH GRAND PRIX WINNER –
DRIVEN BY CARLOS REUTEMANN**

**1978 RACE OF CHAMPIONS WINNER –
DRIVEN BY GILLES VILLENEUVE**

**1978 BELGIAN GRAND PRIX – 3RD PLACE –
DRIVEN BY CARLOS REUTEMANN**

**312 T3 DESIGN ACCLAIMED AS FERRARI'S
MOST BEAUTIFUL 'T-CAR'**

**OVER 530-HORSEPOWER FROM 3-LITRE
FLAT-12 ENGINE**

**OFFERED FRESH FROM 34 YEARS WITH
VIOLATI/COLLEZIONE MARANELLO ROSSO**

The Formula 1 Ferrari 312 T3

Five of these cars were manufactured in the Ferrari Formula 1 'shop' for the 1978 Formula 1 World Championship season. They were designed under the direction of the *Reparto Corse* (Racing Department) chief engineer Mauro Forghieri, and represented an evolutionary development of the highly-successful World Championship-winning 1975 312 T and 1976-77 312 T2-series cars. Power was provided by Ferrari's latest iteration of its magnificent 3-litre flat-12 cylinder F1 engine.

The five 312 T3s built were chassis-numbered in perfect sequence from '032' to '036'. These were great Grand Prix cars, but unlucky too. And their greatest misfortune was simply to come up against Mario Andretti, Ronnie Peterson and Colin Chapman's latest, greatest Lotus innovation – the revolutionary ground-effects Lotus 79 'wing car'.

Journalist Peter Windsor observed sagely in his end-of-season Formula 1 review: "Take away the Lotus 79 and the Ferrari was superior to every other car, and Michelin..." - Ferrari's tyre supplier that year against Lotus's Goodyear – "...had the best North American season to prove it...". In fact the works Ferrari 312 T3s won five Grand Prix races that year and their drivers finished 24 times from their 32 starts.





Carlos Reutemann himself won four of the team's races that season – the Brazilian GP (in a 312 T2) - United States (West) GP at Long Beach, California – the British Grand Prix at Brands Hatch (won in '033' offered here) – and the United States (East) GP at Watkins Glen. Gilles Villeneuve won his home Canadian GP (to a tumultuous reception) in Montreal. Windsor wrote of Carlos Reutemann that year: "He established himself in the top three (drivers). He was consistently fast, he withstood the political pressure, contrary to expectations, and he scored the hardest-earned win of the year – at Brands Hatch, when he beat Lauda (driving for Brabham)". The Ferrari 312 T3 that the fine Argentine driver was piloting that day was, just to emphasise the point, '033' now offered here.

The motorcar offered

When the BONHAMS team first saw '033' now offered here, displayed upon its plinth within the *Collezione Maranello Rosso* Museum at Falciano, its tangible impact struck us dumb. Some of us had seen its race wins back in 1978-79. In period the Ferrari 312 T3 with its utterly distinctive spearhead planform was widely acclaimed as being the most beautiful of all the Maranello 'T-car' Formula 1 designs with their transverse-shaft *trasversale* gearboxes centralising mass within their wheelbase length.

Add to the car's good looks the engaging – and to many the no less handsome - contemporary charm of Argentine team driver Carlos Reutemann, plus the stupendous contemporary charisma of his French-Canadian team-mate Gilles Villeneuve, and this Ferrari 312 T3's jaw-dropping effect upon a bunch of real car enthusiasts becomes entirely understandable

In fact this car - '033' - made its racing debut in the 1978 South African Grand Prix race at Kyalami, Johannesburg, on March 4 that year. Reutemann drove it, but a troubled practice period saw the brand-new car qualify only ninth on the starting grid. During the race Reutemann ran eighth for the first 27 laps, before being displaced by Alan Jones's Williams. However, on lap 55 team-mate Gilles Villeneuve's Ferrari 312 T3 popped an oil union, larding the braking area into Crowthorne Corner at the end of the long hump-backed straight. Into the braking area sailed '033', Carlos Reutemann reporting: "I hit the brakes and it was like the car had broken, nothing happened". The car speared head-on through two rows of catch-fencing and stopped before hitting anything hard. Just as its driver was climbing out a fuel leak ignited, but the fire marshals soon smothered it.

Ferrari ran a two-in, two-out race programme with their four and eventually five 312 T3 chassis. Carlos Reutemann reappeared in the repaired '033' at Zolder for the Belgian GP on May 21. The car was prepared with a narrow front track and he preferred it to the wider-track alternative for the race, starting from the front row of the grid, headed only by Andretti's Lotus 79 wing car. But on race day he missed his first gearshift from first to second, '033's hesitation triggering a multiple collision in its wake.



Ferrari's Argentine 'Niki Lauda replacement' driver Carlos Reutemann during his dramatic race into third place in '033' during the 1978 Belgian Grand Prix at Zolder



Carlos Reutemann hurtles '033' down Paddock Hill at Brands Hatch en route to winning the 1978 British Grand Prix at Brands Hatch

Reutemann climbed back up the lap chart to slot into second place behind Mario's black JPS-Lotus. But into the closing laps the Ferrari's radial-ply Michelin tyres were wearing and Jacques Laffite's Ligier caught him into the last lap, to race side-by-side down the straight towards the chicane. Laffite was fractionally ahead on the left side of the track as the cars rushed into the braking area. But Reutemann took his normal line for the chicane, the Ferrari striking the Ligier which bounded over '033's front wheel.

Both cars careered off the road into the sand. Reutemann smartly selected bottom gear and lit off for the finish line, but the stricken Ligier was out, its rear suspension deranged. Ronnie Peterson's Lotus had stolen by, meanwhile to make it a Lotus one-two result, with Reutemann in '033' claiming third and a share in the podium Champagne. Carlos qualified third fastest for the Spanish GP at Jarama on June 4, and ran third for 28 laps before having to pit for fresh Michelin tyres, rejoining ninth. He had recovered two places when – on lap 57 –

'033' broke a half-shaft at the left-handed Le Mans turn. The car ran straight on, punched its way through two catch fences before somersaulting over the guardrail. Apart from seat-belt bruises, Reutemann emerged unhurt, and the Ferrari suffered only cosmetic damage after coming to rest bouncing gently at spectator head level, 'hammocked' in a catch-fence which had been beaten back at 45-degrees.

The car was again combat-ready for the British GP at Brands Hatch on July 16. Carlos Reutemann qualified only eighth fastest in an unhappy practice period, complaining his Michelin tyres gave "no grip". Late on the Saturday evening new tyres arrived from France, S76 compound and higher-profile by 4cm at the front, 3cm at the rear. Ferrari's prospects did not look good as the race developed, with Villeneuve bringing-in his sister 'T3 after only ten laps to change its left-front tyre. But he had chosen to keep the original Michelin fronts, while Reutemann was running the new taller alternative.





Mario Andretti led imperiously in his Lotus 79 until its Cosworth development engine burst. After 40 laps Niki Lauda's Brabham-Alfa Romeo BT46 led by around 4 seconds from Reutemann in '033'. But into the closing stages Reutemann began to close the gap. The interval between Brabham-Alfa and Ferrari 312 T3 diminished, 3.1secs – 2.8 – 2.6... Lauda held it there for several laps, but with 20 remaining 'Lole' Reutemann was suddenly only a second behind Niki Lauda, and the stage seemed set for a classic duel to the chequered flag.

On lap 59 the two red cars blared across the timing line nose-to-tail. Ripping into Clearways Corner for the 60th time Bruno Giacomelli's McLaren had Lauda right behind. The Italian held his line then waved Lauda through. The World Champion flicked his car left, but Giacomelli was now moving left himself. Niki Lauda had to lift off, and in an instant Carlos Reutemann, in '033' offered here, was through on the inside, past and gone.

With six laps to go, Reutemann led by 4 seconds. Lauda launched one final attack, closing the gap to 2.2 secs. With four laps to run he set fastest race lap. But on that day Reutemann was not to be denied, nor flustered into a late mistake. Ferrari '033' flashed across the finish line to win, with Lauda's Brabham still more than a second adrift in second place.

"For sure, it was the best drive of my life", the beaming Argentine exclaimed: "There was no time in the race when I could relax. Always I want to win the British Grand Prix at Brands Hatch. I see a gap there – and I fill it!"

Racing clear of the entire field. Carlos Reutemann's '033' building its lead during the 1978 British Grand Prix at Brands Hatch

In the German GP at Hockenheim on July 30, Reutemann again ran '033' but could only qualify 12th and pulled out after 14 laps due to fuel vapourisation. The car was then kept as a team spare for the remainder of that season, but early in 1979 it was brought out for one last hurrah, back at Brands Hatch in England for the early-season non-Championship Race of Champions, on a very warm and sunny April 15.

The car was to be driven there by Gilles Villeneuve, and he qualified third fastest behind Mario Andretti – almost inevitably on pole in his Lotus 79 – and Niki Lauda (again) in the latest Brabham-Alfa Romeo BT48. It was the Austrian who led for the opening eight laps when he had to call for fresh tyres. While he was delayed, Villeneuve briefly led in '033' (which again proved well suited to England's acrobatic circuit in the county of Kent). Mario then shouldered his way by to lead for 16 laps before slowing with numerous problems. Thereafter Ferrari's favourite French-Canadian simply dominated the race, drawing away from all pursuit to win handsomely from newcomer Nelson Piquet's Brabham-Alfa Romeo.

This most significant – and mouth-wateringly beautiful – Grand Prix-winning Formula 1 Ferrari was sold by the factory on March 18, 1981, eventually to join Fabrizio Violati's *Collezione Maranello Rosso* in which it has been maintained and preserved on display ever since. He appeared in the car at the Ferrari 40th Anniversary celebration at Imola, unfortunately proving rather too exuberant in the cockpit and bending one of its front-suspension corners against an unyielding concrete barrier. The damage was quickly repaired and the car has since enjoyed single-seater pride of place in the Museum until this day.











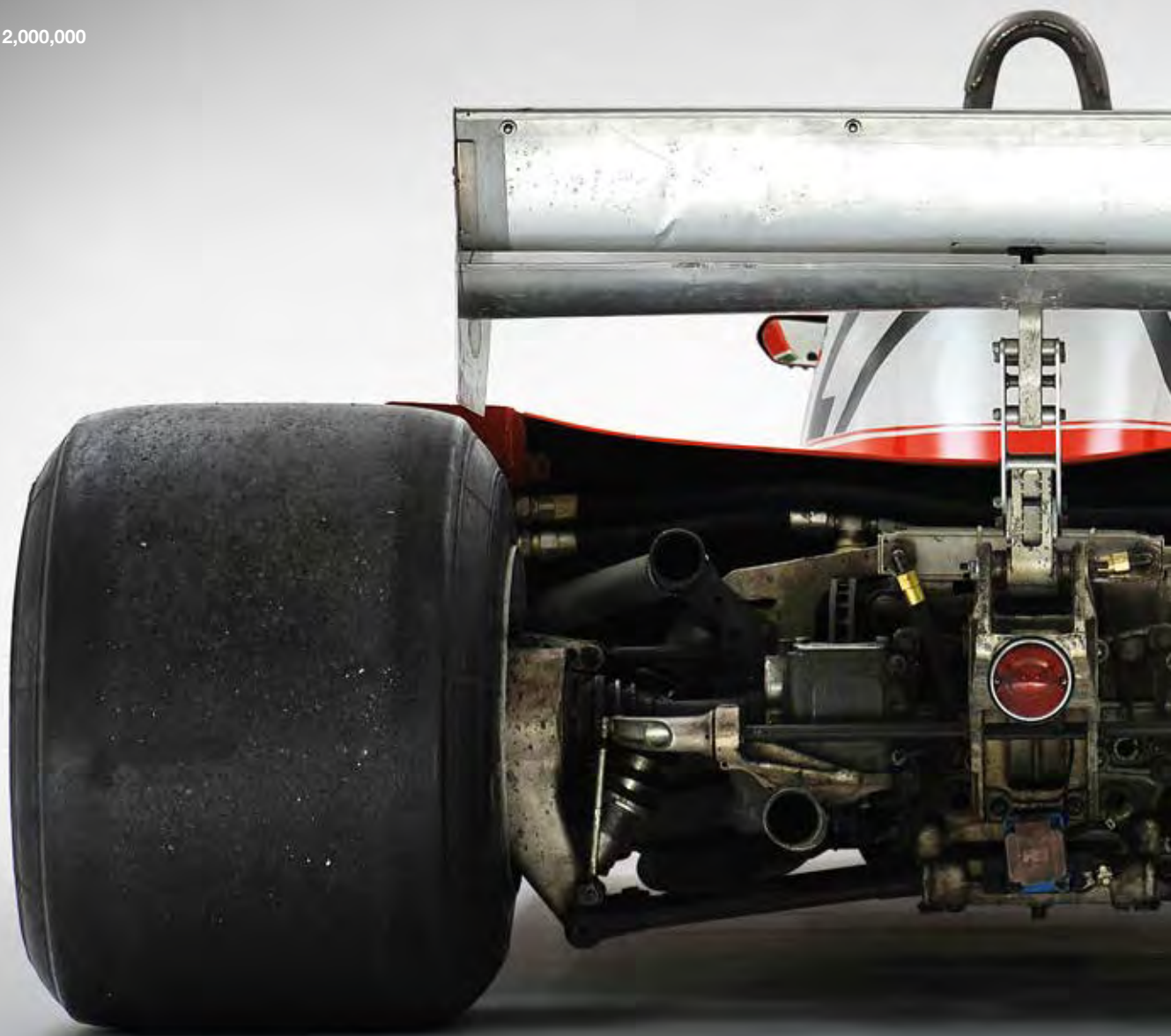


The car is offered absolutely as seen. It is in highly original, unspoiled aesthetic condition and will require expert assessment, investigation and re-commissioning work before it can run – and perhaps race – again. Here we are offering tangible history – the actual fabric once blasted past the chequered flag not only by its 3-litre flat-12 engine's 500-plus horsepower, but also by the innate abilities of two of Ferrari's most charismatic modern-era racing drivers. Carlos Reutemann and Gilles Villeneuve – Ferrari's class car of the 1978 Formula 1 World Championship season – a Mauro Forghieri-masterminded Maranello masterpiece.

Please note this vehicle is subject to Import Duty should it remain in the US.

\$1,500,000 – 2,000,000

No Reserve



05 ^Ω

The 1957 Turin Show, Ex-Carlos Kauffman

**1958 FERRARI 250 GT SERIES 1 CABRIOLET
COACHWORK BY CARROZZERIA PININ FARINA**

Chassis no. 0759 GT

Engine no. 0759

**1957 TURIN SALONE DELL'AUTOMOBILE
SHOW CAR**

**OPEN EARLY FERRARI PININ FARINA
CABRIOLET - WITH DETACHABLE HARDTOP**

**EARLY CENTRAL-AMERICAN HISTORY IN
VENEZUELAN OWNERSHIPS**

**FRESH FROM 23 YEARS IN THE COLLEZIONE
MARANELLO ROSSO MUSEUM**

The Ferrari 250 GT Series 1 Cabriolet

It is to the emergent, dynamic and at the time only two-year-old Italian coachbuilding company, *Carrozzeria* Boano, that credit should go for reviving 1950s interest in Cabriolet convertible coachwork upon Ferrari chassis. The very first 250 GT Cabriolet was built by Boano in time for the 1956 Geneva *Salon de l'Automobile* exhibition. Its unveiling there coincided with that of the first Ferrari to launch genuine series production – a Pinin Farina Coupe built in a small production series by the same Boano company.

Boano's Cabriolet was subsequently displayed by Luigi Chinetti – Ferrari's legendary American East Coast importer – at the New York Show. The car found a ready buyer, and meantime Pinin Farina had taken notice of interest in these convertible cars, producing its own Cabriolet that was launched to the public at the following year's Geneva *Salon*, in March 1957. This very functional and rather sporty-looking styling exercise featured a functional notch in the crest of the left-side door, to give space for the driver's elbow while the waistline thereafter kicked-up into the rear fender peak. While that dream car was finished in Italian red for its debut, it was quickly resprayed green and became Ferrari's British works driver Peter Collins's personal car. It was subsequently fitted by Dunlop with British-made disc brakes – and they in turn would be adapted one day to enhance a works-team *Testa Rossa* sports-racing machine.







On the Ferrari stand at the 1957 Turin Salone – '0759 GT' in pride of place...

Pinin Farina continued to develop the notion of a 3-litre V12-engined Ferrari Cabriolet, first with a rather exotic and even more sporty-looking *Spyder*, followed by a more sober prototype street version. The group of four *Speciale* 250 GT Cabriolet prototypes finally culminated in a green-finished example, sold to Prince Saddrudin Aga Khan in May 1957.

The first 'true production' 250 GT Cabriolet Pinin Farina was then delivered in mid-summer 1957 to American, Mr Oscar 'Ozzie' Olson, later sponsor of the Indy-racing Olsonite Eagles. His Cabriolet's flanks were devoid of the air vents that had adorned the preceding prototypes, and this more discreet style was adopted for the vast majority of the 20-plus examples which quickly followed.

The basis of these early Cabriolets was the same chassis frame/engine aggregate which had under-pinned the 1956-58 Coupe cars. During the summer of 1958 a new, more sporting convertible was introduced as the 250 GT California, but the Series 1 Cabriolet, such as the simply outstanding example offered here, remained the open street Ferrari of choice for the truly discriminating, and perhaps temperamentally less extrovert, less flamboyant, more discreet of Ferrari's contemporary, up-market, clientele...

Here was a Cabriolet for a customer of real taste.

The motorcar offered

This particularly magnificent Ferrari 250 GT Cabriolet S1 Pinin Farina is chassis serial '0759 GT'. It is a very early example, being only the eighth of some 40 units built overall. Its chassis frame was delivered to the Pinin Farina plant on September 9, 1957, and upon its completion with this strikingly handsome body it was promptly (and **so** justifiably) exhibited at the 39th *Salone dell'Automobile* in Turin's Valentino Park exhibition hall, from October 30-November 10 that year.

In January, 1958, this Cabriolet was then shipped to the Venezuelan Ferrari importer, Carlo Kauffman, in the central-American state's capital city of Caracas. It was registered there on Venezuelan plates 'NC 6159'. The car was pictured in the factory's official 1959 Ferrari Yearbook, whose compilers every year made much of the burgeoning marque's global appeal. Study the car's gorgeously preserved tan leather and honeyed carpeting today and one can imagine just how cool and stylish it must have seemed to Carlos Kauffman and his eager *clienti* as they sampled '0759 GT' here on the broad sun-soaked boulevards of Venezuela's then booming, already oil-rich, capital city...



The epitome of 1950s Caracquenian cool in Venezuela – '0759 GT' proudly appreciated, half a world away from its Italian birthplace...

Caracas itself had grown in economic importance during Venezuela's oil boom of the early 20th Century. By the 1950s, the sprawling city had blossomed through an intensive modernization programme that continued throughout the 1960s and into the 1970s. The dramatic change in the economic structure of the country, which went from being primarily agricultural to becoming focused upon oil production, had stimulated rapid development and Carlos Kauffman found ready interest amongst his friends and neighbours within the upper-tier of Caracquenian (Caracas) society.

Included within the file accompanying this outstanding Cabriolet, are a lavishly-decorated Venezuelan registration certificate, and also a copy of a sales agreement later struck for the car between Luiz Perez Dupuy and his wife Carmen Pietri de Perez Dupuy on the one hand, and Gustavo A. Gutierrez on the other. The document cites the car's colour at that time as having been 'verde' – green – and the sale price as 80,000 Venezuelan *Bolivares*.

Senor Gustavo Gutierrez retained the car in Venezuela until 1986, when it was offered for sale, by that time being described as painted red. Ultimately, in 1991 – 23 long years ago – it was acquired by the great Italian enthusiast Fabrizio Violati and inducted into his *Collezione Maranello Rosso* displays in the tiny, and land-locked, Italian-encircled Republic of San Marino.

There the car graced Fabrizio Violati's exhibition halls, restored in the white paint finish it still retains and fully equipped with a well-made but probably not contemporary white-painted hardtop, which actually exhibits most attractive louvre detailing.

We understand that the car was started-up and run from time to time, and it is pictured in colour on pages 54 and 55 of the *Collezione Maranello Rosso* book '*Ferrari 250 – Le Ferrari a San Marino*' written and compiled by the acknowledged 250 GT-series authority, French expert Jess G. Pourret.









Today this magnificently imposing Cabriolet is offered with a lovely patina of well-preserved age, its exterior Bianco paintwork providing a striking counterpoint to its luscious, believed original, thick, supple and just exquisite *Pelle Naturale Conolly* leather upholstery.

The ignition lock and switch panel are integrated in a neat bright-metal panel topping the thickly-carpeted central transmission tunnel, just behind the leather-booted gearshift with its adjacent – and in 1960s Caracas no doubt much-used and appreciated – chromium-lidded ashtray. The dash panel is neat and functional, yet still discreetly stylish, with its central ancillary instruments flanked by ‘just-the-right-sized’ multi-coloured warning lights.







Beneath the hood, the Cabriolet's 3-litre V12-cylinder engine exhibits undoubtedly original engine numbering, punched cleanly and of course in the correct period serif type-face, into the normal ground boss at the right-rear of the block/crankcase casing. The car is as factory-specified, with *Tipo* 508C chassis and gearbox, and engine *Tipo* 128C. The carburettor set-up beneath the typical period air filter pack comprises triple twin-choke Weber 36DCL instruments.

The engine bay is tidy and in good order but after its years of museum display it is understandably not in *concours* condition. Relatively modest attention, valeting and fine detailing would undoubtedly elevate the manner in which the car presents under the hood.

The delightful coachwork is Pinin Farina's contemporary Job No '19454', still featuring its original-style front bumperettes and covered headlights. The trunk is dark-brown carpeted and carries a spare Borrani wire wheel shod with a period Pirelli tyre – itself these days something of a desperately rare museum item. What appears to be an original period tool-roll within the boot contains mostly non-original – but still useful – tools, while an original Riganti, Varese, pillar jack has survived beside them.





Of all these wonderful road-going Ferraris from Fabrizio Violati's *Collezione Maranello Rosso*, this ex-Carlos Kauffman, 1958 Turin Show car, has proved one of the most admired by our specialist – and immensely experienced – BONHAMS team members. It radiates a palpable aura of *La Dolce Vita* – of a romantic by-gone lifestyle – of a particularly sophisticated international jet-set whose discretion in all things would have kept their names, and their lifestyles, just below that borderline at which gossip columnists might begin to take notice...







By any standards, technical, historical, sociological, '0759 GT' offered here is indeed a lovely, lovely automobile...

Please note this vehicle is subject to Import Duty should it remain in the US.

\$6,500,000 – 8,500,000
No Reserve

Important Notice: Special bidder registration procedures apply to this Lot. If you intend to bid on this Lot you need to register your interest with Bonhams no less than 48 hours in advance of the Sale.

The Ex-Phil Hill, Bill Devin, Count Vittorio Zanon

**1953 FERRARI 250 MILLE MIGLIA BERLINETTA
COACHWORK BY CARROZZERIA PININ FARINA**

Chassis no. 0312 MM

Engine no. 0312 MM

SUPERB EXAMPLE OF MARQUE AND MODEL

**A RACE WINNER IN ITS DEBUT MEETING,
DRIVEN BY PHIL HILL**

**FRONT COVER CAR IN 'ROAD & TRACK' JULY,
1955, ISSUE**

**FEATURE STORY FERRARI IN 'ROAD & TRACK'
JULY, 1965, ISSUE**

**DEFINING PININ FARINA BODY STYLE
LAUNCHED THE FERRARI 250GT LINE**

**POWERFUL 3-LITRE THREE-CARBURETTOR
V12 ENGINE**

The Ferrari 250 Mille Miglia Berlinetta

The Ferrari 250 Mille Miglia was tailor-made to compete in frontline long-distance races, following upon the success of the pioneering 3-litre V12-engined 250S Coupe driven by Giovanni Bracco in the 1952 edition of the round-Italy thousand-mile road race. At the 1952 Paris Salon de l'Automobile exhibition, Ferrari showed a more conventional chassis for the new modello 250 3-litre V12-cylinder engine, for which the artistry of Carrozzeria Pinin Farina then created two-seat closed-cabin bodywork with aggressive 'potato-chipper' nose-grille treatment, a muscular, tucked-down tail and panoramic rear window – the defining Ferrari Berlinetta form. The new model was launched at the 1953 Geneva Salon as the Ferrari 250 MM (for Mille Miglia).

It was based upon a longer-wheelbase chassis than the 250 S at 2420 mm (95.3 in), with the *Berlinetta* version some 50 kg (110 lb) heavier than the sister 850 kg (1,874 lb) open-cockpit *Barchetta* which accompanied it.. The V12 engine's dry sump was omitted for the production car, and four-speed transmission was adopted instead of five-speed. Power output increased to 237bhp (177 kW; 240 PS).







Gene Devin takes out '0312 MM' – fully prepared and poised for battle at the March Air Force base race meeting in 1953

The 250 MMs made their race debut in the early-season 1953 *Giro di Sicilia* – round-the island – road race in Sicily, driven by wealthy young gentleman-driver Paolo Marzotto. The veteran Clemente Biondetti then drove a Morelli-bodied 250MM *Barchetta* home fourth in the 1954 Mille Miglia.

In May 1954, '*Road & Track*' tested future World Champion Phil Hill's own sister Ferrari 250 MM and recorded 0-60 mph acceleration in just 5.1 seconds, 0-100mph in 13.7. "Never before have I accelerated so rapidly, traveled so fast, or decelerated so suddenly," wrote *R&T*'s Technical Editor.

The motorcar offered

Here Bonhams is delighted to offer this simply outstanding example of Ferrari's first 3-litre V12-engined *Gran Turismo* family – launching the line that extended over the following decade to give us the abiding 250 *Tour de France*, 250 GT Short-Wheelbase and 250 GTO models.

This magnificently-styled, Pinin Farina-bodied, two-seat *Berlinetta* was sold new to American enthusiast and racer Bill Devin of Fontana, California, in 1953. It was the 17th of 31 Ferrari 250 MMs to be built overall, and the 11th of the 250 MM Pinin Farina *Berlinettas*, being fitted with their body number '12230'.

Factory records tell us that mechanic Sghedoni completed the car's rear axle assembly on March 2, 1953, ready for fitting. Workshop foreman Amos Franchini signed-off the gearbox on March 13 and on April 14 the car's V12 engine was completed by mechanics Turchi and Zagni, under Franchini's watchful eye. The car's chosen steering box was date-stamped that same day, and on April 15 and 28 the engine was dyno-tested by Storchi and Agnani. On May 5 the chassis frame was readied by Cioni and Nicolini and two days later it was delivered to the Pinin Farina plant in Turin, to be bodied.

On July 1, 1953, '0312 MM' offered here was signed-off as complete, and it was sold through US agent Luigi Chinetti to his customer, Bill Devin. He made his public debut in this inspiringly aggressive-looking new Ferrari at the Sports Car Club of America San Francisco Region's 3rd Annual Members' Madera race meeting on September 20 that year. He promptly finished third in the novice event before handing over '0312 MM' offered here to fast-rising Santa Monica star driver Phil Hill who promptly won the main event there that day. The late, great, Phil Hill would of course go on to win the Formula 1 Drivers' World Championship title as a works Ferrari team member in 1961.

Bill Devin subsequently appeared with this Ferrari 250 MM – resplendent in the American white-and-blue racing livery as finished today – at Stead Air Force Base in October, 1953, while his brother Gene Devin drove it at March AFB that November. In June 1954 the car was advertised for sale in the monthly journal '*Road & Track*' and it was snapped-up by Ken Heavlin who ran a luxury car garage at Grosse Point, Michigan. He part-exchanged a Deutsch-Bonnet Panhard for the Ferrari, which he took to Wacky Arnolt's showroom in Chicago. We understand it was then consigned to Ypsilanti, Michigan, dealer Tom Payne who loaned it to the Henry Ford Museum for their annual 'Sports Car in Review' show.

Still wearing Bill Devin's original blue-striped, overall-white, US racing livery, the car was featured in a memorable front cover photograph on the July, 1955, edition of '*Road & Track*'. Into 1955 it was again advertised, repainted by this time red with a white stripe. From him it passed subsequently – in 1959 – to Paul Lohmann (who rebuilt the engine) and then to Dr James W. Myers – both of Ann Arbor, Michigan. It was registered in Michigan as 'HS 3887'.

ROAD & TRACK

July, 1955

35c the copy



Corvette V8 Test • Styling Critique • LeMans MG



The “one-time racing Ferrari...” was advertised in the classified ad section of the February 1961 issue of *‘Road & Track’*...” and that ad brought into the story William A. Lester – a Convair propulsion engineer of San Diego, California. He owned a 1952 Ferrari Export Ghia Coupe and wanted a car with more competition performance. He responded to the magazine advert and bought ‘0312 MM’ sight unseen. It was shipped by air to Burbank, and trucked from there to Mr Lester’s home.

The July 1965 issue of *‘Road & Track’* carried a feature story on ‘0312 MM’ quoting Mr Lester’s recollection of the car’s delivery: “I’ll never forget its arrival in Burbank. I was on hand to watch them unload. There were signs on every window – ‘Fragile, aluminum body, take special care’. A fork lift gently lowered the car from the plane. Slowly the lift inched the car toward the ground. An inch or two from the asphalt the pallet suddenly shifted. The car rolled off the pallet toward the nearest shipping crate. A sickening crash told me it had hit, nose first...”.

Fortunately damage was superficial and was quickly made good. The *‘R&T’* story went on to describe how the car’s very spartan interior featured bare aluminium seats and an uncarpeted alloy floor pan. A roll-over bar had been fitted which prevented use of the passenger seat, and which was quickly removed. The seats were then upholstered in

black naugahyde, instrument panel re-finished with black crackle paint, the cabin carpeted and the whole car re-sprayed with GM Swift Red. The magazine story told how “Lester’s objective has been to build a competition touring car with concours possibilities...” and how due to contemporarily heavy road traffic “The last time he took the car to his office he was in second gear all the way”. Interestingly – remember this was in 1965 – the story mentions “It is interesting to note that, financially, the 12-year-old Ferrari is still a sound investment. Originally, the car sold for about \$13,000. Comparable versions today are priced at \$16,000. The current value of Lester’s Coupe is somewhere around \$45,000...”. In some ways, times have not changed...

On May 30, 1967, Mr Lester eventually sold his much admired, enduringly classic, Ferrari 250 MM *Berlinetta* to Peter L. Tennant of Houston, Texas, who re-registered it locally as ‘NPF 633’. Jack P. Reuter of St Louis, Missouri, became its next owner in April 1968 – new registration ‘PG8 094’. He then sold it on after a year to John Carmack of Indianapolis from whose tenure it was sold by prominent enthusiast/dealer Kirk F. White of Philadelphia, PA, whose name would become familiar to racing fans the world over for his later sponsorship of Penske Racing’s Ferrari 512M endurance racing Coupe and the team’s assorted Indianapolis race cars.



Restored to its original US International racing livery and blazoned with Fabrizio Violati’s Scuderia Campidoglio logos at the 1989 Mille Miglia Storica, Brescia, Italy

On June 9, 1973, the car was finally re-sold by Mr Carmack through John Delamater to furniture dealer Norman Silver of High Point, North Carolina. He then passed it on in 1983 to the well-known racing team patron, oilman John W. Mecom Jr of Houston, Texas.

By 1986 this beautifully-proportioned, aggressive-looking *Gran Turismo* had been returned to its native land, joining the collection of that most respected of connoisseurial collectors, Count Vittorio Zanon di Valgiurata, resident in Turin. He co-drove the car in that year's Mille Miglia Storica event, using temporary registration plates numbered '38289 A6' and in 1987 it again attacked the daunting thousand-mile course from Brescia to Pescara, across to Rome, and then back to Brescia via Florence and Bologna.











Count Zanon sold it then to Rudi Pas/Classic Car Associates in Holland, who found a Japanese buyer in Mr Shimada. However, the car was quickly returned to Pas and it was in the winter of 1987-88 that this Ferrari – with its early-career Phil Hill Californian connection – was acquired by Fabrizio Violati of Rome, Italy, and had at last found a settled and truly caring enthusiast home.

Fabrizio Violati then entrusted this Ferrari *Berlinetta* to his daughter to drive in the 1989 edition of the historic Mille Miglia retro event. It then appeared repeatedly in the annual thousand-mile round-Italy run, while being maintained, preserved and displayed in-between-times within Signor Violati's superb *Collezione Maranello Rosso*. Luigi 'Coco' Chinetti drove the car in 1993 during Violati's 40th anniversary Ferrari 250 tour in Emilia-Romagna and Tuscany.



It has always been very highly regarded as a particularly fine example of its marque and model.

Since 2000, following the Maranello Rosso Collection's rehousing within fine new premises at Falciano, '0312 MM' has remained one of its most desirable, mouth-watering and evocative of Ferrari stars. It was painstakingly restored many years ago with its original-scheme Bill Devin 1953 exterior livery, and extensively quilt-padded interior trimming in dark blue.

We would leave the last words upon this highly desirable and intensely useable race/rally/touring Ferrari *Berlinetta* to the *Collezione Maranello Rosso*'s own pamphlet description: "The most significant thing about this car... is that chassis no. 0312" - more correctly its 250 MM line - "...was the first time that car designer 'Battista 'Pinin' Farina worked with Enzo Ferrari, who at that time was best known for manufacturing powerful engines. Chassis no. 0312 was the curtain raiser on true Ferrari style, an innate elegance which was soon to become known around the globe". Indeed...







Please note this vehicle is subject to Import Duty should it remain in the US.

\$9,000,000 – 12,000,000

No Reserve

Important Notice: Special bidder registration procedures apply to this Lot. If you intend to bid on this Lot you need to register your interest with Bonhams no less than 48 hours in advance of the Sale. Please also note we are not operating online bidding services for any vehicles in the Maranello Rosso Collection auction.

07 ^Ω

The Ex-Chris Amon, Brian Redman, 'Tino' Brambilla, Graeme Lawrence, Back-to-back Tasman Championship-winning

**1968-69 FERRARI DINO 166/246T
FORMULA 2/TASMAN FORMULA RACING
SINGLE-SEATER**

Chassis no.0008

**1969 CHAMPIONSHIP TITLE-WINNING CAR
DRIVEN BY FERRARI'S NO 1**

**1970 CHAMPIONSHIP TITLE-WINNING CAR
DRIVEN BY GRAEME LAWRENCE**

**THE CAR BRIAN REDMAN DROVE ON HIS WORKS
FERRARI DEBUT**

**DESCRIBED AS "THE SEXIEST SINGLE-SEATER
FERRARI EVER BUILT..."**

**DUAL-PURPOSE 1.6-LITRE FORMULA 2/2.4-LITRE
TASMAN FORMULA DESIGN**

EX-PIERRE BARDINON COLLECTION

**PRESERVED FOR THE PAST 34 YEARS IN THE
COLLEZIONE MARANELLO ROSSO**

The Ferrari Dino 166 Formula 2/246 Tasman single-seater

In addition to campaigning its multiple World Championship-winning Grand Prix cars throughout the 1950s into the mid-1960s, Ferrari also dabbled consistently with the subsidiary Formula 2 class. This category in those years provided an arena in which developing young drivers could match their prowess against the established Grand Prix stars.

From 1964-66 Formula 2 regulations demanded production-based engines of no more than 1-litre capacity. The FIA then announced an upgrade to take effect in 1967, increasing Formula 2 engine size to 1.6-litres that provided a better stepping-stone class just below full 3-litre Formula 1. Ferrari had not participated in the 1-litre category, and when the marque's new Formula 2 Dino 166 design made its public debut at the Turin *Salone dell'Automobile* exhibition in February 1967, it had been eagerly-awaited.





Brian Redman two-wheeling his Formula 2 Dino 166 chassis '0008' – now offered here – in the action-packed 1968 EifelRennen on the Nurburgring Sudschleife. This chassis was later uprated by the works as today's Dino 246T

The car was an immediate sensation, a gorgeous scaled-down version of Ferrari's always admired Formula 1 *monoposti*, most particularly of the 'Aero' monocoque 1½-litre designs of 1964-65, with its latest 65-degree V6 engine slung in a tubular sub-frame at the rear. The engine had bore and stroke dimensions of 86mm x 45.8mm, displacing 1596.3cc. One-piece cam covers with cast-on 'Dino' lettering – derived from the hand-written signature of Mr Ferrari's late only legitimate son, Alfredo (Alfredino – 'Dino') – housed twin chain-driven overhead camshafts to each cylinder bank.

They actuated three valves per cylinder (two inlets and one exhaust) set in Heron-type cylinder heads. The power unit used Lucas fuel injection and Marelli Magnetti transistorized twin-plug ignition. It was rated initially at 200bhp, produced at an ear-splitting 10,000rpm.

Ferrari could argue that it was production based since the Dino V6 engine series – originated for racing in 1957-58, had been spun off into the 2-litre Dino 206 street Coupe just like the example offered in today's sale.

This Formula 2 Ferrari Dino 166 made its delayed racing debut on July 9 that year, when British driver Jonathan Williams made his single-seater Ferrari debut at the French circuit of Rouen-les-Essarts. The F2 Ferrari Dino clearly handled and braked well, but proved under-powered against 4-cylinder British opposition, engined by Cosworth-Ford. Although the car would then often be seen testing at Modena later that year, it did not race again until a 4-valve per cylinder V6 engine had been developed for it.



Meanwhile, New Zealand Ferrari factory team driver Chris Amon sparked interest in the island nation for Ferrari to contest the forthcoming 1968 Tasman Championship – a much-publicised series of International races (supported by several leading Formula 1 stars) in New Zealand and Australia in the opening months of the forthcoming year. The Formula 2 Dino 166 chassis nacelle was adopted, with an 18-valve dual-ignition 2.4-litre V6 engine installed, the Tasman Formula dictating a capacity ceiling of 2500cc. The big short-stroke Tasman V6 engine's bore and stroke had been altered to 90mm x just 63mm, 2404.7cc, for this application. With an 11.5:1 compression ratio Ferrari claimed a meaty 285bhp at 8,900rpm and muscular mid-range torque.

With youthful *Ing.* Gianni Marelli in technical charge of their tiny team, Ferrari fortunes relied upon a singleton entry – ostensibly using Dino 166/246T chassis '0004' - for Chris Amon in the Antipodean series, and they proved that the 11-year-old Jano V6 could still be a race winner in the right circumstances. In fact Chris Amon won the New Zealand Grand Prix at Pukekohe, then the next round at Levin, he finished second at Christchurch and in the Australian GP at Melbourne, and fourth at Teretonga, New Zealand, and Warwick Farm, Australia. He ended that 1968 Tasman tour as runner-up in the Tasman Championship, beaten only by Jim Clark's Lotus-Cosworth 49T.





The Ferrari factory team's great and popular – if often unlucky – New Zealand driver Chris Amon handled '0008' in European 1600cc Formula 2 before winning the 1969 Tasman Championship with it in 2.4-litre form.

The motorcar offered

The following 1968 Formula 2 campaign in Europe saw the chassis offered here – serial '0008' – emerge brand-new with 1600cc V6 F2 engine, to be driven by Chris Amon in the Barcelona round of the European Formula 2 Championship at Montjuich Park, in which he promptly finished third.

The car was then entrusted to fast-rising British star Brian Redman who had been invited to make his Ferrari debut, driving '0008' in the Formula 2 *EifelRennen* at the Nurburgring *Sudschleife in West Germany*, on April 21. The popular, immensely approachable, Lancastrian performing simply brilliantly to finish fourth despite delay after his goggles were smashed, cutting one eye. Chief engineer and team director Mauro Forghieri was immensely impressed, and after a telephone call to Mr Ferrari offered Redman a Ferrari contract – which he turned down...

BONHAMS' senior race car consultant reported that amazing drive for the British weekly sporting newspaper '*Motoring News*' – and the sight of Brian three-wheeling '0008' round the Nurburgring South Circuit's bumpy turns remains a startlingly vivid memory. To be handling that very car – preserved in such startlingly original and unspoiled condition - during the build-up to this Sale is both a privilege and a pleasure.

According to a listing provided to Doug Nye by Ferrari during research for his 1979-published book '*Dino – The Little Ferrari*' (Osprey, London) - Ferrari 166 Dino chassis '0008' was then deployed again in the Rhein Cup race at Hockenheim, Germany, on June 16. Driven by Chris Amon, it was delayed to finish eighth. It was then one of the three works team cars damaged in a multiple accident at the *Curva Parabolica* in the Monza Lottery GP on June 23, while being driven for the first time by Ernesto 'Tino' Brambilla.



Chris Amon retired the car at Tulln-Langenebarn aerodrome circuit on July 14, but at Zandvoort, Holland, on July 28 'Tino' Brambilla drove '0008' home into third place in Heat One, also setting fastest race lap. Brambilla then finished third overall and on the podium in the Mediterranean GP at Enna in Sicily on August 28.

This chassis was then prepared with full 2.4-litre Tasman Formula V6 engine and despatched once more to New Zealand for the start of the 1969 Tasman Championship. For that year's tour 'down-under', Chris Amon was running a two-car Ferrari Dino Tasman team for himself and Englishman Derek Bell in the two works cars '0008' and '0010'. Chris Amon's Tasman Championship results during that tour at the wheel of '0008' offered here were as follows:





1969 New Zealand Grand Prix, Pukekohe – Amon – **FIRST** and pole position
 1969 Levin International – Amon – **FIRST**
 1969 Lady Wigram Trophy, Christchurch – Amon – 3rd and equal fastest lap
 1969 Teretonga Trophy, Invercargill – Amon – 3rd
 1969 Australian Grand Prix, Lakeside, Brisbane – Amon – **FIRST** and pole position.
 1969 Warwick Farm '100', Sydney – Amon – Retired
 1969 Sandown Park, Melbourne – Amon – **FIRST** and fastest lap

Chris Amon – Ferrari's charismatic but normally so unlucky New Zealand team leader – behind the small-diameter steering wheel of this gorgeous Ferrari Dino 246T, emerged as 1969 Tasman Champion.

With backing from Shell Oil, New Zealand national driver Graeme Lawrence was then enabled to buy '0008' from Ferrari. He made his racing debut in this car on December 28, 1969, in the Bay Park International at Mount Maunganui, New Zealand, finishing second. The car's subsequent racing record then developed as follows:

1970 Levin International – Lawrence – **FIRST**
 1970 New Zealand GP, Pukekohe – Lawrence – 3rd
 1970 Lady Wigram Trophy, Christchurch – Lawrence – DNF
 1970 Teretonga Trophy, Invercargill – Lawrence – 4th
 1970 Surfer's Paradise, Queensland – Lawrence – 3rd
 1970 Warwick Farm '100', Sydney – Lawrence – 3rd
 1970 Sandown Park, Melbourne – Lawrence – 2nd
 1970 Singapore GP – Lawrence – **FIRST**
 1970 Batu Tiga, Malaysia – Lawrence – **FIRST**
 1970 Japanese GP, Mt Fuji – Lawrence – 4th
 1971 Levin International – Lawrence – accident
 1971 Lady Wigram Trophy, Christchurch – Lawrence – 3rd

His excellent results in this Shell-backed Ferrari 246T clinched the 1970 Tasman Championship title for Graeme Lawrence and launched him into a truly International motor racing career.

This extremely successful – and undeniably extremely beautiful – double-Championship-winning Ferrari Dino 246T was later acquired, via Edwin K. Niles of Los Angeles, by the great French Ferrari connoisseur Pierre Bardinon. It was preserved within his private collection at Mas du Clos, before being acquired around 1980 by Fabrizio Violati. It has survived in highly original condition, and today – though well maintained by museum standards – it exhibits the most attractive patina.

As such it is one of that progressively vanishing group of historic racing cars in which one can sense the touch of our past motor racing greats. The car will obviously require full technical inspection and expert recommissioning before it could be run, but its connoisseurial attraction to contemplative collectors – in addition to today's Vintage racer/user fraternity – is self-evident.







Just study '0008's exquisitely proportioned fuselage nacelle, with its pop-in upholstered 'hammock' seat. Consider using that miniature gearshift – so like the bolt on a sniper rifle. Here is an absolutely mouth-watering, race-winning Champion Ferrari *monoposto* whose name commemorates the memory of Mr Ferrari's own son... We recommend the closest consideration.

Please note this vehicle is subject to Import Duty should it remain in the US.

\$1,200,000 – 1,800,000
No Reserve

08 ^Ω

***The Ex-Fabrizio Violati, Maurizio Flammini, Duilio Truffo, Marco Micangeli
1981 and 1984 Le Mans 24-Hours race***

**1981 FERRARI 512 BOXER BERLINETTA
BELLANCAUTO LE MANS ENDURANCE RACING
COMPETITION COUPE**

Chassis no. 35529

Engine no. F102B - 009

**UNIQUELY SOPHISTICATED 5-LITRE FLAT-12
ENGINED AERODYNE**

**VETERAN OF NOT JUST ONE LE MANS
24-HOURS RACE – BUT TWO**

**ALSO COMPETED AT WORLD CHAMPIONSHIP
LEVEL AT MONZA AND MUGELLO**

**OFFERED AFTER 23 YEARS IN THE COLLEZIONE
MARANELLO ROSSO**

**A HIGHLY INDIVIDUALIZED 200MPH BOXER
BERLINETTA/LE MANS**

The Ferrari 512 Boxer Berlinetta - street car turned Racer

Ferrari as a marque has always been understandably protective of its towering prestige. When the rival Maserati and upstart Lamborghini factories put sophisticated rear-engined performance cars into production - while Ferrari was still marketing its front-engined 365GTB/4 Daytona series - the Maranello model range began to look traditional and dated. The new, probably younger generation of 'supercar' enthusiasts voted with their feet, and such models as the Lamborghini Miura and the Maserati Bora began to steal Ferrari sales.

Against this background Ferrari developed its own rear-engined exotic, the 365 Boxer Berlinetta with 4.4-litre flat-12 cylinder engine mounted behind the cabin. This startling break from tradition was launched in 1973. The early cars were well received, being lighter, more nimble and more responsive than the big front-engined Daytona. The rear-engined Berlinetta concept was further developed in 1976 with release of the full 5-litre flat-12 engined 512 BB. Although the increase in outright horsepower was modest, from 344bhp at 7,000rpm to 340bhp at 6,800, the improvement in mid-range torque was considerable. By mid-1981 the 512 BB had been fitted with Bosch engineered K-Jetronic fuel injection, and renamed the 512 BBi.







Proudly wearing Italian national colours, the distinctive Pallanca-designed bodylines of Fabrizio Violati's Boxer Berlinetta Bellancauto '35529' graced the 1981 Le Mans 24-Hour race

Inevitably, some enthusiastic *Ferraristi* wanted to race suitably modified and race-prepared versions of the *Boxer Berlinetta* cars in such frontline events as the Daytona and Le Mans 24-Hours and the Sebring 12-Hours. By 1978 four circuit-racing 512 BBs ran at Le Mans, another competed in the Watkins Glen 6-Hours but little tangible success resulted.

Then in 1979 genuine interest was shown in developing the latest *Boxer Berlinetta* 512s for serious endurance racing. The factory's *Assistenza Clienti* Department in Modena laid down a production run of 25 512BB/LM 'customer racers', with bodywork developed in Pininfarina's wind tunnel at Grugliasco. A rear wing derived from that used on the Formula 1 312T-series cars was adopted, and this considerable volume of aerodynamic work not only increased the cars' maximum speed but also improved its grip and traction.

Most engine parts were from stock, but the power units were carefully 'blue-printed' and painstakingly assembled. Fuel injection was uprated together with a carefully flowed exhaust system. Lightweight engine internals were carefully balanced and both valves and ports were enlarged, and higher-lift camshafts adopted. Power output rose to a quoted 480bhp. The cars were 16-inches longer than stock, and these latest 512BB/LM-79 cars rode on 10-inch wide front wheels and 13-inch wide rears. Weight was cited as 1,080kg. On Fiat's Nardo test track an early prototype was said to have exceeded 207mph. But by 1983 there would not be a single Ferrari entry at Le Mans,

the first time since the great race's postwar revival in 1949. Fabrizio Violati was one leading *Ferrarista* who would not rest until that situation had been corrected...

The motorcar offered

This *Boxer Berlinetta Le Mans* was assembled initially as a rolling chassis under the supervision of Gaetano Florini at Ferrari's customer *Assistenza Clienti* division in Modena. It is one of the so-called third series of 16 512 BB/LM competition Berlinettas – several of which would never be raced but would instead sell direct into Ferrari collections around the world. Chassis '25229' now offered here, however, was very much a real race car, and in April, 1981, it was delivered brand-new to Fabrizio Violati's *Scuderia Bellancauto* workshops in Rome.

Specialist engineer Armando Palanca, assisted by Roberto Lippi and the Ferrari factory's renowned veteran chief mechanic Giulio Borsari, then embarked upon an intensive programme of development and individual modification to create the definitive Ferrari BBB512 – *Berlinetta Boxer Bellancauto* – now offered here.

This much-modified car then made its racing debut in the hands of Fabrizio Violati himself, Maurizio Flammini and Spartaco Dini in the Monza 1,000Kms classic on April 26, 1981. Running under race number '15' the trio promptly won their class while finishing a fine sixth overall amongst the sports-prototype cars – engineer Palanca's modifications plainly having provided a very fast and driveable race car.







For its second assault upon the Le Mans 24-Hours, in 1984, Fabrizio Violati's Boxer Berlinetta Bellancauto '35529' promoted his Ferrarelle natural mineral water brand...

Fabrizio Violati then ran the car in its first Le Mans 24-Hour race, sharing it on the Sarthe Circuit with co-drivers Maurizio Flammini and Duilio Truffo. The car bore race number '45' but sadly had to be withdrawn from the day-long grind due to transmission trouble.

Just two weeks later, on June 28, 1981, '35529' offered here was out in battle yet again, contesting the Enna 6-Hours around Lake Pergusa on the island of Sicily. Fabrizio Violati and Duilio Truffo co-drive it, and again finished sixth overall. On September 10, 1982 – the car reappeared in the Mugello 1,000Kms for the *Trofeo Banco Toscana*, in which Fabrizio Violati and Duilio Truffo finished tenth overall.

During 1983 Fabrizio Violati then kept the car in reserve, until in the Spring of 1984 it was out again testing at Vallelunga under his *Scuderia Bellancauto* banner, then wearing Michelin tyres in place of its original Dunlops.

On May 6, 1984, Maurizio Micangeli, Marco Micangeli and 'Gero' (Cristiano del Balzo) shared the car in the Imola 1,000Kms – running under race number '27' However, engine failure halted their race after 91 laps – long enough for such a failure to hit hard as an extreme disappointment.

The Violati-run *Scuderia Bellancauto's* second Le Mans 24-Hour race outing with this ever-developing and extremely fast *Boxer Berlinetta Bellancauto* then followed on June 16. It was driven by Marco Micangeli, Roberto Marazzi and Dominique Lacaud – again numbered '27' –

in the IMSA GTX class. It was then sidelined after six hours racing due to gearbox trouble.

On June 22, 1985, Fabrizio Violati ran the car spectacularly during the Ferrari Club Italia meeting in Alessandria, Italy, and it was subsequently inducted into the *Collezione Maranello Rosso* museum on extended display. Fabrizio Violati passed away on January 21, 2010 – aged 75 – and the car is now offered here fresh from the *Collezione's* most recent home – his tailor-made Museum at Falcione, near Rimini, Italy.

As offered here this unique *Boxer Berlinetta Bellancauto* is very much a retired old warhorse that has been preserved on display within its owner's Museum for the past thirty-plus years. As such it is not only in highly original condition but for connoisseurial admirers of patina it certainly offers more than one could ever require. Just consider its longitudinal aerodynamic sill panels, hung between front and rear wheel arches. They are waved and scarred as enduring evidence of '35529's hard-charging Italian racing drivers having energetically saved split seconds on-circuit by slamming over the chicane kerbs at Le Mans, Monza, Mugello and Imola. The car's cabin roof displays the hastily-opened cooling louvres sliced into its aluminium skin by under-pressure Italian racing mechanics working in hot blood. A patch panel on the car's scuttle has been equally hastily brush-painted rather than sprayed – all evidence of the hard-pressed realities of racing over thirty years ago.



While nothing was compromised by considerations of concours-style finish in real hard-bitten race cars such as this, there is no doubting the technological sophistication of Bellancauto's famous Boxer Berlinetta. The long, downswept nose and tail panels streamline an awe-inspiring mechanical assembly. Pop the pip-pins from the rear clamshell body section's hinges and lift the panel clear of the car and its massive 5-litre fuel-injected flat-12 cylinder engine/transmission aggregate is revealed for all to admire. At first acquaintance it is literally a jaw-dropping sight.

Tug open the car's ultra-lightweight doors and its black-trimmed, black-painted cabin shows every evidence of its long, hard and uncompromising career as a weapon of competitive endeavour. Settle into its body-wrapping, shoulder-supporting driver's seat, and study the simple dash panel beyond the small-diameter, thickly-padded steering wheel ahead. Close to your right hand stands the tall manual gearshift, beside a sloping multiple-switch panel to command lights, electrics, your immediate racing future. The entire cabin is protected by a large-diameter tube roll-over cage, the BBB/LM's

pledge of personal security, and the car is piped with an onboard fire extinguishing system.

Gaze forward through its glued-in, tag-retained multi-curvature windshield and the nose ducks away out of sight. Imagine how '35529's gentleman and warrior drivers would have seen the classical race circuits of Le Mans and Monza streaming back towards them through this broad windshield as they floored the throttle and that immense power pack behind their shoulders fired them like a cannonball towards the horizon. Hammering on above 180mph, then 190, this sleek Ferrari would have exercised its purebred lineage along the Mulsanne Straight, reaching to 200mph before the famous Mulsanne Kink, or past the Monza pits towards the Curva Grande complex.

Its black-finished cabin – matted to avoid dazzling reflections from bright Mugello sun or dazzling after-midnight Le Mans headlights – reminds one more of an heroic age jet fighter cockpit than of a real, muscle-bound race car, but this was the typical office for a working race driver of the 1980s.









As offered here today this is a highly original racing Ferrari – veteran of not just one Le Mans 24-Hour race, but of two – and it is one which offers a well-tuned new owner/ driver the prospect of many highly enjoyable and satisfying miles of extremely high-performance Vintage racing. The car would be entirely acceptable for the highly-regarded Le Mans Classic event in France, and as such a unique veteran of the FIA World Championship racing scene it could provide a ticket to many more of the world's highest-profile Vintage, Historic and classic car events – up to and including the illustrious Goodwood Festival of Speed in England. We commend it to the market, and recommend the closest and most thoughtful inspection. Once mechanically restored and properly race-prepared this promises in good hands to be a potential Vintage race winner of tremendous presence and distinction.

Please note this vehicle is subject to Import Duty should it remain in the US.

\$1,200,000 – 1,600,000

No Reserve



09 ^Ω

**1969 FERRARI 365 GTB/4 'DAYTONA'
BERLINETTA COMPETIZIONE
CONVERSION BY CARROZZERIA VARI**

Chassis no. 12765

Engine no. 12765

**1970S COMPETITION CONVERSION ON FINE
PRODUCTION 365GTB/4 DAYTONA BERLINETTA**

**TREMENDOUS FUTURE POTENTIAL AS VINTAGE
RACING CLASSIC 4-CAM V12 FERRARI**

**OFFERED FROM 34 YEARS WITHIN ONE
OWNERSHIP**

**STARRED IN THE COLLEZIONE MARANELLO
ROSSO FROM ITS 1991 FOUNDATION TO 2014**

Ferrari 365 GTB/4 'Daytona' Competizione

The concept of manufacturing a 4-cam V12-engined Berlinetta with considerably greater power output than the successful 275 GTB/4 model emerged in 1967, as soon as the 3.3-litre variant was being launched upon a receptive market. The new model would have to meet newly-developed US Federal regulations, which meant a tremendous amount of time-consuming development work before the new design could be introduced.

Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-litre V12 engine that was not taken further. Instead a *Tipo* 251 power unit would be adopted which was a more conventional 4.4-litre with hemispherical combustion chambers in its twin-cam heads, and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the *Tipo* 245 engine's which already powered the 365 GT 2-plus-2, GTC and GTS models.

The new 4.4-litre unit was lubricated by a dry-sump system with a 14-litre separate tank. Compression ratio was 8.8:1 and with six Weber 40DCN carburettors the unit delivered a muscular 352bhp at 7,500rpm, with 318lbs/ft torque at 5,500rpm – enough – indeed, as one English technical writer of the time described as being “...more than enough to pull your house down”.







The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed transaxle was attached to the tube chassis at four points – two on the engine and two on the transaxle – and the familiar 2.4-metre wheelbase was retained, which dated back in unbroken line to the 250 GT SWB.

To clothe the new 365 GTB/4, Pininfarina created a classical and now legendary design which combined Maranello tradition with modernity. Only the prototype body was actually built by Pininfarina and as with the preceding Berlinettas it was Scaglietti who actually made the bodies in steel (with opening panels in aluminium) for the production examples.

Venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honour of the Ferrari factory team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967 Daytona 24-Hour race.

Capable of achieving 278km/h (172mph) in standard form, the new Ferrari was the fastest production car in the world at that time. It also displayed the quickest acceleration when pitted against the Lamborghini Miura, Mercedes-Benz 350SL, Jaguar V12 E-Type and the De Tomaso Pantera.

Over 400 metres from a standing start the Daytona clocked just 13.8 seconds.

By the end of August 1971, Daytona production had reached the 500 examples demanded for FIA homologation in the International Group 4 Special Grand Touring car racing category. Initially Maranello had no plans to exploit this opportunity. However, several valued clients demanded a competition version with which to go racing at any level, and it was Chinetti's North American Racing Team which first took the plunge – running a car in the 1969 Le Mans 24-Hours.



Manufacture of *Competizione* versions for customer use then began at the *Assistenza Clienti* department of the factory in Modena and a succession of three main Competition series of 365 GTB/4 Daytona Berlinettas would emerge into 1973. For homologation purposes, the later Daytona *Competizione* cars of Series 2 and 3 had to retain steel-panelled bodywork.

It was to compensate for their additional weight, and therefore more problematic vehicle dynamics, that the Series 3 cars of 1973 were equipped with the ultimate in competition 365 GTB/4 engines. These power units featured high-compression pistons, reprofiled cams, re-choked carburettors and 9.9:1 high-compression cylinder heads. They developed an awesome 450bhp, with the additional spread of torque over an extremely wide rev

range. Since even this engine was tailored absolutely to the demands of 24-hour endurance racing - as at Daytona and Le Mans - even this state of tune retained such practicable, easily serviced features as standard-sized valves, and even the standard connecting rods were strong enough for safe use. Obviously, therefore, the ultimate specification 365 GTB/4 Daytona 'dream car' would be a combination of the Series 1 lightweight alloy bodied chassis unit, with the ultimate 4.4-litre V12 engine, the Series 3.

Late in 1973 the first of the replacement rear-engined 365 GT4/*Boxer Berlinetta* cars were delivered. But for many the notion of converting a standard production 365 GTB/4 Daytona into at least a look-alike *Competizione* variant was to prove completely irresistible...

The Motorcar offered

This individual Ferrari 365 GTB/4 'Daytona' Berlinetta began life as standard production car chassis '12765', which was the 50th example to be built in sequence and which originated with Scaglietti-made body number '50'. Records confirm that it was first completed by the factory on 21 July 1969, as a regular production road car which was delivered new during that same month to official dealer Gastone Crepaldi Sas of Via San Marco 26, Milan. Crepaldi found a ready buyer for '12765' in a Signor Montanari, of Brescia, in north-eastern Italy.

Its immediate subsequent ownerships have then passed unrecorded – although research is still continuing and may have produced results by the time of viewing - but we understand that the car was then converted into what is described as "...a semi-Group 4 competition... 'Racer' version apparently by Autofficina Gioacchino Vari in Rome".

The work was undertaken in around 1974 and it saw the car equipped with an internal roll-over bar structure, flared fenders to accommodate wider-rim front and rear wheels and tyres, its headlight configuration was changed to near competition standard, a front spoiler or air-dam was fitted, and sliding plexiglass side windows and a competition-demanded outside fuel filler arrangement were also added. The car was finished in red, its original livery as-new having been 'Rosso Chiaro 20-R-190' and its original interior 'Nero VM 8500'. Its side window frames were repainted black during the same conversion process.



We understand that the car was acquired by Fabrizio Violati for his growing personal Ferrari collection probably during the later 1970s, and certainly it was with him by 1980. Renowned Ferrari authority Marcel Massini considers that this might be the car that was driven by Vittorio Setti during the Ferrari Days at Modena meeting of September 15-18, 1983. And it was then possibly the Daytona *Competizione*-equipped car which Fabrizio Violati himself drove during the Ferrari Club Italia meeting at Alessandria, Italy, on June 22, 1985.







While this is not one of the official Ferrari factory-built 365 GTB/4 *Competizione Berlinetta*s built in period, 1971-73, it is a home-grown independent conversion of a known and well-recorded production-series model - the conversion having been carried out in near-period, around 1974 ...

What sets Ferrari Daytona '12765' apart from the normal run-of-the-mill lookalikes is that it was then taken on by Fabrizio Violati himself – a real-life, dyed-in-the-wool, blood-red Racer with a capital 'R' – and as part of his illustrious *Collezione Maranello Rosso* it has come down to us today after at least 34 years in Violati-sphere stewardship.

It is valued, inevitably, at a fraction of the potential cost of a genuine 365 GTB/4 Daytona *Competizione Berlinetta* from period, yet it promises to provide every bit as much adrenalin-pumping delight on both road and track. It would be widely useable in suitable Vintage events, and with adequate-standard further restoration and preparation it could also grace any collection as a Ferrari with a perfectly respectable long-term Museum history.



We commend it to you as a 1970s 4.4-litre 4-cam V12 Ferrari Berlinetta of great potential, which has yet to be fully explored and exploited.

Please note this vehicle is subject to Import Duty should it remain in the US.

\$650,000 – 800,000
No Reserve

The Ex-Frederico Gatta, Robert Solomon

**1962 FERRARI 250 GT SHORT-WHEELBASE
SPECIALE AERODINAMICA
COACHWORK BY CARROZZERIA PININFARINA**

Chassis no. 3615

Engine no. to be advised

**ONE OF ONLY FOUR AERODINAMICAS ON
250 GT SWB CHASSIS**

**PEERLESSLY LUXURIOUS LIGHTWEIGHT
3-LITRE V12 TWO-SEATER**

**ONE OF THE MOST EXCLUSIVE FERRARIS
BY PININFARINA**

The Ferrari 250 GT SWB *Speciale Aerodinamica*

During the turn of the 1950s to the 1960s, the Ferrari 250 GT family of *Gran Turismo* designs with their front-mounted 3-litre V12 engines provided the Maranello company with a firm foundation to expand their manufacturing volume. Limited production of the parallel *Superamerica* series of 4-litre V12-engined prestige models was continuing to satisfy what has been described as “the fastidiousness of a few perfectionists who demanded even more performance, comfort and refinement, and who wanted even more of an image of prestige and exclusivity than could be provided by the ‘standard’ Ferrari”.

In November 1960, at the Turin *Salone dell'Automobile* exhibition, Ferrari and Pininfarina had absolutely stunned the automotive world by releasing their breathtaking *Superfast II* model, launching an entirely new body shape for a fastidiously-detailed performance car, in effect an aerodynamically sleek *Gran Turismo* limousine...

Ferrari authority Antoine Prunet has described the *Superfast II* as follows: “This experimental creation by the great Torinese coachbuilder was actually quite remarkable for the completely new style which it proposed. Born in a wind tunnel, this harmonious design resembled the profile of an airplane wing. The leading edge was, in fact, the nose of the car, in the middle of which was the air intake for the radiator, an ellipse of very reduced dimensions resembling that of several sports Ferraris. The trailing edge was represented by the rear deck, streamlined to a point, upon which converged the curves of the roof.

The graceful curve of the hood, devoid of all harshness, was particularly remarkable, as was the shape of the windshield, whose posts, very noticeably curved inward, reinforced the effect.... This marvelous two-place Coupe can certainly be considered as one of the most significant examples of the art of coach building...”.

At the Geneva *Salon* of 1962 a *Superfast III* revision of the innovative, aerodynamic, high-performance limousine was unveiled, offering a more open ‘greenhouse’ cabin window treatment. A *Superfast IV* followed, but the design of Pininfarina’s peerless ‘*Coupe Aerodinamica*’ would also be applied to only four, we believe, 250 GT *Berlinettas* with shorter 2.40-metre wheelbase – the *Passo Corto* or 250 GT SWB chassis length - of which this fine example is one. And it is from the *Coupe Aerodinamica* theme that the so-called GTO Prototype car was produced to compete at Le Mans in 1961, leading ultimately to the legendary Ferrari 250 GTO itself.

The motorcar offered

To quote directly from the *Collezione Maranello Rosso* booklet on this startlingly beautiful aerodyne: “Enzo Ferrari used to welcome top politicians, sports heroes and entertainers to his kingdom at Maranello, when these Ferrari enthusiasts came to pick up their (new car) directly from the hand of its creator. Just three of these sports cars were ever built. Chassis no. ‘3615’ was assembled like a bespoke suit – this was the one and only time that this colour appeared on a Ferrari – for one of the world’s greatest car collectors, the Shah of Persia. This is a truly unique vehicle, an amalgam of a 250 SWB chassis and engine in a body specially designed by Pininfarina and inspired by the *Superamerica* model...”.

Well, ignore the delusory Shah of Persia attribution and puff, but - bodied in similar form to the 4-litre V12-engined *Superamerica* - this gorgeous example of Italianate automotive high fashion was supplied new in 1962 to businessman F. Gatta, finished to Pininfarina and Ferrari’s highest standards and liveried in dark blue with tan interior



upholstery and trim. Its Pininfarina body number was '99541', it has left-hand drive and its 'Special 400SA-type bodywork' with open headlights.

Factory records indicate that the chassis was consigned to *Carrozzeria* Pininfarina's Turin plant on April 7, 1962, and it was signed off as complete on June 18, 1962. In July that year it was repainted into 'Grigio Marrone Italter 20563 Acryl' livery. Its Maranello factory completion date is July 23, 1962, and its formal *Certificato d'Origine* was issued three days later, on July 26.

It was sold new by SEFAC SpA on that same day to first owner Ferdinando Gatta, "born in Torino on 1st March 1919, resident at Strada Michele 8 in Moncalieri (Torino), Italy, price paid Italian Lire 6,950,000" as the illustrious Swiss Ferrari specialist and historian Marcel Massini's records describe.

On August 29, 1962, the car was first registered on Turin license plates as 'TO 470900'. There is a Ferrari factory *Assistenza Clienti* record of it being serviced and

maintained by them on October 1, 1965, factory order number '491', delivery note '486' and odometer reading then recorded as '49,337kms'.

On April 18, 1966, the car was sold by first-owner Gatta to Evasio Arcangelo Ricaldone, "born in Pomaro Monferrato (Province of Alessandria) on the 3rd of August 1982, resident at Vicolo Mazzi 1 in Pomaro Monferrato". On April 22 the car was re-registered on Alessandria license plates as 'AL 136903'.

Signor Ricaldone sold '3615 GT' offered here to its third owner on April 5, 1967. The car's lucky recipient was Antonina Pravata, "born in Mirabella Rocca Palumbo on the 30th January 1925, resident at Via Varese in Torino, Italy, price paid was Italian Lire 1,000,000".

Eventually as the car became such a collectible icon of Ferrari history, it was exported from Italy into the USA by Luigi Chinetti Motors. Its new owner into the 1970s was Ferrari aficionado Robert Solomon, resident in Los Angeles, California.







He sold it in 1977 to Donald L. Rose, also of California, and on February 6 that year it was advertised for sale in the 'Los Angeles Times' newspaper, the vendor being presented as Ferrari of San Diego. By that Fall the car had been acquired by Marvin L. Johnson of Dallas, Texas. The car's ownership was listed within the Ferrari Owners' Club USA records as being Mr Johnson from 1979-1983, although he had advertised it for sale in 1981. In September 1983 it was advertised for sale in the Ferrari Market Letter, Volume 8 number 18, Mr Johnson describing it as having been mechanically rebuilt bumper-to-bumper, and featuring factory air conditioning, AM/FM cassette radio player, center console (still on the car today as a useful and well-matched after-market addition), power windows, two-tone gray leather seats with matching carpets, and white exterior. His asking price was US \$59,500.

Advertising continued to appear in subsequent Ferrari Market Letter editions until it was eventually sold to Stephen Barney's Foreign Cars Italia company in Greensboro, North Carolina. The following year saw it re-sold to Ed Waterman's Motorcar Gallery in Fort

Lauderdale, Florida but before it could even be collected by them it was re-sold to Tom Davis of Fort Lauderdale. In 1985 it was then acquired by Canadian collector and connoisseur David Cohen of Vancouver, British Columbia. At some stage the car lost its original engine, serial '3615 GT', which in July 1988 was owned individually by John Ridings Lee in Dallas, Texas. On November 22, 1991, Bob LeFlufy of Autoclassic Restorations in North Vancouver, BC, Canada, advertised this gorgeously restored *Aerodinamica* in the 'Toronto Globe & Mail' newspaper – described as (again according to Marcel Massini's incredibly detailed marque records) "special body in immaculate condition, owned by one of their principals since 1986...".

By February 1992 the original engine was with Richard Freshman of Chatsworth, California, and in April 1992 '3615 GT' itself was offered for sale again, this time by Garry Roberts of Costa Mesa, California. His asking price was US \$750,000. By December 1992 in the Ferrari Market Letter, Volume 17 number 25, it was offered again – "dark blue paint with parchment interior, asking price US \$500,000...".



In 1993 it was then registered 'VYJ 850' in England and it was sold by the BONHAMS team – then Brooks Auctioneers – in the October 26, 1993 Earls' Court, London, Sale. During that period of deep recession within the classic car market, '3615 GT' passed to Talacrest Ltd of Egham, England, who advertised it for sale yet again in the Ferrari Market Letter, Volume 19 number 4, described as being "dark blue with tan hides and carpets, the fourth and last 250 GT SWB with 400 Super America-style coachwork, asking price US \$400,000". It was then that the car was acquired by Fabrizio Violati for his *Collezione Maranello Rosso* in San Marino.

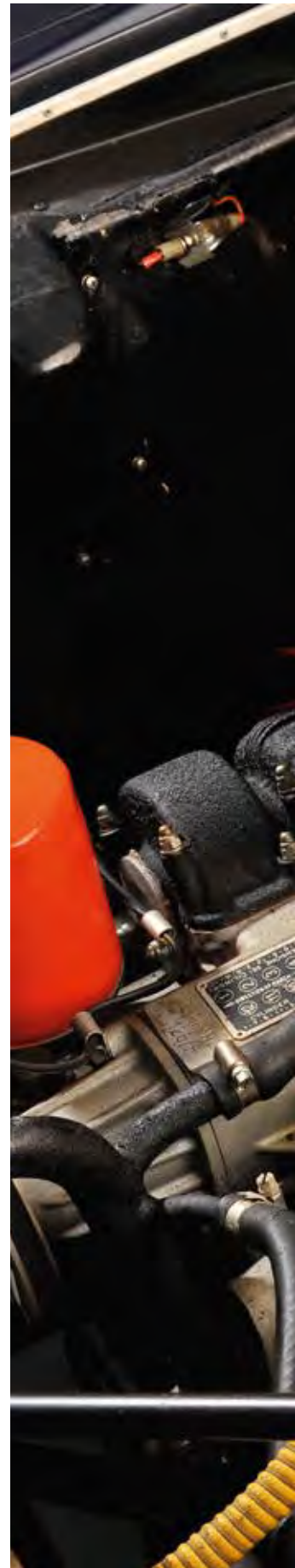
When Fabrizio Violati passed away in January 2010, he had owned '3615 GT' for the preceding 16 years, and it has since continued to be maintained and preserved upon display as one of the jewels of his surviving *Collezione Maranello Rosso*. Today the car is offered with its long-installed replacement engine, but as a long-term Museum exhibit it certainly merits careful expert inspection and proper re-commissioning both mechanically and cosmetically to proper health.

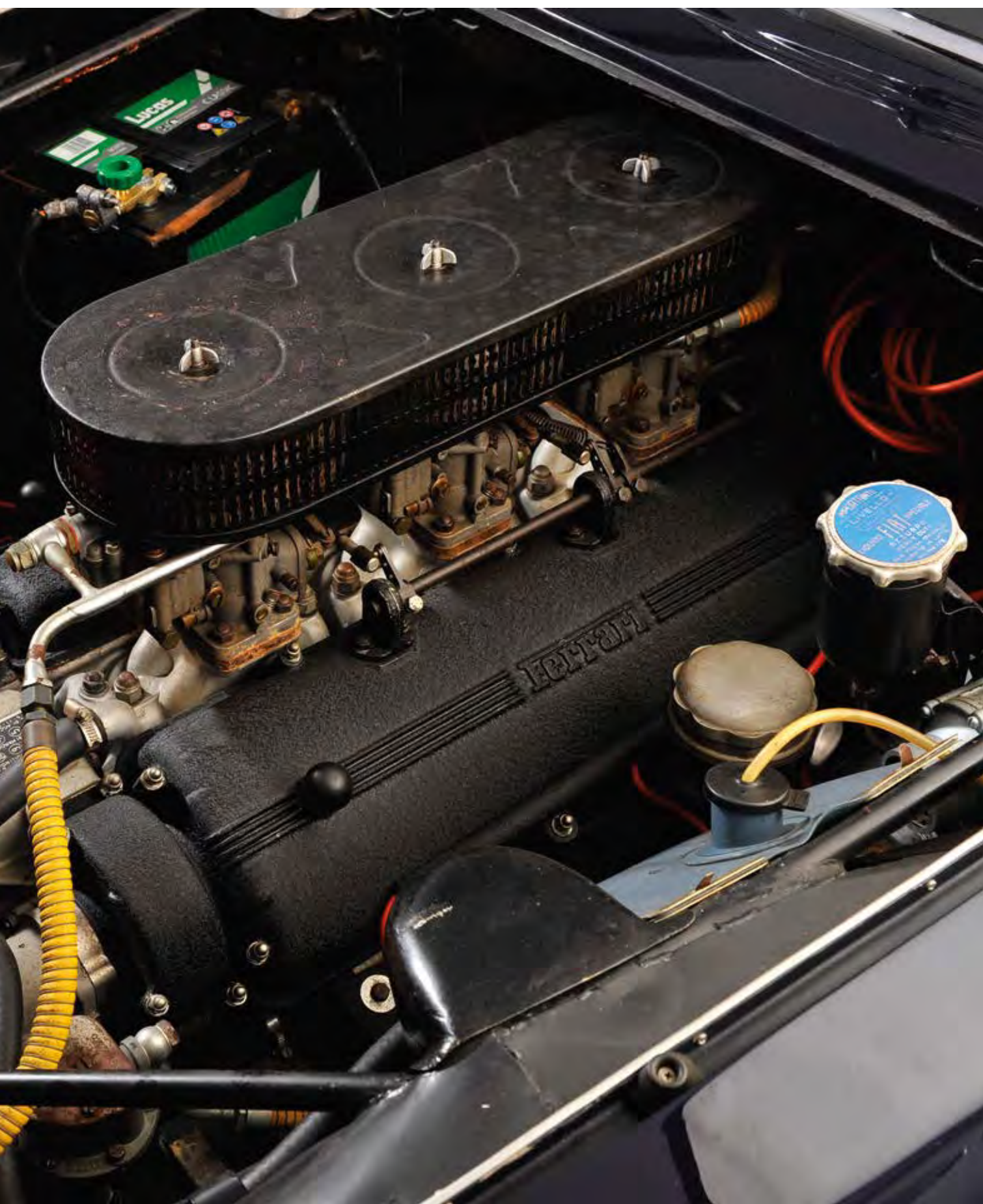


The car presents extremely well – in its shape, furnishing, and colour choice it is simply beautiful. Settle into its pale-tan or cream leather upholstered driver's seat and the commanding view forward – with 0-8,000rpm tachometer dial on the left of the dash panel and 0-300km/h speedometer upon the right – is just majestic. Aquamarine-blue topped pull switches dominate the cream leather centre console, contrasting gorgeously against the hide colour, and in every hand-stitched detail '3615 GT's furnishing, with its expansive rear deck beneath the 'fastback' rear screen, is just an opulent delight, as is the pile-textured parallel-quilted headlining.











Back in June 1963, '*Road & Track*' magazine road tested a related 400 *Superamerica* and recorded maximum speeds of 58.5mph in first gear, 83.7mph in second, 115.3mph in third and 179.6mph in fourth with overdrive engaged. The test car weighed a hefty 3,710lbs, and the 250 GT SWB variant presented here is expected to be considerably lighter, with the more nimble 3.0 litre motor and its performance would probably lie in a comparable bracket. So not only does the car combine its gloriously sleek *Aerodinamica* looks with luxurious accommodation and style, but also with – for an effectively two-seat limousine - quite prodigious street performance.

What's more, '3615 GT' offered here possesses the extra cachet of being based upon a 250 GT SWB chassis frame, and its familial relationship to the competition-bred GT SWB 3-litre V12 cars is an important plus.







As it stands – and with the possibility of it being reunited with its long-since exchanged original engine – this very rare, immensely attractive and most desirable Ferrari *Aerodinamica* by Pininfarina would certainly be the envy of every other country club member should the new owner purr up to the clubhouse in such eye-poppingly luxurious Italianate splendor...

Here is Pininfarina style and flair at its finest.

Please note this vehicle is subject to Import Duty should it remain in the US.

\$4,000,000 – 7,000,000
No Reserve

Important Notice: Special bidder registration procedures apply to this Lot. If you intend to bid on this Lot you need to register your interest with Bonhams no less than 48 hours in advance of the Sale.

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CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA

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

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means the property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held at the Quail Lodge & Golf Club in Carmel, California, on Thursday & Friday, August 14-15, 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 VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale 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 'Buyer 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 Pacific Time on Sunday, August 17, 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 'Buyer 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 'Buyer 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; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA (CONTINUED)

15. NON-PAYMENT OF PURCHASE PRICE

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

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

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

MEDIATION AND ARBITRATION PROCEDURES

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

thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

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

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

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

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

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

18.5 No act or omission of Bonhams, its employees or

agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

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

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

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

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

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

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Quail Lodge Auction on August 14th, 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

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150
FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
220 San Bruno Avenue
San Francisco, California 94103
Tel +1 (800) 223 2854
Fax +1 (415) 861 8951
Automated results
Tel +1 (415) 503 3410

Bonhams

Sale title: The Maranello Rosso Collection	Sale date: August 14, 2014
Sale no. 21917	Sale venue: Quail Lodge Resort & Golf Club, Carmel, CA USA
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your resale license number here _____ We may contact you for additional information.	

SHIPPING		
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Automobilia: I will collect purchases myself by 12pm August 17 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____	Motorcars: I will collect purchases myself by 12pm August 17 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

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

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

Catalog Order Form

Bonhams

To complete this form, check the Auction Catalog(s) you would like to order, fill in the price in the Total column and fax to +1 (415) 861 8951, or mail to:

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Bonhams
220 San Bruno Avenue
San Francisco, California 94103

If you have any questions please contact us at +1 (800) 223 2854

US Auction Catalog	Issues per year**	Domestic address*	International address*
19th Century Paintings (including Russian)	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
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African, Oceanic & Pre-Columbian Art	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Arms, Armor & Modern Sporting Guns	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Asian Works of Art	7	<input type="checkbox"/> \$280	<input type="checkbox"/> \$350
Books & Manuscripts and related categories	5	<input type="checkbox"/> \$200	<input type="checkbox"/> \$250
California & American Paintings & Sculpture	5	<input type="checkbox"/> \$200	<input type="checkbox"/> \$250
Coins & Banknotes	3	<input type="checkbox"/> \$75	<input type="checkbox"/> \$105
Entertainment Memorabilia & Collectables	4	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200
European & American Furniture & Decorative Arts	7	<input type="checkbox"/> \$280	<input type="checkbox"/> \$350
Impressionist Art	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Indian, Himalayan & Southeast Asian Art	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Jewelry	7	<input type="checkbox"/> \$280	<input type="checkbox"/> \$350
Japanese Works of Art	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Maritime Paintings & Decorative Arts	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Modern & Contemporary Art and Made In California	4	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200
Motor Cars, Motorcycles & Automobilia	6	<input type="checkbox"/> \$330	<input type="checkbox"/> \$390
Motorcycles	1	<input type="checkbox"/> \$40	<input type="checkbox"/> \$50
Native American Art	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Natural History, Gems, Minerals & Lapidary Works	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Oriental Rugs & Carpets	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Photographs	2	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100
Prints & Multiples	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Space History	1	<input type="checkbox"/> \$40	<input type="checkbox"/> \$50
Watches & Pocketwatches	3	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150
Wine and Whisky (5 Wine and 2 Whisky)	7	<input type="checkbox"/> \$280	<input type="checkbox"/> \$350
Writing Instruments	2	<input type="checkbox"/> \$50	<input type="checkbox"/> \$70
All Categories	95	<input type="checkbox"/> \$3,815	<input type="checkbox"/> \$4,765
Estate auctions are held monthly in San Francisco and quarterly in Los Angeles, the catalogs are partially illustrated and available approximately one week prior to auction.			
Period Art & Design in San Francisco	11	<input type="checkbox"/> \$150	N/A
Period Art & Design in Los Angeles	4	<input type="checkbox"/> \$80	N/A
Bonhams publishes a quarterly magazine to keep you apprised of the auction market.			
Bonhams Magazine	4	<input type="checkbox"/> \$30	<input type="checkbox"/> \$30
*Any applicable sales taxes and shipping included in Subscription Price.		TOTAL _____	

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B 1793

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220 San Bruno Avenue
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Friday August 15, 2014
Carmel, California

QUAIL
LODGE
AUCTION



Bonhams



LOT 240 - 1929 ROLLS-ROYCE PHANTOM I TRANSFORMAL PHAETON





LOT 212 - 1973 FERRARI 365GTS/4 DAYTONA SPIDER

QUAIL LODGE AUCTION

Friday August 15, 2014

Motorcars at 11am, Automobilia at 9am

Quail Lodge & Golf Club

Carmel, California



BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

bonhams.com

PREVIEW

Wednesday August 13, 10am to 6pm
Thursday August 14, 9am to 6pm
Friday August 15, Motorcars only
from 9am to 11am

AUCTION TIMES

Friday August 15
Motorcars 11am
Automobilia 9am

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BIDS

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From August 11 to 17, to reach
us directly at the Bonhams
Pavilion at Quail Lodge:
+1 (415) 391 4000
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AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

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

ADMISSION TO PREVIEW AND AUCTION

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

AUCTION NUMBER: 21917

Lots 101 - 307

Please see pages 4-6 and
326-327 for bidder information
including Conditions of Sale, after-
sale collection and shipment.

FRONT COVER:

Lot 289 - 1966 Ferrari 275GTB

Bonhams

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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 auctions are open to the public. The Quail Lodge Preview and Auction admission fees are:

- **\$100:** Bonhams Quail Lodge Auction Catalog Set, allows two people entry
- **\$20:** Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

• **\$150:** includes the Quail Lodge Auction Catalog Set, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative methods are available, including telephone, absentee and online bidding.

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.

Entry to Bonhams' preview and auctions does not require a ticket to The Quail, A Motorsports Gathering.

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, and 20% of the amount of the bid price above \$100,000 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 both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC.

Automobile dealers purchasing registrable vehicles are exempted from sales tax as long as they can provide both a dealer license and a resale certificate from the applicable state where they reside. Buyers are asked to provide a copy of their state's resale certificate along with a copy of their dealer's license to the Cashier Department prior to or at the time of purchase.

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

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London. Please note that Bonhams has instituted a Bidder Registration fee of \$150 for the Quail Lodge Auction.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Sunday August 17.

ESTIMATES

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

RESERVES

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential. The symbol Ω next to an Automobilia lot number indicates a lot being sold without a reserve.

BIDDING AT AUCTION

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

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

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

PAYMENT & COLLECTION OF LOTS

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 11 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 up to twenty-four hours in advance of the sale, from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, Bonhams is pleased to offer our live online bidding facility for property offered on Friday, August 15th. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/Quail 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

Payment for purchased lots must be made no later than 12pm local time on Sunday August 17. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering a cash discount program.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Friday August 15. We will be open on Saturday August 16 from 8.30am until 5pm, and again on Sunday August 17 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 17; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Sunday August 17. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Sunday August 17. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

Uncollected Motor Vehicle lots will be removed to a storage facility for collection. The buyer/seller will be informed of this location and will be solely responsible for any expenses incurred. Lots are at the buyer's risk from the fall of the hammer.

Uncollected Automobilia lots will be removed to Bonhams' San Francisco location for

shipping or collection by buyer or its authorized agent. *Please note these lots will not be available for collection after 12pm on Sunday August 17 until Tuesday August 19 at 9am.*

TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Sunday August 17.

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

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 17th, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Members of the following transport companies will be on site during our Quail Lodge Auction and are readily available to provide shipping quotes and transportation information:

Domestic Motorcar Transport

Passport Auto Transport
Contact - Mike Goforth + 1 (800) 325-4267 or Mike@passporttransport.com

International Motorcar Transport

CARS (Classic Automotive Relocation Services)
Contact - Alistair Forbes + 1 (310) 451 0020 or info@carsusa.com

Domestic and International Motorcar Transport

Schumacher Cargo Logistics
Contact - Warren Barnes + 1 (310) 626 7117 or warren@sclusa.com

Automobilia:

Automobilia lot removal and storage charges are as follows:
Uplift/removal charge for lots being transported to the San Francisco gallery:
\$20 for small to medium items;
from \$50 to \$100 for large items.
Storage charges: \$5 per day per lot, beginning Monday August 25.

Bonhams

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

BONHAMS AT QUAIL LODGE & GOLF CLUB, WEST FIELD



7000 VALLEY GREENS DRIVE (AT THE VALLEY GREENS DRIVE AND RANCHO SAN CARLOS ROAD INTERSECTION) CARMEL, CALIFORNIA 93923 USA

From August 11 to 17, to reach us directly at the Bonhams Pavilion at Quail Lodge:

+1 (415) 391 4000

+1 (415) 391 4040 (fax)

DRIVING DIRECTIONS

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

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

Directions to Quail Lodge & Golf Club from Los Angeles:

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

Directions to Quail Lodge & Golf Club from Monterey Airport:

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

PARKING

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

SHUTTLES TO AND FROM THE QUAIL, A MOTORSPORTS GATHERING

On Friday August 15, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail, A Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

Welcome,

The entire Bonhams team is proud and delighted to welcome you to our 2014 Quail Lodge Auction. This year's auction, our seventeenth at this fabulous venue, is poised to be particularly special and even historic. We hope you will relish the chance to sit down and enjoy the catalog you are holding in your hands.

This year we feature a remarkable collection of ten historic Ferraris from the stunning Maranello Rosso Collection; these will be auctioned during the evening of Thursday, August 14.

Our Friday auction, concurrent with *The Quail, A Motorsports Gathering*, features a great cross-section of motorcars from all eras of motoring, including top examples of the best sports and GT cars of the 1950s through 1970s, through to coach-built classics of the Brass and Classic eras, cars with Hollywood celebrity provenance and even Formula One race winners.

With roughly half of the sale offered without reserve, it will be an auction not to be missed. In total, nearly 120 cars will be on offer.

Our Quail Lodge Auction venue, located just three-quarters of a mile from the Quail Lodge & Golf Club, is easy to access from Monterey or Pebble Beach. There is ample parking, as well as non-stop shuttle service to and from *The Quail, a Motorsports Gathering* on August 15.

Should we be able to offer any assistance throughout the week, please feel free to contact any one of us. We pride ourselves on offering excellent service to our clients, and we look forward to helping you make your week on the Monterey Peninsula even more special.

We hope to see you at this year's exciting Quail Lodge Auction – you won't want to miss it!

With our best personal regards,

The Bonhams US Motoring Specialist Team



Mark Osborne



Jakob Greisen



Rupert Banner



David Swig



Nick Smith



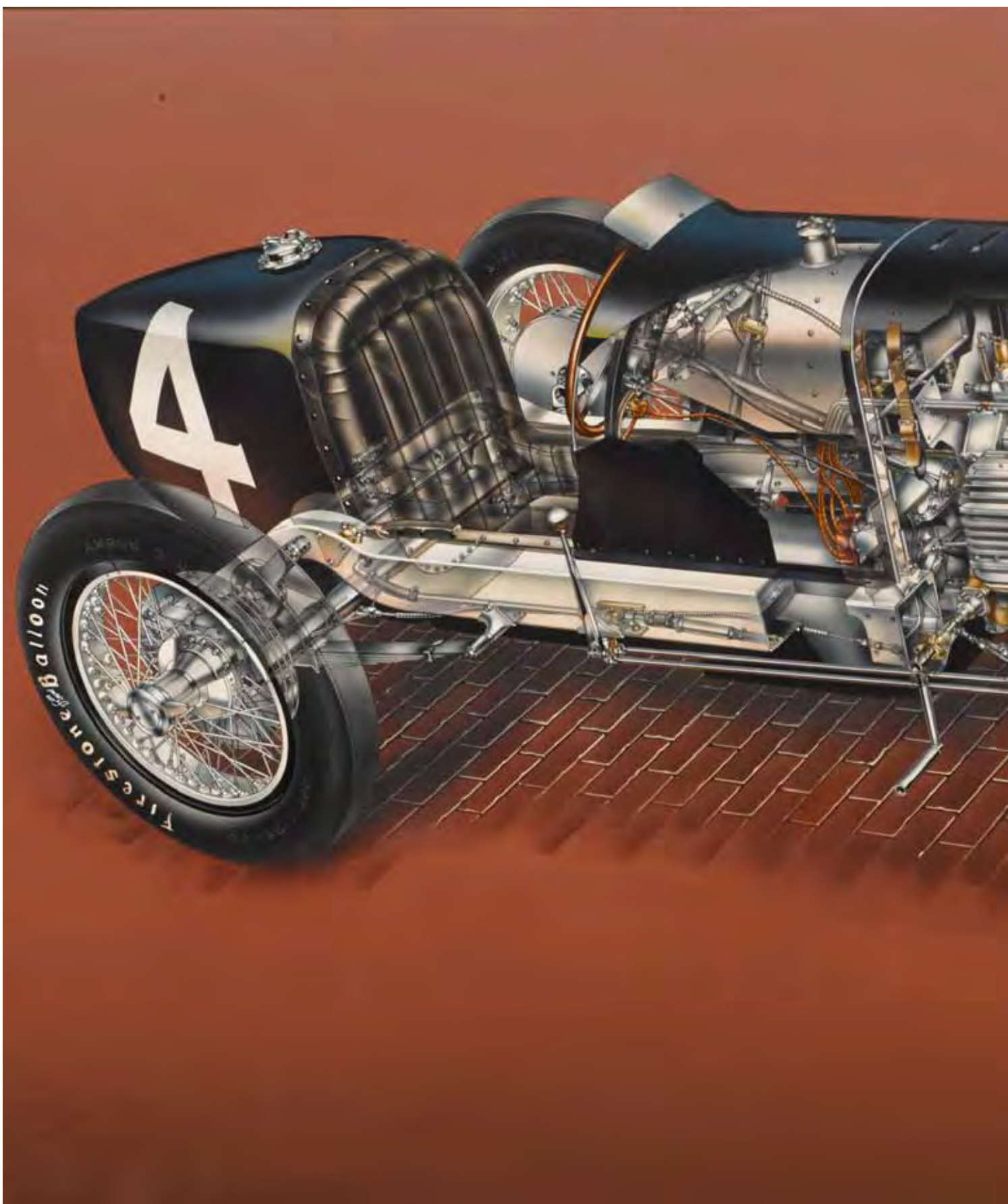
Eric Minoff



Evan Ide



Kurt Forry

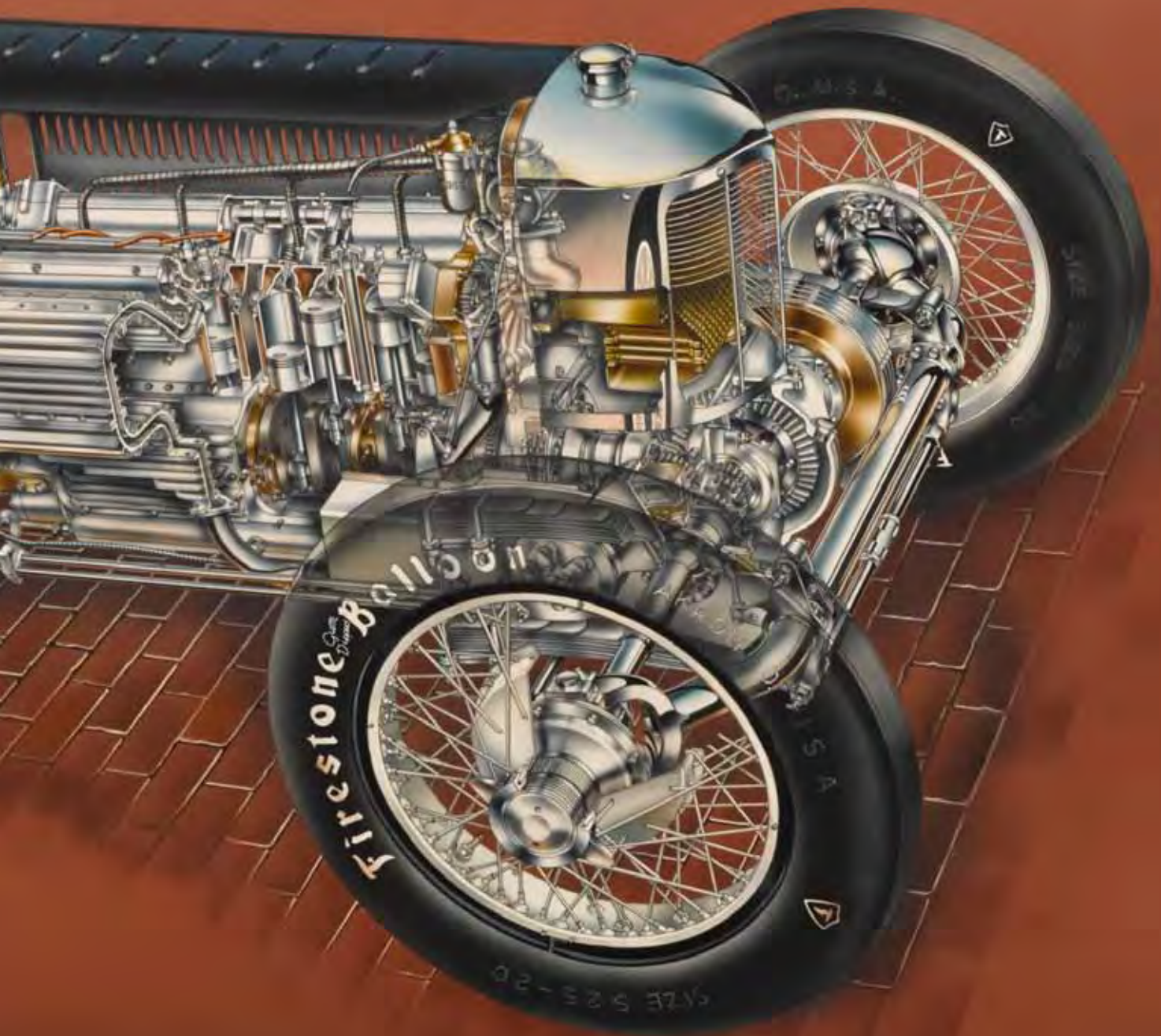


AUTOMOBILIA

August 15, 2014 at 9am

Lots 101-200

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





105



106



107



109



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AUTOMOTIVE BOOKS AND LITERATURE

101^o

A COMPLETE SET OF 'AUTOMOBILE QUARTERLY' VOLUMES 1-52 NO. 1, hard bound, with indexes, well illustrated and in good clean condition, with all issues including Vol.51 #1, original full-color photography and monochrome images, insightful articles on significant auto marques and famous names in the industry.
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102^o

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\$800 - 1,200

103^o

A COLLECTION OF 'FERRARISSIMA,' NEW SERIES; VOLUMES 1-15, good copies of this well-illustrated periodical, each in good, clean condition and complete with dust jackets. (15)
\$800 - 1,200

104^o

A COMPLETE RUN OF 'FERRARI'; PUBLISHED BY CAVALLERIA, from 1 to 16, each relating to a specific Ferrari racing car, each in good, clean condition and with slip-case. (16)
\$800 - 1,200

105^o

A LOT OF TWO RARE FERRARI YEARBOOKS FROM 1964 AND THE SECOND FROM 1968, 1969, 1970, the 1964 was published by Calderini, in Italian, monochrome illustrations, good overall condition, 128 pages. The 1968-1970 is signed Luigi Chinetti and published by Poligrafici Il Borgo, in Italian, monochrome and color illustrations, good overall condition, 216 pages. (2)
\$800 - 1,000

106

THE OFFICIAL PROGRAM OF THE 1935 DAYTONA INTERNATIONAL SPEED TRIALS, large format, tinted covers printed with red, black, and blue, 32 printed pages, with articles about Sir Malcolm Campbell, Bluebird, WLSR history, and how record attempts are timed.
\$800 - 1,200

107^o

A 10 ANS DE COURSES (10 YEARS OF RACING) BY E. MONTAUT, 31 hand-colored pochoir printed lithographs, each plate with leaf of descriptive text and publisher's pictorial wrappers. Cover is present but disconnected from string binding. 8 1/4 x 13 1/4 ins.
\$1,000 - 2,000

108^o

JANOS L WIMPFEN: TIME AND TWO SEATS, VOLUMES I & II, the set highlighting Five Decades of Long Distance Racing, The World Sports Car, Grand Touring, and Manufacturer's Championships. Each volume bound in black canvas and contained in slipcase. Slight wear to exterior of slipcase but books are in very good, clean condition. (2)
\$900 - 1,100

SELECTIONS FROM THE THEODORE "TED" REICH COLLECTION LOTS 109-116

109^D

A GOOD COLLECTION OF EARLY ROLLS-ROYCE 40-50HP SILVER GHOST HANDBOOKS,

Rolls-Royce Silver Ghost manufacturers handbooks from March 1909 to May 1923, collection includes most handbooks for the 40-50 hp cars. Handbooks are either embossed green or blue cloth or hard covers with some reprinted and revised inserts included. Handbooks include: March 1909 with wear to cover, separating from spine with some writing; January 1911 with some wear, mostly in good order with some writing to inside cover and writing on spine; August 1912 with some exterior wear but in good general condition; August 1913 with some exterior wear but in good general condition; January 1914 with dirt and wear to spine and cover, some grease to cover page but intact; July 1914 with dirt and wear to exterior, mostly intact; November 1920 Book of General and Technical Information Useful to Drivers and Owners of Rolls-Royce Cars, wear to spine and dirt to cover; November 1920 staple bound and garage used dirty; August 1920 Electric Starting Lighting and Ignition Systems, front cover Xeroxed to make complete, garage used and dirty but intact; April 1922 with mild wear and slight discoloration to staple bound cardcover; April 1922 Book of General & Technical Information Useful to Drivers & Owners of Rolls-Royce Cars, some wear; January 1923 with wear to cover and intact; May 1923 staple bound cardcover with wear; May 1923, slight wear to hardcover, good general condition. (Qty)

\$4,000 - 6,000

This collection was compiled by long time enthusiast, restorer, and once President of the Rolls-Royce Owner's Club, Ted Reich, in the early '80s. Considered to be one of the world's foremost authorities on Rolls-Royce and Bentley motorcars, Ted amassed his fine collection over a period of a decade.

110^D

A COMPREHENSIVE COLLECTION OF ROLLS-ROYCE HARDCOVER HANDBOOKS FROM THE 1920S THROUGH THE 1970S,

included are handbooks for the 20 hp, 20/25 hp, 25/30 hp and 40/50 hp cars, Silver Dawn, Silver, Silver Cloud Handbooks as well as other inserts and revised titles. Lot also includes a rare interior/exterior color selector for the Rolls-Royce Silver Shadow Bentley "T" series. (Qty)

\$5,000 - 7,000

111^D

A COLLECTION OF ORIGINAL ROLLS-ROYCE SALES LITERATURE,

featuring important titles sited by Thomas T. Solley in his book "Rolls-Royce and Bentley (1931) Sales Literature 1905-1965". Titles include: "The New all-British Motor Car"; "Rolls-Royce" 1906 and 1907; "Rolls-Royce 1910 Cars Miniature Catalogue"; "Rolls-Royce Miniature Catalogue"; "Rolls-Royce (1912-13)"; "Rolls-Royce Limited"; "Rolls-Royce Ltd. Contractors to H.M. War Office"; "New Phantom"; "Rolls-Royce 40/50 Phantom Some Opinions"; "Rolls-Royce Phantom" 1928 and 1929. (Qty)

\$8,000 - 10,000

A complete listing of the collection can be provided upon request from department.

112^D

A GOOD JEP ROLLS-ROYCE CLOCKWORK TOY CAR, CIRCA 1930,

constructed of a pressed steel body, clockwork driven with operational steering, enclosed differential delivering power to rear wheels with rubber tires; features include electric nicked headlights, spring fitted front bumper, simulated leaf spring suspension, and colorful decorated running boards; finished in white with red trim and hand painted chauffeur, a scarce car in original condition. 20 ins long.

\$4,000 - 6,000

113^D

A CARETTE LITHOGRAPHED TIN LIMOUSINE, CIRCA 1911,

clockwork driven, finished in green with red trimmed window frames and beveled glass, black roof and running boards, red bench seats with hand painted driver. Complete with realistic, nickel-plated headlamps, rubber tires, orange spoke wheels. Together with brake lever and directional lever. Approximate length 16 ins.

\$4,000 - 6,000

114^D

A 'MOVOSPRINT 52' FERRARI 500 F2-TYPE TETHER RACER, CIRCA 1950S,

made by Movo of Milan and proving to be quite rare and sought after. This realistic model is finished in russo red and emblazoned with the number 4 and the Ferrari prancing horse, equipped with a Super Tiger 20 volt gas-powered engine complete with Champion spark plug. Aluminum wheels, solid rubber tires, and aero screen. Approximate length 12 ins.

\$2,000 - 3,000



111



112



113



114



115



116



117



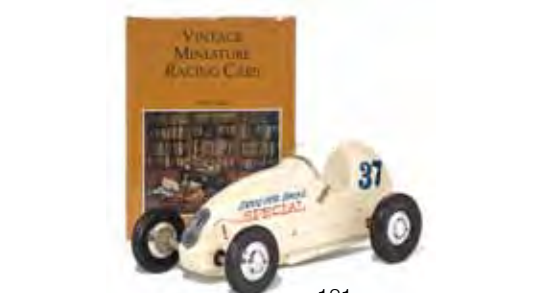
118



119



120



121



122

115[□]

A 1920S ALFA ROMEO P2 RACE CAR CLOCKWORK TIN TOY, CIRCA 1925,

a rare, impressive large tin toy car by "C. I. J." France, in red with racing number 2 and clover leaf motif, with fine details, demountable wheels, leather bonnet straps, finely meshed radiator grille, opening filler caps, detailed suspension, accurate hood louvers, steering front wheels and key. An excellent very accurate and detailed Alfa Romeo badge. In exceptional original condition, light crazing and paint loss to brown seats with some embellishments to finer details, *20½ ins. long.*

\$5,000 - 7,000

116[□]

A JEP CLOCKWORK 7293 DELAGE RACING CAR, 1931-1934,

pressed steel, an exceptional large scale race car painted in light blue, with racing number 6 on grille, together with composition driver and key, *approximately 17¼ ins.*

\$5,000 - 7,000

MODELS AND TOYS

117

A FORD TRI-MOTOR MODEL PLANE BY AUTHENTIC MODELS,

constructed of corrugated metal on thick monoplane wings, landing gear fixed with rubber tires, emblazoned with blue 'Ford' on either side of the tail, *26 ins. long x 41 ins. wingspan.*

\$600 - 800

118

A SCARCE AND ELUSIVE TRIO OF THE THREE YONEZAWA ATOM RACE CARS, 1955,

16 inch, "Atom" race cars from Japan, these represent all variations of the most desirable lithographed cars including #153, #27, and the elusive #8 with celluloid ornament. Generally very good condition with bright lithography and minor rubbing; rubber encasement covers to wheels absent (replacements available). (3)

\$7,000 - 9,000

Considered to be the best race car examples from Japan's Golden Era of tin toy making.

119[□]

A GROUP OF BOXED LUXURY VEHICLES BY BANDAI, JAPANESE,

lot includes a 12" Rolls-Royce Silver Cloud and a 12" Cadillac, accompanied with a 12" Ferrari; some box wear and fatigue, vehicles in good condition. (3)

\$500 - 700

120[□]

AN INTERESTING LOT OF TIN 300SL MERCEDES-BENZ TOY CARS,

a grouping of important SL's including a German Tipp (Germany) 10" friction Hardtop accompanied with several Joustra (French) 8½" examples and a highly lithographed 9" example; good overall condition. (4)

\$700 - 900

121

A WELL KNOWN EXAMPLE OF A DOOLING BROS. REAR DRIVEN PYLON RACER, CIRCA 1946,

featured on the cover of Vintage Miniature Racing Cars by Robert Ames; constructed of a two-piece die-cast magnesium body, beveled gears to drive the rear axle, front axles were of a two-piece cast aluminum knee-action design supported by a bracket bolted to the belly pan. Rubber grommets surrounded these axles to provide support at the body openings. Spun aluminum wheels with Dooling Bros. branded rubber tires. Finished in white with racing #37 and hand painted *Dooling Bros. Special* on either side. *16 ins. long.* Together with a rare, sold out copy of Vintage Miniature Racing Cars by Robert Ames. (2)

\$4,000 - 5,000

122

A ONE-OFF 1:12 SCALE FERRARI 375 PLUS, AUTO BODY SCULPTURE BY CMA MODELS,

aluminum finish, mounted on wood base, made in USA.

\$1,200 - 1,500



123

123

A 1:20 SCALE MODEL OF A 12 CYLINDER F1 1966 HONDA RA273 E ENGINE BY TENSHODO,

all metal display model, mostly brass with some copper and machined & plated parts. This was the first and only car engine model in their proposed "Historic Car-Engine Series". Produced circa mid-1980's together with hardwood base and perspex case. In original box.

\$800 - 1,000

124

A 1:8 SCALE MODEL OF A JAGUAR XK120,

distributed in low numbers, hand-made, produced by R.A.E. of London for the Carl Schneider 100 Grand Collection model car line, resin model finished in dark red with black interior, paying special attention to the fine details throughout, including all correct accoutrements for this make, mounted on a wooden display base. Car 21½ x 7½ ins., base 24 x 12 ins.

\$2,000 - 3,000



124

125

A 1:8 SCALE MODEL OF A PORSCHE 356 COUPE,

in limited production, made exclusively for the Carl Schneider 100 Grand Collection by R.A.E. of London, resin cast and finished in green livery with a beige interior, detailed and accurate Porsche text, dash and brightwork. Displayed on a hardwood base with perspex case. Car 19 x 8 ins., base 24 x 12 ins.

\$2,500 - 3,500



125

126

A 1:8 SCALE MODEL OF THE 1954 FLETCHER AVIATION PORSCHE 550 SPYDER CARRERA PANAMERICANA RACE CAR,

less than 20 created, produced by R.A.E. of London for the Carl Schneider 100 Grand Collection model car line, resin cast and finished in silver, with the finest details such as the clutch and brake pedals and keys in the ignition, emblazoned with a very accurate depiction of the Fletcher Aviation branding, numbers and sponsorship from there 1954 attempt in the Mexican road race. Mounted on a wooden display base. Car 17½ x 7 ins., base 20½ x 10 ins.

\$2,500 - 3,500



126

127

A SCRATCHBUILT 1/8TH SCALE MODEL OF THE 1932 LUCENTI SPECIAL INDY CAR BY JOHN SNOWBERGER,

constructed to the highest standards similar to an original car build. Body is made from .063 aluminum and hammer formed like the originals. All seams are gas welded to ensure even consistency. Chassis is made of steel. Components are all machined and fabricated for an original appearance. Real wire wheels, fixed rubber tires and real red leather upholstery. Highly polished aluminum exhaust and grille. Finished in a one-off Royal blue emblazoned with gold #24. A brass plate riveted to the bottom with a serial number and John Snowberger's signature. Length 20½ ins.

\$3,000 - 5,000



127

128

A 1:14 SCALE MODEL OF A 1932 CHRYSLER IMPERIAL SPEEDSTER, WALTER P. CHRYSLER'S PERSONAL CAR,

a detailed static model of the Pebble Beach Concourse Best of Show winner 1991. Originally commissioned by Chrysler Corporation in a limited production of 25. Built in the early 1990's by Marshall Buck. Includes a black-stained walnut display base with textured simulated asphalt surface and a perspex case.

\$5,000 - 7,000



128



129

129^o

A 1/4 SCALE 'OFFYETTE SPORTSTER' CHILDS CAR, CIRCA 1950S,

finely restored, originally built by the Larc Douglass Company on Long Island just outside of NYC, the Sportster has been referred to as the most beautiful scaled / kids car ever built. The Sportster is the second motorized, kid-sized racer designed by Carl Schiller, a pioneer of the so-called 1/4-scale--or quarter midget--genre.

The body is hand laid structural fiberglass and a full 3/8" thick. The coach sits on top of a traditional wooden deck made from 3/4" marine grade 11 ply birch. Per the original design, the rear 1" axle is supported by 2 pillow block bearings mounted on Oak towers. The front axle is made from 1" square tubing with 5/8" spindles and a sprung adjustable suspension. The original casting steering wheel is attached to a 1/2" steering shaft that makes its way to a rack and pinion steering box. For safety a dual piston hydraulic disc brake has been installed and the pedal length is adjustable.

Originally, the Sportster was powered by a Continental motor; however in the spirit of simplicity and reliability, this example has a new Honda GX120 motor with a centrifugal clutch, low and remote shut off on the dash. The rear sprocket is a Martins Gear 40 tooth solid sprocket driven by a # 40 chain. Top speed is estimated to be between 15-20 mph.

The car has 6" steel wheels with working polished knock off hubs and period correct Carlisle tires. All hardware and fasteners are Stainless Steel and all bracketry has been powder coated. The interior is glove leather imported from Europe so there are no barb wire scars in the hide. The paint is base coat clear coat and with hand painted pin striping and lettering. The windscreen is a modified Brooklands windshield from a vintage MG. The car has a polished aluminum grill and Ford Model A cowl light lenses and bezels. There are small stainless steel nerf bars on the rear and a key lock on the trunk/engine lid.

\$4,000 - 7,000

130

AN ELECTRIC BABY BUGATTI TYPE 52 REPLICA RACE CAR, BY ANTIQUE AUTOMOBILES, LTD. CIRCA 1969,

produced by Antique Automobiles, Ltd. of Peterborough in limited numbers, this is an excellent reproduction of the famous Type 52 children's car. Finished in Bugatti blue with fine black leather interior and steering wheel. Constructed from original-type materials, aluminum brightwork and fixtures, louvered hood, an adjustable glass windscreen, and powered by an electric motor.

\$15,000 - 20,000



130



130 (details)



FINE AUTOMOBILIA

131

A RARE PHARES DUCELLIER ADVERTISING CLOCK, CIRCA 1900,
brass faux headlamp body, blue and white porcelain enameled face with clock face and black Roman numerals, some chipping to enamel on clock face, quartz modification in place of original clock, in overall good condition considering age, *diameter 12 ins., height 16 ins.*
\$2,000 - 3,000



131

132^a

A 1990 CONCOURSE D'ELEGANCE AUTO SCULPTURE AFTER EMMANUEL ZURINI TOGETHER WITH A STYLIZED CAR ARTIST PROOF,

the Zurini solid sterling silver, complete with artist's engraved signature and fully hallmarked, stylized automobile sculpture by famed French sculptor Emmanuel Zurini, a stunning trophy for the third place award, 1990 Pebble Beach Concours D'Elegance, the sculpture is mounted on a brown variegated marble base and is in excellent condition, *11 x 3 ins. overall; car is 10 x 2 ins.* Together with Four original Pebble Beach Concours d'Elegance event posters, years include 1966, 1970, 1972, and 1973, artwork by Eldon Dedini, silk screened multicolored, colors are still bold and vibrant, slight condition errors around edge, all approximately 23 x 35 ins.(4)

\$2,000 - 3,000



132

133

133

A BUST OF AN EARLY MOTORIST CANE HANDLE,
nickel-plated, hollow cast handle. Veteran era motorist with goggles cap believed to be of the famed early French driver Francois Szisz. Winner of the first ACF (French) Grand Prix. *Height 5 ins.*
\$600 - 800

134

A 1933 BEL GEDDES BRONZE MEDALLION FOR GM'S 25TH ANNIVERSARY,

silvered bronze medallion was designed by prominent American industrial designer Norman Bel Geddes, sculpted by Rene Chambellan and struck by the Medallion Art Company New York. Distributed for General Motors 25th anniversary and the 1933 Chicago World Fair of Progress General Motors Exhibition. Signed by Geddes beneath the streamlined car on the obverse. *Diameter 3 ins.*

\$2,000 - 3,000



134

135

A FINE LOUIS VUITTON SUITCASE,

small Louis Vuitton suitcase in LV Monogramme pattern, the interior plain with wardrobe belts; no dividers or pockets. All brass exterior fittings and corners, with twin clasps and central lock numbered 179267 and original keys. The brass lock fascia and designated rivets marked LOUIS VUITTON, and MADE IN FRANCE. Very clean and excellent condition. *17 3/4 ins. width, 5 3/4 height, 13 3/4 depth.*

\$1,000 - 1,200



135



136



138



137



139



140



141



142

AUTOMOTIVE ART AND SCULPTURES

136[□]

AN ORIGINAL "PEUGEOT" POSTER BY RENÉ VINCENT, CIRCA 1923,

lithograph poster signed by René Vincent at top right, printed at Draeger, in Paris. Linen backed with some restoration, 61 x 46½ ins.

\$1,500 - 2,500

137[□]

AN ORIGINAL "CONTINENTAL TIRE" ADVERTISING POSTER BY ERNEST MONTAUT, CIRCA 1905,

lithograph poster signed by Ernest Montaut at top right, printed at CH Wall & Co., in Paris, bold colors depict a comical, early race scene, roster reads at the bottom *Hast thou read the signboard? Ugh! Who cares ... with our Continental one can drive everywhere!* professionally linen backed, 30 x 23½ ins.

\$2,500 - 3,500

138

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, artfully matted, framed, and glazed. *visual dimensions 42 x 9¾ ins., 46½ x 14 ins. overall.*

\$1,400 - 1,600

139[□]

A HAND PAINTED 'GILMORE LION' TIN SIGN,

from the collection of Jim Brucker, believed to be from the Gilmore Stadium. *Approximate diameter 38 ins.*

\$5,000 - 7,000

140

TONY UPSON: PAINT SHOP GIRL,

modern acrylic on board, depicts an attractive pin-up style paint shop employee, 96 x 48 ins.

\$2,000 - 3,000

141[□]

NICHOLAS WATTS: 1936 MILLE MIGLIA,

signed original, casein on artist board, scene depicts a supercharged 6C1750 Alfa Romeo Zagato at speed through the streets of Florence. *Visual image 23 x 20½ ins., 33 x 28 ins. overall frame.*

\$3,500 - 5,500

142[□]

NICHOLAS WATTS: THE FIRST GRAND PRIX VICTORY,

signed original, casein on artist board, portraying Ferrari's victory over at Silverstone in 1951. Jose Froilan Gonzalez in his Ferrari 375/F1 holding off Fangio's Alfa Romeo to secure the win, with Giuseppe Farina's Alfa Romeo in 3rd. The image depicts the tremendous battle which would be eventually won by Jose Gonzalez. Matted, framed, and glazed, *visual image 39 x 26 ins., 50 x 37 ins. overall.*

\$4,000 - 6,000



143



143



143



143



144



145



146

143[□]

A COLLECTION OF FOUR RACING THEMED, HAND-COLORED POCHOIR LITHOGRAPHS AFTER MARGUERITE (GAMY) MONTAUT, CIRCA 1910, comprised of four early racing scenes, boldly illustrated landscapes and machines in motion. *All approximately 35½ x 17½ ins. (4)*
\$600 - 800

144[□]

JACQUES-HENRI LARTIGUE (1894-1986): A PERIOD PHOTOGRAPH OF THE ACF GRAND PRIX, silver gelatin print, printed later and signed in ink(in the margin). *9½ x 13 ins.*
\$1,500 - 2,500

145[□]

JACQUES-HENRI LARTIGUE (1894-1986): GRAND PRIX AUTOMOBILES DE MONACO, silver gelatin print, printed later and signed in ink(in the margin). *8 x 13¼ ins.*
\$1,500 - 2,500

Please note that this particular line-up of cars shows that of which is believed to be from 1935.

146[□]

HENDRIK MULLER: "ALFA ROMEO 6C 2500 SS," 1942, signed original, oil on canvas, an interesting artist depiction of a 3/4 rear angle of this beautiful auto, wrapped canvas in frame, *61 x 37¼ ins.*
\$6,000 - 8,000

Formally of the Russo-Bianco collection.

147[□]

PAUL BRACQ: "BUGATTI ATLANTIC S," signed on front and reverse, original, oil on canvas, framed, *46½ x 32¾ overall frame.*
\$3,000 - 4,000

148[□]

PAUL BRACQ: "FERRARI 250 TR," signed on front and back, oil on canvas, bold contemporary concept of a Ferrari at speed, framed, *47½ x 33¾ ins.*
\$2,500 - 3,500

149[□]

PAUL BRACQ: "FERRARI 330 P4," signed on front and reverse, original, oil on canvas, *52 x 36 ins.*
\$2,500 - 3,500



147



148



149



150



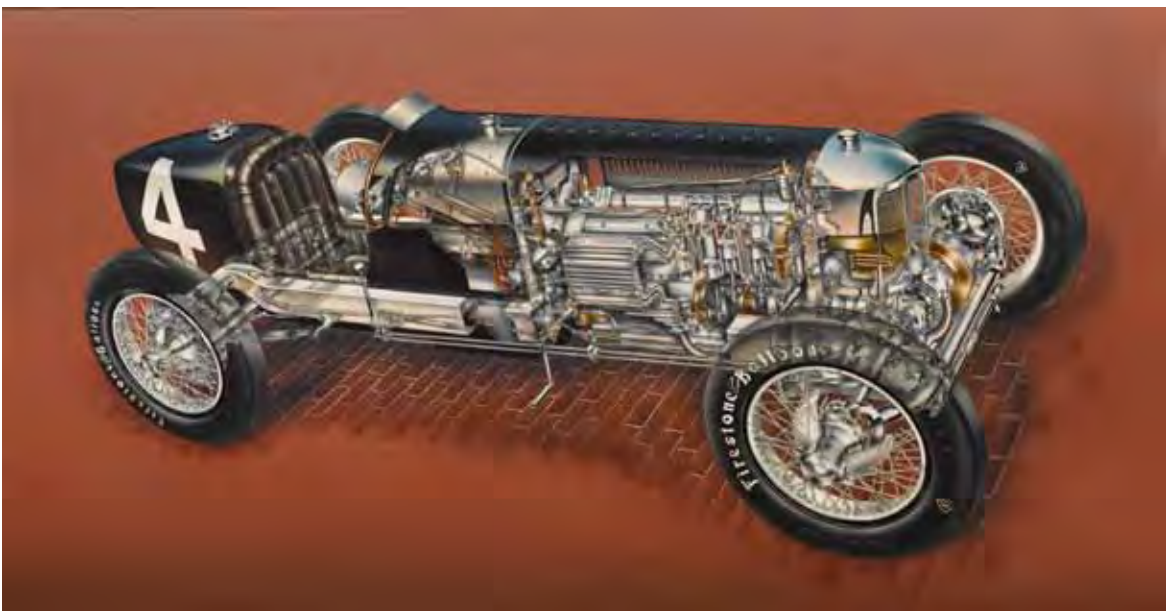
151



152



153



154



155

150

ROBERT CARTER: "FERRARI AT MONZA,"

signed original, oil on canvas, celebrating Phil Hill winning the F1 championship and Ferrari winning the manufacturing championship in 1961. The Sharknose was powered by a 1500cc, 120 degree V6 and dominated the 1961 season. 48 x 72 ins.

\$10,000 - 12,000

151

'BELLISSIMA 1952,' A WALL-MOUNTED SCULPTURE BY MARTIN DIRKER,

modern, signed on the reverse, limited edition number 4/50, inspired by the 1951 Ferrari 212, hand finished stainless steel, bonded on painted alloy backing, 24 x 32 ins.

\$600 - 800

152^Q

HIDEKI YOSHIDA: "FERRARI TESTA ROSSA,"

signed original, striking profile of the Ferrari Testa Rossa with doors open, approximately 40 x 29 ins.

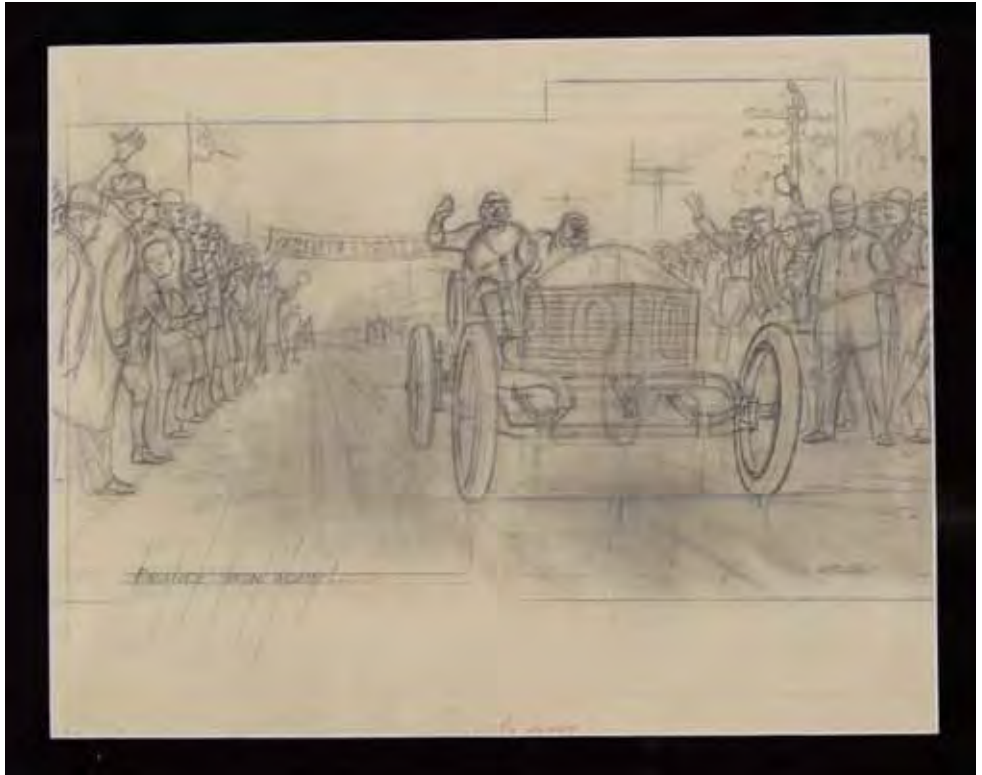
\$3,000 - 5,000

153

A 1935 NÜRBURGRING EVENT POSTER AFTER ALFRED HIERI,

striking imagery advertising the 1935 Grand Prix in Germany. Some consider this to be the greatest motorsport victory of all time when Tazio Nuvolari upset the thought to be unstoppable Germans. Tastefully matted, framed, and glazed. Visual image 34 x 23½ ins., 43 x 32 ins. overall

\$6,000 - 8,000



156

154^Q

DAVID KIMBLE: "MILLER 91 FRONT DRIVE RACING CAR,"

signed original, 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.

\$18,000 - 25,000

155

PETER HELCK: "THE THREE HUDSONS,"

signed original, pencil on draftsman's paper. Artists preliminary sketch of the mid-teens era Hudson race team in a line-up. Visual image 14 x 6¾ ins., 19½ x 11¾ ins. overall.

\$2,000 - 4,000

156

PETER HELCK: "FRANCE WINS AGAIN," CIRCA 1960,

signed original, pencil on draftsman's paper. Artists preliminary sketch of Louis Wagner crossing the finish of the 1906 Vanderbilt Cup race in his #10 Darracq. Visual image 13½ x 10½ ins., 18½ x 15½ ins. overall frame.

\$2,500 - 3,500

This finished piece is featured in Peter Helck's famed book *The Checkered Flag* on page 76.



157



158



159



160



161



162



163

157

PETER HELCK: 'MACK FIRE APPARATUS TYPE 95, MACK TRUCK ADVERTISEMENT,' CIRCA 1945,

watercolor on artist paper, illustrates an exciting scene of fireman extinguishing a blaze whilst prominently depicting the Mack truck, artfully matted, framed, and glazed; together with original tear-sheet of the advertisement. *Visual dimensions 15 1/4 x 12 1/4 ins., 23 1/4 x 19 ins. overall.*

\$2,000 - 2,500

158

PETER HELCK: "SURE HE THUMBED A RIDE, SO WHAT? IT'S A EMOIGANCY, AINT IT?," MACK TRUCKS ADVERTISEMENT, CIRCA 1945,

signed original art piece, casein on artist board, embellishing the strength of a Mack Truck pulling a train. Matted, framed, and glazed. *Visual dimensions 19 1/2 x 11 1/2 ins., 28 1/2 x 22 1/2 ins. overall.*

\$3,500 - 4,500

159

PETER HELCK: "WAR REPORT...WITH A PEACETIME TWIST!" MACK TRUCK ADVERTISEMENT, CIRCA 1940S,

signed original, casein on artist board, bold, vivid colors depict a scene of a 5-ton Mack truck racing to the front lines with supplies, artfully matted, framed, and glazed. Together with the print ad from *Engineering and Mining Journal*. *Visual image 20 x 18 1/2 ins., 30 1/2 x 29 ins. overall.*

\$7,000 - 9,000

160^o

MASTER OF MODENA ~ ENZO FERRARI BRONZE SCULPTURE BY LARRY BRAUN,

signed and dated by artist, limited edition numbered 11/21, this piece captures Enzo in the pits at an early race, with foot up on a gas can. *20 1/2 x 12 1/2 ins.* Displayed on a marble and wood base.

\$4,500 - 5,500

From the Estate of Sid Colberg, who was a major player in the creation of 'The Candy Store' and 'Steering Wheel West'.

161^o

CARRERA PANAMERICANA BRONZE SCULPTURE BY LARRY BRAUN

signed, limited edition 8/21, fine bronze casting represents Umberto Maglioli zipping by a railway, *approximately 16 ins. length.*

\$4,000 - 6,000

From the Estate of Sid Colberg, who was a major player in the creation of 'The Candy Store' and 'Steering Wheel West'.

162^o

"FIRST WIN" BRONZE SCULPTURE BY G. MONTILLIER,

signed, limited edition Artist Proof 1/3, depicts Alberto Ascari's 1947 Maserati A6GCS kicking up some dirt at speed, mounted on a plinth and displayed on a wooden base. *approximately 22 ins. length*

\$4,000 - 6,000

From the Estate of Sid Colberg, who was a major player in the creation of 'The Candy Store' and 'Steering Wheel West'.

163

A BRONZE MERCEDES BLITZEN BENZ RACING CAR AFTER VITTORIO GUTTNER,

well detailed replica bronze, cast in the lost wax process, edition 2/9, currently refeltd on bottom, *10 ins. high x 25 ins. long.*

\$7,000 - 9,000

The Blitzen Benz originated from Benz's 1908 French Grand Prix entry. Six were built and the 21.5 litre 200hp recordbreaker was driven by such greats as Barney Oldfield, Victor Hemery and Bob Burman whose 141.7 mph stood as the unofficial lands speed record for 8 years from 1911 to 1919.



164

**A 'THE WHISPER' SILVER-PLATED BRONZE
STATUE AFTER CHARLES SYKES,**

founder's proof #1, based upon the original mascot designed by Charles Sykes commissioned by John Douglas-Scott-Montagu, 2nd Baron Montagu of Beaulieu in 1911. Produced with the permission of Edward John Barrington Douglas-Scott-Montagu, 3rd Baron Montagu of Beaulieu, this modern day recreation of the original statue remains as one of his prized possessions today. *Height approximately 25 ins.*

\$40,000 - 60,000

164



165



166



167



168

MASCOTS

165

A WEIGHT-LIFTING BEAR MASCOT BY RIVIERE, FRENCH, 1920S, bronze cast, signed to base, depicting a circus weight lifting bear with original chains, exceptional condition for its age and on a period radiator cap. *Height 5½ ins.*
\$1,200 - 1,500

166

A RARE CHAINED ELEPHANT MASCOT BY E. MERCIER, FRENCH, 1920S, bronze cast, signed to base with an elegant gilt finish, this finely detailed elephant with chained front legs is rearing up on its hind legs, mounted on a period radiator cap. *Height 7 ins.*
\$2,000 - 3,000

167

AN OPALESCENT 'TÊTE D'ÉPERVIER' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928, in polished opalescent glass, depicts the bust of a sparrowhawk, molded 'R. Lalique, France' to the nape of the neck, catalog no. 1139, model introduced 1928, *2½ ins. high.*
\$3,500 - 4,500

168

A 'HIRONDELLE' MASCOT IN CLEAR GLASS BY RENÉ LALIQUE, FRENCH, 1928, clear and frosted glass, molded 'R. Lalique' to rear of base, depicting a swallow with fanned tail, first introduced February 10th 1928, catalog number 1143, set in radiator mount on a custom base, *6 ins. high overall.*
\$4,000 - 6,000



169



170



171



172



173



174

169

A FINE 'COQ NAIN' MASCOT IN TOPAZ GLASS, RENÉ LALIQUE, FRENCH, 1928,

beautiful dark topaz colored glass, molded signature 'R. Lalique France' to base, with claws intact, first introduced February 10th 1928, catalog number 1135, *8 ins. high.*

\$3,500 - 4,500

170

A 'VITESSE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1929,

molded in relief 'R. Lalique and France' signature immediately above base, in a beautiful satin finish, introduced September 17th 1929, model number 1160, *approximately 7¼ ins. high.*

\$10,000 - 12,000

171

A PETITE 'LIBELLULE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,

frosted and polished glass, molded 'Lalique' to tail, mounted on a breves gallery style display, first introduced on April 28th 1928, catalog number 1144, *approximately 6¼ ins. long.*

\$7,000 - 10,000

172

A 'GRANDE LIBELULLE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,

clear and frosted glass with slight grey tinted center, molded signature 'R. Lalique' to side section above base, also etched 'R. Lalique, France' to side of outstretched lower body, first introduced on May 23rd 1928, catalog number 1145, *8¼ ins. high.*

\$8,000 - 10,000

173

AN 'ARCHER' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,

a clear glass example of the Archer by R. Lalique, clear and frosted mascot featuring a kneeling archer intaglio molded in a round plaque, 'R. Lalique' in glass at lower quadrant of mascot, first introduced August 3rd 1928, catalog number 1126, *5 ins. high.*

\$3,500 - 4,500

174

A FINE 'LEVRIER' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,

intaglio molded, clear and frosted mascot featuring a running greyhound intaglio molded in a round plaque, 'R. Lalique France' in glass at lower quadrant of mascot, first introduced March 14th 1928, catalog number 1141, *7¾ ins. long.*

\$7,000 - 10,000



175



176



177



178



179



180

MOTORSPORT

175

A FINE OPALESCENT 'SIRÈNE' BY RENÉ LALIQUE, FRENCH, 1928,

opalescent glass mascot, 'R. Lalique' molded in relief in tail, first introduced in 1928, catalog number 831, *approximately 4 ins. high.*

\$4,000 - 6,000

176

A RARE 'VICTOIRE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,

with a light amethyst tint, this model is also known as 'Spirit of the Wind', the signature 'R Lalique' is molded, in relief, on the nape of the neck, first introduced April 18th 1928, catalog number 1147, *approximately 10½ ins. long.*

\$20,000 - 25,000

177

AN OPALESCENT 'VITESSE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1929,

a rare example in opalescent glass, molded in relief 'R. Lalique and France' signature immediately above base, in a beautiful satin finish, introduced September 17th 1929, model number 1160, *approximately 7¼ ins. high.*

\$28,000 - 32,000

178

A HEUER 'SUPER AUTAVIA' DASH-BOARD CHRONOGRAPH, 1959-1967,

stainless steel, chrome-plated body, designed for the dashboard to keep time-of-day and time-of-trip, unique features of this timer include the 'Time of Day (Clock)' as you would read it on a standard clock, with white hands that glow in the dark for hours and minutes, and a seconds register located at the 6 o'clock position on the face, known by Heuer as the "White System", pulling the crown out allows for proper time adjustment as with most time pieces, re-positioning crown starts the newly set movement, the stopwatch feature is known as the "Red System", the hours and half hours are read by the red hour hand against the red numbers and indicating hash marks on the turning bezel; the small minute dial located at the 12 o'clock position on the face; and seconds (accurate to 1/5 seconds) are read by the red center second hand. The button in the crown starts and stops the stopwatch; the right pusher resets stopwatch hands to zero after the timer has been stopped, *2¼ x 2¼ inches* (not including the crown), a small 7929 is stamped to the left of the crown.

\$2,500 - 3,500

179^o

A LES LESTON DUNLOP DRIVERS/ RACING SUIT,

in Dunlop Blue, comprising jacket with zip fastening and trousers, 'Dunlop' and 'Bill Sloan' embroidered logo above left breast pocket. Size 40

\$800 - 1,000

180^o

AN ORIGINAL STP BRANDED ARTEX JUMPSUIT, CIRCA 1965,

made famous by "Mr. 500," Andy Granatelli, (who had a suit and an upholstered Cadillac Eldorado with this material). This jumpsuit by Artex has zippered breast pockets and attached d-ring belt, these exact suits were worn by the STP sponsored pit crews in the mid to late 1960s.

\$800 - 1,200



181



182

181

A GOOD GROUPING OF ORIGINAL LA CARRERA PANAMERICANA LITERATURE, PROGRAMS AND ROUTE MAPS,

including: "Book of the Mexican Road Race," autographed by Hershel McGriff on backcover. "Historia de las Cuatro Carreras Panamericanas 'Mexico'," and "Quatrieme Course Panamericaine 'Mexico' 19-23 de Novembre 1953." (3)

\$1,800 - 2,500

182

AN ORIGINAL 1953 LA CARRERA PANAMERICANA EVENT POSTER, period original event poster, colors still vivid, some pieces missing at the lower left and upper right edges as well as at the bottom, *visual image 35 x 23 ins., 36½ x 24½ ins. overall.*

\$4,000 - 6,000

183

A FIRST PLACE TROPHY AWARDED TO TOM DEAL FOR HIS LEON TO MEXICO CITY LEG IN THE 1950 CARRERA PANAMERICANA RACE.

silver plated loving cup reads: *May 7, 1950 Leon to Mexico City 1st Place 93,169 1950 Cadillac Tom Deal*, some tarnish with age but in good general condition with the exception of the tarnish and a broken weld on the right handle, *approximately 15 ins. high.*

\$4,000 - 5,000



183

184

AN EDDIE RICKENBACKER SIGNED PHOTOGRAPH TO BESS AND BARNEY OLDFIELD,

reverse of photograph has a personalized note to Bess which reads: *"My Dear Mrs Oldfield, Indeed a pleasant surprise to receive your many thanks for the prayers; should have answered sooner only I and the hospital have become such great friends during the past few weeks, however feeling much much better and hopefully be back on the front again soon. Health and happiness to you and Barney. Eddie"* *Visual image 5½ x 3½ ins., 13½ x 12 ins. overall.*

\$2,000 - 3,000

Eddie Rickenbacker lived a full and eventful life and is well-known for his career as a racing driver, as the owner of the Indianapolis Motor Speedway and as the CEO of Eastern Airlines, but is most famous as America's highest scoring World War I ace pilot.

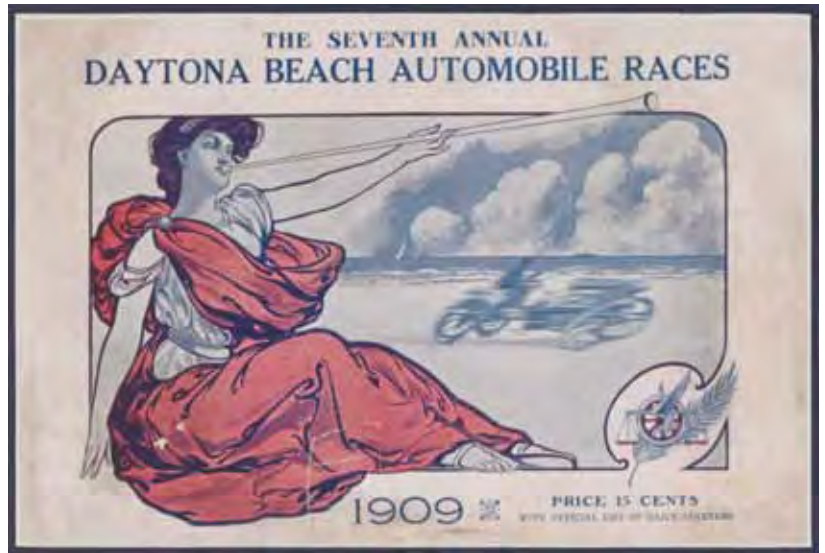
Eddie enlisted in the U.S. Army in May 1917. In March 1918, after training in aerial gunnery at Cazeau, Eddie was assigned to the 94th Aero Pursuit Squadron, the first all-American air unit to see combat (April 14, 1918). He became an ace and won the French Croix de Guerre in May by shooting down five German aircraft, and was named commander of the 94th, the "Hat-in-the-Ring" Squadron, on September 24. The following day, Eddie shot down two more German airplanes, victories for which the U.S. government awarded him a belated Congressional Medal of Honor in 1930. His twenty-sixth confirmed victory occurred on October 30 1918.



184



185



186



187

185

AN INTERESTING FRAMED COLLECTION OF EARLY PIT PASSES/ARM BANDS FROM INDY, ELGIN, AND OTHERS,

grouping includes an original 1931 Indianapolis 500 Judge badge, 1952 AAA Flagman's armband, 1919 Elgin Pitman armband, 1930 Indianapolis Judge armband, in good order, archival mounted and framed, 30 x 14 ins. overall.

\$4,000 - 6,000

186

A RARE 1909 DAYTONA BEACH AUTOMOBILE RACES EVENT PROGRAM,

description on reverse reads: Extremely rare program for the early races held on the beach in 1909. Program contains a history of previous speed events on the beach, ads, racing rules, list of events, etc. This program is illustrated in the book *Racing on the Rim- The Story of the Daytona Races 1903-1910* by Dick Prunnett. It describes therein as "Extremely rare". Visual image 10 x 6½ ins., 19 x 15½ ins. overall.

\$1,000 - 1,500

187

A PANORAMIC PHOTOGRAPH OF THE 1915 MINNEAPOLIS 500,

panoramic photograph capturing the participants and officials of the 1915 Minneapolis 500 auto race, held on September 4, 1915. A total of forty-seven individuals are pictured here as they pose together on the track, including Barney Oldfield (fifth from the right, with a cigar in his mouth) and Eddie Rickenbacker (seventh from the right, wearing a cap). The competing race cars are easily visible in the background, as are two separate grandstands. The white-letter caption in the lower right reads "Officials and Drivers/1st Annual 500 Mile World's Motor Derby." The photographer's credit, "Camera-Craft/Mpls", appears in the lower left. Like the Indianapolis 500, which began in 1911, the Minneapolis 500 was intended to be an annual event. Visual image 35½ x 8½ ins., 40 x 12½ ins. overall.

\$700 - 900



188

188

A LANGHORNE SPEEDWAY PENNANT, CIRCA 1955,

cloth souvenir pennant with white, yellow, and blue graphic and text on a navy blue base, matted, framed, and glazed. *Pennant 26 ins. length, 37 x 15 ins. overall frame.*

\$600 - 800



189

189

A RARE COBE CUP RACE 1909 PENNANT,

original felt pennant souvenir from the race. A total of 23.37 miles from Crown Point to Cedar Lake and on to Lowell, then back to Crown Point via Indiana 55, the old "Nine-Mile-Stretch," so named at the time of the big race. In exceptional condition for its age, slight discoloration due to age. Skilfully matted and archival mounted and framed. *Pennant 17½ ins. length, 31½ x 18½ ins. overall frame.*

\$1,500 - 2,500



190

190

A RARE ELGIN AUTO RACES PENNANT, CIRCA 1915,

original felt souvenir pennant from the Illinois road race, screen printed image of period cars at speed, intact with good color, as is the text; overall in good order, archival mounted and artistically framed. *Pennant 35 ins. length, 48 x 22½ ins. overall frame.*

\$2,000 - 3,000



191

191

A 1914 INDIANAPOLIS 500 RACE PENNANT,

original felt souvenir pennant, colors still vivid on the 100 year old screen printing of the race car graphic, two tone purple and yellow with purple sewn on text, archival mounted, *pennant 35 ins. length, 48 x 22 ins. overall frame.*

\$2,500 - 3,500



192

192

A 1915 INDIANAPOLIS 500 RACE PENNANT,

original felt souvenir pennant, multicolored race car screen printed graphic with white text on olive colored base, *pennant 24 ins. length, 34½ x 19 ins. overall frame.*

\$800 - 1,200



193

194

A 1937 INDIANAPOLIS 500 RACE PENNANT,

original felt souvenir pennant from 1937, interesting design concept features a separate flag woven through pennant to create a 3 dimensional finish line line effect, multicolored race car and white text screen print has good color considering age, all on green base, archival mounted, framed, glazed, and in good order, *pennant 26 ins. long, 38 x 19½ ins. overall frame.*

\$2,500 - 3,500



194

MISCELLANEOUS

195

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

196⁰

A SET OF 4 BORRANI 15 X 6½ RESTORED WHEELS FOR A FERRARI 250GT LUSSO 1962-64, stamped RW 3081 Record, wheels look to be in very good restored order with chrome and aluminum surfaces, without noticeable defects. (4)
\$5,000 - 8,000



196



195



195 (reverse)



195 (details)



197

1964 LAMBRETTA 200/225 'S' TYPE TURISMO VELOCE SERIES III VERSION TWO

Frame no. TV3531765

Engine no. TV2533970



INNOCENTI LAMBRETTA

In the aftermath of World War II, Ferdinando Innocenti looked closely at an inexpensive form of transport for the masses, his inspiration being the American Cushman scooter that was rapidly becoming a common sight around the newly liberated Roman piazzas.

The prototype, "Experiment O," was completed in a short time span with styling cues taken from a torpedo! The design was sleek compared to the rather boxy Cushman, and although it never reached production it set the Innocenti concern on the road – together with rival Piaggio – to dominate scooter production for the next 25 years.

The introduction of the TV – Turismo Veloce – series from Innocenti was a direct result of Piaggio launching their highly successful and sporty 160cc GS – Grand Sport – models,

which in turn was a response to demand for more power from the scooter obsessed Brits. Innocenti went bigger and better and launched the 175cc TV series. The now much sought after Series I was an overly complex machine with thumb operated brake and clutch adjusters on the handle bars! The motor too was expensive to produce, complex and fragile compared to the staple tried and tested concurrent Li series machines.

For the Series II machines and onwards through the SX and DL series, the Li motor was adopted and eventually developed to 200cc. The TV was now a tour de force and the standard bearer for the industry.

In the late 1950s, Italian scooters became the chosen transport of the British Modernists, or Mods as they were known. You could

make it from London to the seaside towns of Brighton and Margate without getting oil on your Carnaby Street made mohair suit. The American military issue M51 parka protected you from any inclement British weather.

By the mid-1960s competition was on the mind of the British scooterist and outfits like Arthur Francis catered for this trend with a host of speed modifications and upgrades. The 'S' type, as it was known, featured a larger 225cc motor with the use of an adaption kit, reverse pull front disc, Ancillotti megaphone racing exhausts and so on.



THE SCOOTER OFFERED

This example was found by the vendor in Portland Oregon and had been the property of a doctor since his medical school days. It was decided to restore the machine as closely as possible to full Arthur Francis 225cc 'S' Type specs. To that end, this very sound and original matching numbers machine was entrusted to renowned Lambretta specialists, P-Town Scooters of Portland for a full restoration.

The finished article features all the goodies one might expect, including an Ancillotti megaphone exhaust, tuned 225cc motor, Nannucci race seat, Lucas lamps and Cuppini rack.

Stored unused since completion, this incredibly stylish piece of 1960s industrial design would make the perfect and stylish (if loud) weekend raceabout or a statement at

Laguna Seca - or any racing circuit - as the ultimate pure-bred Italian pit bike.

\$15,000 - 20,000

Please note that this is a registrable motorcycle offered on a title.





198

198^a
A GOOD COLLECTION OF CHARLES LINDBERGH COLLECTIBLES.
 lot includes a selection of books, period trinket box, original newspapers, stamp, and a pennant with a pin. (Qty)
\$600 - 800



199

199
A FINE LOT OF CHARLES LINDBERGH/ SPIRIT OF ST. LOUIS INSPIRED MASCOTS, CIRCA 1927,
 including: a Chevy Quota Trophy; a Radio Engine with Lindbergh in Cockpit; a Charles Lindbergh Bust by Cavacos, retailed by Bercos; and a commemorative Lindbergh Plane. (4)
\$2,500 - 3,500

200
A 1939 LINDBERGH TRAVEL TRAILER,
 designed in San Carlos, California, by an engineer of the Sir Francis Drake Hotel. This trailer was custom-built for famous aviator Charles Lindbergh, hence its name. Skinned in aluminum to reduce weight and enhance appearance, the trailer boasts two axles, one at each end. The design gave the trailer a great deal of stability when parked for overnight stops and did not require that the tongue be supported on jacks when unhitched from the tow vehicle. Exterior Color: Aluminum, Interior Color: Oak.
\$150,000 - 200,000

END OF SESSION



200



200 (details)



LOT 260 - 1963 SHELBY COBRA 289

MOTORCARS

August 15, 2014 at 11am

Lots 201-307

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



1959 JAGUAR XK150 3.4-LITER ROADSTER

Chassis no. S830118DN

Engine no. V3269-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Highly original, low mileage example*
- *Equipped with overdrive*
- *Largely original paint and convertible top*
- *Great entry for Preservation Class Concours showings*
- *The final evolution of the original XKs*

**THE JAGUAR XK150**

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grill were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed

had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupe forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE

(Special Equipment) specification with center-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time. In the autumn of 1959 the XK150 became available with the 3.8-liter engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.



THE MOTORCAR OFFERED

This highly original XK150 has seen fewer than 19,000 miles from new. Still wearing much of its original paint, the car remains original with the exception of the seat leather. Not a neglected barn discovery, this car has been lovingly maintained and has been used regularly though sparingly through the years, all carefully documented in the car's history file. The Jaguar runs well, and a drive reveals the solid feeling of a true low-mileage car that has not been restored or taken apart.

The car's overall condition is quite remarkable. The paint shows a few areas where it has been polished through, but in general is complete and in good order. The original door panels are remarkable, and the trunk shows the original mat and paneling. Equally, the engine bay looks largely original and correct. This XK spent the majority of its life in the hands of its

original owner, a New York resident that had the car well into the 1980s. It has had just two additional owners since then, both of whom have been meticulous about keeping all records and logs of the XK's use and maintenance.

True survivor cars like this XK150 are difficult to find, and to discover one that has been so well maintained and pampered is very rare indeed. The collecting community is appreciating cars with this sort of unrepeatable patina more and more, as they stand out from the throngs of restored examples; authenticity can be neither recreated nor restored. Offered with a substantial history file, original tonneau cover, tools and owner's handbook, this fine XK would be a natural candidate for Preservation Class Concours showings, or vintage driving events.

\$90,000 - 120,000
Without reserve



202

1958 MERCEDES-BENZ 190SL

Chassis no. 121042.8502325

Engine no. 121921.8502346

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Beautifully restored example
- Elegant color combination
- Excellent 190SL for Concours judging or driving events
- Fully documented restoration
- Offered with restoration file



THE MERCEDES-BENZ 190SL

For those insufficiently wealthy to afford its hyper-expensive, race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon, whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the

open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four, the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, this M121 power unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h.

The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it

while costing a good deal less, did nothing to deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.





THE MOTORCAR OFFERED

This beautifully presented 190SL has been the subject of a high quality restoration by European Mercedes-Benz specialists completed earlier this year. The extensive work included a full restoration of the bodywork and the chassis, with a repaint in its very attractive silver blue metallic set off against a new interior in Cognac leather. The engine was comprehensively revised with new pistons were installed, and the finished engine bay looks immaculate and fully detailed. The 190SL's electrical system was completely renewed with new cabling and connectors.

The paintwork as well as the brightwork was finished to the highest standard, and today this elegant 190SL is an ideal representation of the model. Importantly, it features the original Becker *Europa* radio as well as the highly cherished *Kienle* clock set into the glove compartment.

An extensive photographic documentation of the restoration work carried out comes with the car, as well as German Historic Registration documents. This delightful 190SL, with a well-documented restoration, is certain to turn heads wherever it arrives and certainly warrants further inspection.

\$140,000 - 180,000
Without reserve

Please note that this vehicle is titled as a 1959.



1974 ALFA ROMEO MONTREAL

Coachwork by Bertone

Chassis no. 1427671

Engine no. AR00564 S8014

2,593cc DOHC V8 Engine

Spica Mechanical Fuel Injection

200bhp at 6,500rpm

5-Speed Manual Transmission

4-Wheel Coil Spring Independent Suspension

4-Wheel Disc Brakes

- *Rarely seen in the U.S.*
- *Single owner from 1985 to 2012*
- *Recent thorough refurbishment and cosmetic restoration*
- *Elegant color scheme*
- *Unique Marcello Gandini styling*

**THE ALFA ROMEO MONTREAL**

Inspired by Bertone's Alfa-based styling exercise penned by Marcello Gandini, the two-seater Montreal coupé debuted at the Geneva Salon in 1970. Unlike the four-cylinder prototype, the production Montreal used a "civilized" version of the T33 sports-racing prototype's four-cam V8, which had first appeared in a road car in the T33 Stradale of 1967 and in 3.0-liter form would be used by McLaren in Formula 1.

The limited edition Stradale had used the V8 in its original 2.0-liter capacity but the Montreal's version displaced 2,593cc. Producing 200bhp, the Montreal's front-mounted, dry-sump V8 drove the rear wheels via a ZF five-speed gearbox.

Aided by its aerodynamic body, the Montreal was good for a top speed of nearly 140mph and although expensive proved very popular, 3,925 having been produced when production ceased in 1977. Very few road cars can claim an engine with antecedents in both long-distance sports car racing and Formula 1, but the Alfa Romeo Montreal is one of them.

**THE MOTORCAR OFFERED**

Never originally sold in the United States, the Alfa Romeo Montreal has become a true collectible as enthusiasts have taken to its aggressive and unique styling as well as its place as one of the only V8 powered Alfas. This particular example, finished in its original paint color of *Argento Silver Metallic* with a red leather interior, was believed to have been delivered new to France. A popular destination for Montreals when new, its first known owner was Xavier Blanchard of Compiègne, a commune along the Oise River in northern France, roughly midway between Reims and Rouen. Mr. Blanchard, who acquired the car in 1985, was an enthusiastic but careful owner, maintaining the car in good condition until he sold it to an American in 2012.

Imported to the U.S., the new owner entrusted the Montreal to the specialists at Prestige Auto Services in West Palm Beach, Florida where it



was repainted in correct silver and the interior was renewed in the lovely red hides it wears today. While in the shop it was also inspected and serviced with many minor issues being attended to and corrected. A recent set of new Michelins and a new battery were also added during the service.

Reported to be a strong runner, the Montreal is complete with extensive service records, owner's manual, tools, and jack. Very rarely seen Stateside, with fewer than 100 examples believed to have made their way to the U.S., this handsomely presented Montreal is sure to bring a smile to anyone fortunate enough to get behind the wheel and experience that delightful twin-cam V8 and ZF 'box. It is a motoring experience to be savored.

\$125,000 - 175,000

Without reserve



1956 AUSTIN-HEALEY 100 BN2

Chassis no. BN2L 230518

Engine no. B230518M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 4,000rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Matching numbers example*
- *Professionally restored throughout*
- *Desirable BN2 model in Le Mans trim*
- *Wonderful example of Britain's quintessential Roadster*
- *Offered with Heritage Trust Certificate and restoration receipts*



THE AUSTIN-HEALEY 100

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance sports car targeted for the US market, the car featured beautiful flowing bodywork and an adjustable lay-down windscreen, giving the low Roadster a particularly sporty profile. Fitted with a large, torquey 2,660cc four-cylinder engine, the light and streamlined Healey 100 was a genuine 100mph-plus car. A three-speed gearbox was

equipped with overdrive in both 2nd and 3rd gears, essentially giving the car five speeds.

Soon after arriving on US shores, the sleek Austin-Healey 100 became the sports car to own among young Americans, and remains one of the most characteristic Roadsters ever produced.



THE MOTORCAR OFFERED

According to its Heritage Trust Certificate, this fine Austin-Healey was completed at the Longbridge Austin-Healey works in January 1956. A BN2 model, this example benefits from the four-speed overdrive transmission, and the many smaller improvements implemented during the course of production since the introduction of the BN1 in 1953. The left-hand-drive Austin-Healey was equipped with wire wheels, a heater, miles-per-hour speedometer and a laminated windscreen, and finished in the classic Ivory over black upholstery and weather equipment. Like most of these iconic British roadsters, this BN2 was destined for the North American market.

The Healey's early history remains unknown, but picks up as it found its way into the collection of the late Thomas D. Whippo of Reisertown, Maryland. The car's next and most



recent previous owner was George Bunting of Cockeysville, Maryland, a noted collector of British sports cars.

In early 2009, Mr. Bunting entrusted the BN2 to Maryland-based Treasured Motorcar Services, Ltd, where a four-year restoration was soon begun. The extensive process covered both mechanical and cosmetic aspects of the car, beginning with a complete strip down and repaint in the original Ivory white color and installation of a new interior in a contrasting dark blue. A new wiring harness was installed and lights and electrical components refurbished. The suspension and braking systems were gone through and serviced, and the engine was removed, resealed and refurbished. More than \$45,000 was spent, and the extensive work is neatly outlined in the many receipts in the accompanying history file.

This fine example of one of Britain's most iconic Roadsters looks and performs like a true sports car should. On a recent test-drive, the BN2 offered spritely acceleration, good braking and handling, and a smooth gearshift. Equipped with period correct Le Mans upgrades and a Denis Welch valve cover, the BN2 is true to the model's performance heritage, and would be a wonderful entry on a number of classic car driving events and rallies. The Healey's engine and body tags are still intact, and match the Heritage Trust Certificate. Overall, this wonderful example of Austin-Healey's excellent 100 BN2 should offer its next owner much joy and driving excitement.

\$80,000 - 120,000
Without reserve



1967 CHEVROLET CORVETTE 427/435HP ROADSTER

Chassis no. 194677S120664

Engine no. T0424JE 7120664

427ci OHV V8 Engine

3 Two-Barrel Carburetors

435bhp at 5,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully restored example*
- *Top-of-the-line 427ci with 435 Horsepower*
- *Equipped with side pipe exhaust*
- *Elegant Marlboro Maroon over Parchment*
- *One of the most powerful Corvette models produced*



THE 'STING RAY' CORVETTE

"The Sting Ray hit the American sports car market like a thunderclap, reminiscent of the knock-'em-dead debut of the Jaguar E-Type two years previously; comparisons were not slow to materialize. For the first time in history the Corvette was a sell-out success." Richard M Langworth, *The Complete Book Of The Corvette*.

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car



market. Indeed, 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. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.'

As had been the case with the previous (1956-62) generation of Corvettes, development

proceeded slowly, being characterized by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965 while Chevrolet's 327ci (5.4-liter) 250bhp standard V8 was joined by an optional 396ci (6.5-liter) Big Block for '65 only, then a '427' until the end of Sting Ray production in 1967.

Now recognized as representing a 'golden age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.



THE MOTORCAR OFFERED

As was the case with most American cars of this period, the Corvette buyer could choose from a host of factory options with the result that seldom are two cars identical in specification. The exquisite example offered here is equipped with the top-of-the line 427ci engine, topped by the impressive trio of Holley carburetors, which help in raising the performance to a staggering 435 horsepower. The Corvette is fitted with the desirable four speed manual transmission and side pipe exhaust, some of the most desirable options for the model.

Purchased by the consignor about 15 years ago in Michigan, the Corvette was treaded to an immaculate nut-and-bolt restoration at some point before then, and upon close inspection, it quickly becomes apparent that the work was done in a very professional manner with

excellent attention to detail, utilizing the correct materials and colors throughout.

Recently serviced, this Marlboro Maroon over Parchment 1967 Roadster is said to be ready for spirited drives on rallies such as the Copperstate 1000, and should be powerful enough to satisfy your straight-line "need-for-speed"!

\$80,000 - 120,000
Without reserve



The ex-Undersecretary of the Navy Paul "Red" Fay

1963 LINCOLN CONTINENTAL CONVERTIBLE

Chassis no. 3Y86N426887

430ci OHV V8 Engine
Single Carter Two-Barrel Carburetor
320bhp at 4,100rpm
3-Speed Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- *Single-family ownership from new*
- *A very original, California black plate example*
- *One of 2,857 Continental convertibles produced in 1961*
- *Fully optioned*
- *Attractive color scheme of Metallic Green over Red Leather*



THE LINCOLN CONTINENTAL

After several years of producing ever-larger be-finned and chrome-heavy luxury cars, Ford's management had come in the late 1950s to realize that some serious changes were needed at Lincoln Division. Continentals had become the largest automobiles available to American consumers, to the point that some states, according to the Standard Catalog of American Cars, demanded that dealers install special clearance lights and reflectors. Ford decided that the fourth-generation of that series would go on a diet.

The 1961 Lincoln Continental thus was a completely new design, based on the 1958 Thunderbird – but with two additional doors, as mandated by Ford President Robert S. McNamara. The task was given to veteran stylist Elwood Engel. His deft hands would produce one of the most influential designs

of the 1960s, one that is still greatly admired by connoisseurs of fine automobiles, and is credited with saving the Continental line.

The new, smaller Continental would be offered as a four-door hardtop sedan and a four-door convertible on a 123-inch wheelbase – more than a foot shorter than the huge 1960 Continental – and both models would feature "suicide" rear doors, greatly easing entry and departure for back-seat passengers. The convertible top was very convenient to use; the driver simply pulled a T-handle, which opened the rear-hinged trunk lid and a smaller extension panel, folded and retracted the top, and stored it in the luggage bay. The entire process took less than a minute.

With its clean and minimalist styling, these Continentals appeared distinctly modern

compared to rivals Cadillac and Imperial, which still flaunted huge fins, and it boasted much better build quality than its predecessors. To ensure that new Continentals reached their prospective owners with everything working properly, each was subjected to a 12-mile test drive before leaving the factory in Wixom, Michigan. It was also the first American automobile to carry a 24,000 mile/two-year bumper-to-bumper warranty. The new design was so appealing that it was honored by the Industrial Design Institute with a special bronze medal.



THE MOTORCAR OFFERED

This very original example has been in the family of its original owner, Paul “Red” Fay, since new. Fay became an Undersecretary of the Navy under President John F. Kennedy, who was a close friend; they had both served on PT boats during World War II in the Pacific campaign. Mr. Fay is believed to have purchased this car from a Washington, DC-area dealer, and it is known to have been a frequent visitor to the Kennedy White House. There is even a home video featuring this car with Mr. Fay and the President. After his government service, Fay returned with his car to San Francisco, where his family had owned a construction company.

The car was moved to the Palm Springs area, where the Fays maintained a winter home, but following Mr. Fay’s passing in 2009, was put into storage. It was revived a few

years later and returned to proper running condition. At that point, the family decided to offer it for sale.

As offered today, this elegant 1963 Lincoln Continental Convertible appears in its original colors of Metallic Green with a red leather interior and white folding top with a black lining. It is equipped with all standard features and options. Mr. Fay’s children recall the car’s links to the fabled “Camelot” years of John and Jacqueline Kennedy and their extended family. An interesting highlight is an original “Kennedy-Johnson” bumper sticker from the 1960 campaign that has somehow survived for more than 50 years. Not only is this Continental Convertible an excellent original example of the model, it was actually on scene at the White House during a very special period in American history.

\$60,000 - 100,000



1958 PORSCHE 356A 'OUTLAW' COUPE

Coachwork by Reutter

Chassis no. 103889

Engine no. 1280268

1,582cc OHV Flat 4-Cylinder Engine

2 Weber Carburetors

Approximately 100bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

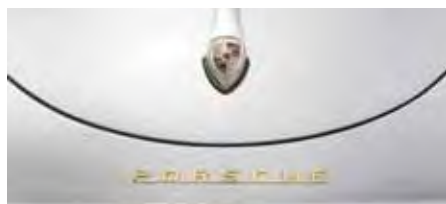
- *Tastefully prepared "Outlaw" example of the classic 356*
- *The recipient of a full restoration by Bob Platz*
- *Upgraded with 912 engine and 901 series 5 speed 'box*
- *Formerly in a prominent Northeast Porsche Collection*
- *Excellent Porsche for tours and rallies*

**THE PORSCHE 356**

Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.

Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with Le Sarthe.

time, a 1,600cc engine replaced the old 1.5-litre unit and would be standardized on the successor 356B model. In production until 1965, the 356 is where the Porsche legend began and good examples have long been prized by collectors.



The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same



THE MOTORCAR OFFERED

This is surely one of the best crafted examples of its genre anywhere in the world. A tastefully executed balance of the best aspects of this snapshot in Porsche evolution, it incorporates 356A lines with the additional 'poke' of a 912, far from fitting the 'outlaw' moniker often attributed with this blend, which suggests overt gun slinging it is more of a 'cat burglar' and the Siamese version at that a subtle combination of style and performance...

For those in the know it should be no surprise that the craftsmanship of the exercise was carried out at the hands of Bob Platz. In his esteemed workshops, and with cost a secondary consideration, the standard 356A Coupe was comprehensively restored from the ground up. In the process the car was upgraded technically with the fitting of a 912 motor and 901 5 speed transmission, without

altering the external shell and attractive lines of the standard bodywork, unlike so many that attempt similar projects normally do. Testament to the quality of the work, the car subsequently was able to meet the requirements of fastidious Porsche collector Steven Harris joining his collection in recent years, before passing into the current owners hands.

Inspected today, the car has gained the lightest of age to its restoration and remains striking for its quality of build and finish, as well as having nice period accessories such as a Nardi steering wheel. Offering a great way go fast road touring with the accommodating space and practicality of weather protection no matter what an event may throw at you, this exquisite Porsche is a very affordable way to enjoy the best of all worlds and a legendary marque.

\$125,000 - 175,000



Equipped with Nardi Performance Kit and floor-shift

1955 LANCIA AURELIA B20 GT 4TH SERIES COUPE

Coachwork by Pinin Farina

Chassis no. B20-3618

Engine no. B20-4372

2,451cc OHV V6 Engine

2 Weber Carburetors

Approximately 135bhp at 5,000 rpm

4-Speed Manual Transmission

Independent Front Suspension – De Dion Rear Axle

- Desirable early 4th Series example with De Dion rear suspension
- Equipped with Nardi performance kit and floor shift
- Believed to have lived in Italy for most of its life
- Attractive Borrani wire wheels
- Mille Miglia eligible



THE LANCIA AURELIA

Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts. An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupe, a

fastback 2+2 on a shortened wheelbase, which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the *Gran Turismo* concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 was good for a top speed of over 100mph. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, while 4th-series onwards cars had De Dion rear suspension instead of the original semi-trailing-arm arrangement. An engineering *tour de force* clothed in sublime coachwork by Italy's foremost *carrozzeria*, the Aurelia B20 represents for many the zenith of Lancia's post-war production.

THE MOTORCAR OFFERED

The 4th Series B20s are perhaps the most coveted out of the Aurelia B20's six series; the introduction of the De Dion rear end improved handling and stability at high speeds, while these early cars are eligible for a number of high-profile motoring events worldwide. This charming 4th Series Aurelia B20 GT has both an intriguing Italian ownership history and uprated performance specification by Enrico Nardi's famed firm, designed to extract the most out of the B20's robust mechanicals.

Handsomely equipped with a full complement of period Nardi performance equipment, this Aurelia is stated by the consignor to be significantly quicker than his previously owned Nardi-equipped B24 Spider America. Desirable upgrades present on the B20 include twin Weber carburetors with Nardi cast air cleaner



and manifold, floor shift conversion, and hood scoop. Visually the car is set off via Borrani wire wheels more commonly seen on Aurelia Spiders. Up front, original Carello headlamp lenses are a testament to the largely original nature of the car.

The B20 is understood to have remained in Italy its entire life until being exported to the US in 2011. Copies of period Italian registration documents show the B20 residing with a Mr. Romano Zangrossi in Padova, Italy during the 1960s, and registered on Padova license plates.

The Lancia appears to have had a few subsequent Italian owners, culminating in Dario Luraghi, reportedly the son of Giuseppe Luraghi, the highly revered and very successful president of Alfa Romeo from 1960 to 1974.

Eventually, the B20 came to the United States thanks to Timothy Mullens of North Carolina, before being sold to the California vendor, a longtime sports car enthusiast, within the last several years.

Since arriving in the US, the B20 GT has been very well maintained and serviced, as documented by copies of service receipts included in the car's history file. In 2012, the B20 received a new clutch, motor mounts, and other service items. Extensive service and maintenance receipts from its previous owner attest to further efforts to keep the B20 in fine condition throughout.

An assortment of tools, a jack, and a neatly fitted spare tire cover in the trunk round out the Aurelia's presentation. A beautifully presented, but not over-restored car, this Aurelia would

be a fine choice for almost any rally or tour. It is eminently eligible for events such as the Mille Miglia and the California Mille, and would equally at home on California's Highway 1 through Big Sur, or traversing the legendary *Futa-Raticosa* pass of Italy's 1000-mile epic.
\$220,000 - 260,000

Please note that this vehicle is titled with chassis number 3618.

1970 MERCEDES-BENZ 280SL

Chassis no. 113044.12.019165

Engine no. 130983.12.012717

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

- *Exquisitely restored example*
- *Matching numbers*
- *Long-time single ownership*
- *US-delivered 280SL from the end of the run*
- *Accompanied by comprehensive history file and original books*

**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".

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

Completed at the Stuttgart Mercedes-Benz factory in the late summer of 1970, this excellent 280SL was finished in white with matching hardtop and dark blue soft top, was trimmed in blue MB Tex upholstery, and configured, as so many were, as a US-market example.

According to the car's original service booklet, the new 280SL was delivered on September 27, 1970, to its first owner, David R. Wilkerson of Santa Ana, California. A first service is recorded as having been performed in February of 1971 at Jim Slemmons Imports, also in Santa Ana, California, with a followup shortly thereafter. By 1975, the 280SL had moved to Texas, where it was owned by Fort Worth resident R.E. Fiesler. Further notes in the service book indicate the car being serviced during this time in the Fort Worth area.



The Mercedes-Benz is believed to have stayed in the Fiesler family until just few years ago, when it was acquired by a renowned Dallas-based collector. The wonderfully straight and original, long-term ownership 280SL presented the perfect candidate for a restoration, and soon the work was begun to bring the Mercedes-Benz back to its former glory. Carried out at the workshops of a Tennessee-based restorer, the Pagoda was treated to a comprehensive restoration, which included a repaint in the factory-correct white, and re-trim in blue. Close inspection reveals just how professionally and correctly the work was performed.

This fine 280SL is accompanied by a comprehensive history file that includes copies of the factory build records, tools, a full set of owner's manuals and factory pamphlets, the car's original warranty book and service booklet,

original build plate, as well as an abundance of receipts from service and maintenance work performed while in Fiesler's ownership. Today, ready for Concours judging or enjoyable use as a practical collector's car, this exceptional 280SL is bound to impress.

\$130,000 - 160,000
Without Reserve

Please note that this vehicle is titled as a 1971.



210

1972 FERRARI 365GTC/4

Coachwork by Pininfarina

Chassis no. 16025

Engine no. 00317

4,390cc DOHC V12 Engine

6 Weber Carburetors

340bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully restored example of the classic 365GTC/4*
- *Presented in its factory-delivered livery of Blu Ortis over Beige*
- *Elegant Pininfarina styling with V12 power*
- *Excellent choice for high-speed rallies and driving events*
- *Offered with tools and Marcel Massini history report*



THE FERRARI 365GTC/4

Introduced at the March 1971 Geneva Motor Show, the Ferrari 365 GTC/4 was derived from the chassis of the 365GTB/4 Daytona of 1968. The engine was similar to the 4,390cc DOHC V12 of the Daytona, but new heads and a lower compression ratio of 8.8:1 lowered brake horsepower to 340, slightly less for emissions-controlled American cars. Six side-draft Weber 38 DCOE carburetors fuelled the engine, which used wet sump lubrication.

The wheelbase, at 94.5 inches, remained unchanged. Improvements included standard power steering and a larger luggage compartment, while the side-draft carburetors allowed a lower hood line. In contrast to the Daytona, however, which used a rear-mounted transaxle, the GTC/4 had its gearbox, a five-speed manual unit, mounted to the engine. Suspension was independent all around, with unequal-length control arms and coil springs, anti-roll bar and hydraulic self-leveling.

occasional “+2” seats in the rear were best used folded as luggage space. The seats had cloth inserts as standard, for comfort in warm weather, although air conditioning was standard. Full leather upholstery was available as an option.

The 365 GTC/4's handling has been described as “phenomenal,” even with the tire technology of the time. Brakes, 11-plus-inch ventilated discs all around, are similarly up to the task.

Just 505 GTC/4s were built from 1971 to 1973. Just 180 of these were destined for the United States. *Road & Track* called it ‘a graceful, clean and understated design.’ It is all that and more.



Designed and built by Pininfarina, the coupe bodies were shipped to Maranello for assembly. The low hood permitted by the side-draft carburetors incorporated retractable headlamps, and a handsome Kamm tail featured traditional Ferrari tail lamps. The interior was to a completely new design with more comfortable seating, although the



THE MOTORCAR OFFERED

Constructed at Pininfarina during the early part of 1972, 365GTC/4 chassis no. 16025 received final assembly at Ferrari that summer. The new Coupe was finished in the same livery it sports today, the elegant *Blu Ortis* over a beige Connolly interior. 16025 was destined for the Italian home market, and delivered to its first owner, a Mr. Cecchini, through the official Ferrari agent in Prato near Florence, *Garage La Rotunda*. Like many Ferraris from this era, 16025 was later exported to the US, where by the mid-1980s it was owned by a Mr. John R. Musumeci of Belle Harbor, New York.

By 2012, the 365GTC/4 had made its way south to Florida, where it was acquired by the current owner. Today, 16025 presents beautifully inside and out. Many detail items have recently been expertly refurbished for an excellent cosmetic presentation, and a recent

engine-out service has been performed. Presented with classic Borrani wire wheels shod in Michelin XWX tires, the Ferrari looks like a true *Grand Touring* car representative of its era. A period Becker Mexico radio is installed, giving the interior an equally correct and tasteful appearance. Offered with this handsome Ferrari are tools, a jack, and Marcel Massini's history report. Undoubtedly a great choice to enjoy on tours, rallies, or the show circuit, 16025 is a wonderful example of the classic and striking 365GTC/4.

\$275,000 - 325,000
Without reserve

Please note that this vehicle is titled with chassis number F101AC10016025



1957 BMW 503 CABRIOLET

Coachwork by Bertone

Chassis no. 69146

Engine no. 30152

3,168cc OHV Aluminum V8 Engine

2 Zenith Carburetors

140bhp at 4,800rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Excellent example of BMW's rare 503 Cabriolet*
- *Recent mechanical restoration*
- *One of just 129 Bertone-bodied Cabriolets built*
- *Eligible for the world's finest driving and Concours events*
- *Offered with BMW Certificate of Authenticity and restoration files*

**THE BMW 503**

At the end of WW2, BMW was in a much worse state than Mercedes-Benz in Stuttgart because one of its major plants – the old Dixi works at Eisenach in Saxony – was within the Russian Zone and would soon be cut off from the West behind the 'Iron Curtain'. Nevertheless, BMW recommenced car production in 1952 with the introduction of the 501 luxury saloon, a bullish choice for an impoverished country still recovering from the ravages of war. The 501 had been announced in 1951 and first appeared with

a development of the company's pre-war six-cylinder engine before gaining a much needed performance boost, in the form of a 2.6-liter V8, in 1954. Designed by Alfred Böning, this new power unit had been inspired by American V8s but was constructed entirely of aluminum rather than cast iron. Towards the end of 1955 a 3.2-liter version was introduced and the big saloon's model designation changed to '502'.

Clearly, this new state-of-the-art V8 had considerable potential as a sports car engine. Sales Director Hanns Grewenig had been pressing for a V8-engined sports car for some time but it was not until Mercedes-Benz introduced the 300SL that the project was given the green light. BMW was encouraged by Austrian-born entrepreneur Max Hoffman, at that time the US importer of various European makes, who knew just the man to style the car:

Count Albrecht von Goertz, an independent industrial designer who had worked for the legendary Raymond Loewy on the latter's trend-setting Studebakers. Designer of everything from fountain pens to furniture, Goertz had never before styled an entire car and would not work for BMW again until the 1980s.

Goertz was commissioned to produce two different designs, a Coupe and a Cabriolet, both of which debuted in prototype form at the 1955 Frankfurt Auto Show. With its long bonnet, 2+2 seating and generously sized boot, the 503 looked every inch the elegant *Grand Routier*. Even Pinin Farina was impressed, declaring it to be the most beautiful car in the show. Bertone was appointed to manufacture the handcrafted aluminum Cabriolet bodies, and the 503 Cabriolet became the first German Cabriolet with electrically operated top and windows.





THE MOTORCAR OFFERED

BMW high-performance, V8-engined cars of the 1950s attracted a wealthy, discerning clientele, including some very well known names from the motor sport world. Expensive and exclusive, 503s were built to an extremely high quality, and only 206 Coupes and 129 Cabriolets were produced between 1956 and 1960.

According to the Certificate of Authenticity issued by BMW Classic for this 503, this elegant Cabriolet was completed at the Munich plant in May of 1957, finished in *Papyrus White*, fitted with a Becker Mexico radio, and delivered to the first owner through legendary racing driver and automobile distributor, Autohaus Wilhelm Glöckler of Frankfurt, Germany. The sporting Cabriolet remained in Germany for some time, before being exported to the US.

By the 1990s, the 503 had become part of the well-known Blackhawk Collection in Danville, California, and remained there until purchased by Robert Pond of Palm Springs, California. The BMW is reported to have been in remarkably original condition at this point. While in Mr. Pond's impressive collection, the 503 was treated to a comprehensive restoration that included a re-paint, re-trim of the interior and

numerous mechanical refurbishments.

The 503 was later purchased by Connecticut-based enthusiast, Michael Schudroff, before being acquired by the consignor in 2009. While in his collection, the elegant Cabriolet has been treated to much mechanical work and an engine refurbishment by RM Restorations, and has been tastefully upgraded with period-correct Rudge wheels.

Well sorted mechanically, and extraordinary well presented cosmetically, this rare 503 Cabriolet must be one of the finest examples in existence today. It offers its next owner exquisite styling, super performance and sophisticated German engineering in a very usable open top Grand Tourer package, eligible for the finest driving and Concours events worldwide.

\$350,000 - 450,000

The ex-Mansour Ojeh - Ferrari Classiche Certified

1973 FERRARI 365GTS/4 DAYTONA SPIDER

Coachwork by by Scaglietti – Design by Pininfarina

Chassis no. 17057

Engine no. B2944

4,390cc DOHC V12 Engine

352bhp at 7,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Exceedingly original and preserved example
- Retains original interior and much of the factory paint
- Few owners and less than 3,400 miles from new
- One of the 123 haloed factory Spider models of the iconic Daytona
- Impressively optioned, US delivery example



THE FERRARI 365GTS/4

'The Daytona has been called the last great front-engined supercar. For one who has thought about it, it is not difficult to see why; for one who has driven it, it is very easy to see why... A supercar must prove its superiority on ordinary roads; the Daytona did.' - L J K Setright, *Supercar Classics*, autumn 1983.

The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honor of the sweeping 1, 2, 3 finish by the Ferrari 330P4 sports prototype at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed *carrozzeria's* director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional "long bonnet, small cabin, short tail" look in a

manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. An unusual feature was a full-width transparent panel covering the headlamps, though this was replaced by electrically operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favorite among the many Ferraris he designed.

In response to Lamborghini's 350GT, Ferrari's road-car V12 had gained four overhead camshafts during production of the 275GTB (cars thus equipped acquiring a '/4' suffix) and in the Daytona displaced 4,390cc. Power output was 352bhp at 7,500rpm, with maximum torque of 318lb/ft available at 5,500rpm. Dry-sump lubrication permitted a

low engine installation, while a five-speed transaxle enabled 50/50 front/rear weight distribution to be achieved. The chassis embodied long-standing Ferrari practice - being comprised of oval-section tubing - the all-independent wishbone and coil-spring suspension was a more recent development though, having originated in the preceding 275GTB.

Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel, ventilated disc brakes. Air conditioning - vital for the US market - was optional, but elsewhere the Daytona remained uncompromisingly focused on delivering nothing less than superlative high performance.





THE MOTORCAR OFFERED

Although there had been no official open-top versions of its predecessor, the favorable reception of Luigi Chinetti's 275GTB-based NART Spider no doubt influenced Ferrari's decision to produce a convertible Daytona. Again the work of Pininfarina, the latter was first seen at the Paris Salon in 1969, deliveries commencing in 1971. Although the rear end had been extensively reworked, so successful was Pininfarina's surgery that it was hard to credit that the Daytona had not initially been conceived as a Spider.

The most powerful two-seater, road-going GT and the world's fastest production car at the time of its launch, the Daytona was capable of over 170mph (274km/h) and is surely destined to remain a top-ranking supercar for eternity. Some 1,400 Berlinetta coupe models and just 123 Spider convertibles had been made when production ceased in 1973.

As original and preserved collector cars are gaining more and more interest and appreciation among collectors around the world, the exceptionally original example of Ferrari's legendary 365GTS/4 Daytona Spider offered here represents a genuine opportunity to acquire something very special.

The history of this phenomenal Daytona Spider, chassis no. 17057, starts in the summer of 1973. The new Spider was the 113th example built in the assembly sequence of the 123-car total production. Configured as a left-hand-drive Spider equipped for the US market, the Daytona was optioned with air conditioning, and a Becker radio was installed with loudspeaker and antenna. 17057 was painted in the same exterior paint color it wears today; the smart *Azzurro Hyperion* light blue metallic, and

trimmed with the same interior and upholstery still in the car today; the light *Beige Scuro* accented by black inserts. Finally, the new Spider was finished with the same Cromodora alloy wheels as seen on it today.

As was the case with many of the world's expensive super cars of the era, the new Daytona Spider took months to complete and it wasn't until March of 1974 that 17057 was officially ordered by the US Ferrari importer and agency, Luigi Chinetti Motors, Inc., at that time located on Putnam Avenue in Greenwich, Connecticut. Chinetti Sr. had brought the car to the US for a long time client and friend of his, Mr. Wayne Nelson of Indianapolis, Indiana, and later Florida. As summarized by Mr. Nelson during recent correspondence: "Luigi Chinetti Sr. spent a great deal of time working with me on this



Daytona Spider. The natural leather was ordered with the car, and the blue is a special color that I have a special affection for, and I still have cars this color”.

17057 would remain in Mr. Nelson’s ownership for decades. A builder of residential real estate, the low-mileage of 17057 can be attributed to Nelson’s busy schedule during the 1970s and 1980s. According to Nelson, he was building over 400 apartments a year during this period, an activity that would ultimately leave the blue Daytona Spider parked in the garage for the majority of the time during his ownership. A collector of other Ferraris, and a regular at Concours d’Elegance and Ferrari events to this day, Nelson was a great custodian for 17057, and kept the car in immaculate original condition, complete with the car’s

original purchase contract from Chinetti, the original factory order form, the original books and service manuals, radio manual, Shell cloth and tool roll.

Mr. Nelson finally sold 17057 in 1992, at which point the Daytona Spider had accumulated just 1,600 miles from new. The exceptional Ferrari was purchased by San Francisco resident, Hudson Li, who in turn told the car to renowned Ferrari and sports car collector, Charles Wegner of Chicago, Illinois.

Mr. Wegner kept the highly original, low-mile Daytona Spider for about a year, before selling it to motorsport enthusiast extraordinaire, racing team owner and previous owner of Tag Heuer Watches, Mansour Ojjeh of Paris, France. Mr. Ojjeh is believed to have kept the light blue Daytona Spider at his home on the







Pacific Coast near Santa Barbara, California, using the car sparingly in the mild California climate. In 2001, with a little over 3,000 miles recorded on its odometer, 17057 was traded to a collector in Texas, who kept the car in largely static storage, before selling it to the consignor in 2009.

Today, 17057 remains in exceptionally original and beautifully preserved condition throughout. With less than 3,400 miles from new and a documented history of only a few dedicated owners, this time warp Ferrari must be one of the best-kept and most original examples left in existence. The car was recently treated to a service at Algar Ferrari in Pennsylvania, and was at the same time inspected, photographed and enrolled in Ferrari Classiche's Certification program. The new owner will be receiving the red Certification book once it has been

completed at Ferrari SpA. Complete with the factory-applied decals and emblems, the car's original set of manuals and books, tools, and letters from Chinetti and Ferrari SpA, 17057 remains as intact as possible and presents as a complete historical package.

The sale of 17057 is an opportunity to acquire one of the most original and best-preserved Ferraris of the highly collectible Enzo era. It is unquestionably one of the most evocative and gorgeous Daytona Spiders to have left the factory, and remains today just as resplendent as it must have appeared upon delivery to Chinetti in 1973.

\$2,600,000 - 3,200,000



213

1959 FIAT 500 JOLLY

Coachwork by Ghia

Chassis no. 110.072952

Engine no. 110.000.048893

479cc OHV Inline 2-Cylinder Engine

Single Carburetor

16bhp at 4,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Beautifully restored in and out*
- *Exquisite example of Ghia's classic beach car*
- *Ready for the beach or the ranch*
- *Charming Royal Blue finish*
- *Guaranteed good smiles per gallon*



THE FIAT JOLLY

As redolent of La Dolce Vita Italy as the immortal Vespa scooter, the 'beach car' is most famously embodied by Ghia's 'Jolly', unquestionably the best known of the many alternatives to the standard FIAT 500 and 600 models ranges offered by some of Italy's finest *carrozzeria*.

Born of FIAT boss Gianni Agnelli's wish for open motorized transport from his massive yacht, the Agneta, during port stops along the Mediterranean coast, the finished car

was dubbed 'Jolly de Plage', or Joker of the Beach. Based on the 500 and 600 models' unitary construction, these agile compacts featured independent suspension, a four speed synchronized transmission, with the engine at the rear. The 479cc air-cooled twin was hardly a performer, but light construction (and mostly low-speed intended uses) made the package work well.

The Jolly found favor as courtesy transport for patrons of luxury hotels and golf courses, such as Catalina Island off the coast of California, where a fleet of 32 Jollys provided taxi service or, as initially intended, for use ashore after one had docked one's yacht on the Italian or French Riviera.

Lacking doors and equipped with waterproof wickerwork seats, the Jolly was only practical

as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun' (indeed, the Jolly was roughly twice the price of the base model it was derived from).

Among the list of Jolly owners in the day are jet setters such as Aristotle Onassis, Yul Brynner, John Wayne, Grace Kelly, Henry Ford II, and even President Lyndon Johnson.





THE MOTORCAR OFFERED

Built in the spring of 1959, this gorgeous FIAT 500 Jolly is believed to have resided in California for decades, and benefits from a recent extensive restoration, addressing both mechanical and cosmetic parts of the car. Completed in 2013, the restoration brought the Jolly back in the charming Royal Blue color, after a complete strip-down and repaint.

The interior wicker seats were redone to the factory correct finish, and a new, perfectly matching, blue striped top was installed. Chrome and bright-work was also redone, as were the wheels, finished in body color and wrapped in period-looking white-wall tires.

Beautifully presented in and out, this charming Jolly would be a great choice for the ranch, beach or yacht club, and will surely initiate smiles and conversations wherever it goes. A

better-restored example will be hard to find.

Accompanied with matching wicker picnic basket in the back seat, this would be ideal Pebble Beach Concours d'Elegance transportation, but do appoint the lucky driver first, as there's wine in that picnic basket!

\$70,000 - 90,000
Without reserve

Please note that this vehicle is titled as a 1960 and with chassis number 072952.



214^Q

The ex-King of Rock 'n' Roll – Elvis Presley

1963 ROLLS-ROYCE PHANTOM V LIMOUSINE

Coachwork by James Young

Chassis no. 5LVA55

Engine no. A27PV

6,230cc OHV V8 Engine

2 SU Carburetors

4-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Ordered new by Elvis Presley
- Factory US specification, left hand drive example
- Elegant James Young Coachwork
- Top-of-the-line Rolls-Royce worthy of the King
- Significant piece of pop culture history



THE ROLLS-ROYCE PHANTOM V

With development of its dependable six-cylinder engine nearing an end and facing competition from more powerful rivals in the United States market, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, Rolls-Royce's new 6,230cc all-alloy V8 engine powered the Silver Cloud II and Bentley S2 sedans as well as the Rolls-Royce Phantom V. The new Phantom V long-wheelbase limousine effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. Measuring almost 20 feet in length, the Phantom V enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines.

Rolls-Royce's in-house coachbuilder H J Mulliner, Park Ward Ltd produced what was

in effect the 'standard' seven-passenger limousine coachwork for the Phantom V, while an alternative design was offered by James Young. A lack of suitable chassis would force the latter's closure before the 1960s ended, but in its latter years the Kent-based firm produced what are widely recognized as its finest creations, the sublimely proportioned Touring Limousine (Design PV22) being one of the most widely acclaimed. Undeniably more graceful than the rival Mulliner, Park Ward version, James Young's Touring Limousine combined the formality of an internal division with luggage space sufficient for continental touring.

'THE KING' - ELVIS PRESLEY

Needing no real introduction, the legendary King of Rock 'n' Roll was born on January 8, 1935, in Tupelo, Mississippi. Coming from very humble beginnings he grew up to become one of the biggest names in rock 'n' roll and by the mid-1950s had appeared on the radio, television and the silver screen. On August 16, 1977, at age 42, he died of heart failure.

Since his death, Presley has remained one of the world's most popular music icons. Throughout his amazing career, Presley helped popularize rock 'n' roll music worldwide. A major musical force, Presley had 18 No. 1 singles as well as countless gold and platinum albums. He was one of the first performers inducted into the Rock and Roll Hall of Fame in 1986.



THE MOTORCAR OFFERED

Ordered for Elvis Presley through American Rolls-Royce retailer Peter Satori via Rolls-Royce Inc. of New York, chassis no. 5LVA55 was delivered to James Young Coachbuilders on January 15th, 1963. Having been built to US specifications as a left hand drive example, the Phantom V was completed at the Rolls-Royce works on March 21st. Extras specified by Presley included a Blaupunkt Koln radio, Firestone white wall tires, parking and flashing lights, electric windows to all doors, a microphone and air conditioning, whilst the center rear armrest contained a writing pad, mirror and clothes brush.

The car was tested on February 11th, 1963 and was shipped by Adams Brothers on the Loch Loyal to Los Angeles. At the time of delivery, Presley was living at 525 Perugia Way, Los Angeles (Bel Air), where he entertained numerous stars of the day including The Beatles. The Rolls-

Royce must have been put to good use during this period. Originally finished in midnight blue with grey cloth interior, legend records a color change was ordered by Elvis as his mother's chickens would repeatedly peck away at their reflections in the elegant finish while visiting her. A lighter silver blue was chosen, reportedly so as not to show the paint chips!

Elvis was a great believer in supporting charities and championed many, particularly those of mentally handicapped children. On July 4th, 1968 he gifted this car to the SHARE charity, where at the Santa Monica Civic Auditorium it was auctioned, raising \$35,000. Newspaper articles are on file, including a picture of actress Janet Leigh and Barbara Rush with the Rolls-Royce. Little is known of the Phantom V's next 20 years until it was purchased by the vendor at an Elvis Presley Entertainment Auction in

London. Whilst in the vendor's ownership the car has resided in a private museum and has been used sparingly. Recent mechanical work by well-respected English Rolls-Royce restorers Frank Dale and Stepsons has included a full engine rebuild incorporating a new cylinder block (the original comes with the car), in addition to general servicing.

A most interesting model of this highly desirable motorcar complete with undisputed Elvis provenance, this is unquestionably one of the more significant Phantom V's to have come up for sale in recent years. It is offered with copy of its original chassis card confirming the original owner as well as his exacting specifications. This important and significant Rolls-Royce Phantom V, with its undisputed place in pop culture history, will surely be jewel in the crown for any Elvis collector.

\$200,000 - 300,000

215

1960 CHEVROLET IMPALA CONVERTIBLE

Coachwork by Fisher

Chassis no. 01867A155463

Engine no. T0322F

348ci OHV V8 Engine

Single Four-Barrel Carburetor

320bhp at 5,600rpm

3-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Exceedingly original and extraordinarily well-preserved example*
- *Just 16,200 miles from new*
- *Maintained for decades in climate controlled showroom*
- *The top-of-the-line Chevrolet of its time*
- *1st Junior AACA Award Winner*



THE CHEVROLET IMPALA

Originally applied to two-door hardtop coupe and convertible versions of Chevrolet's Bel Air in 1958, the Impala name was subsequently used in its own right to signify a top-of-the-range luxury trim level rather than a separate and distinct body style. Marketed as 'All New, All Over Again', Chevrolets were altogether more modern in appearance every year during this period; growing longer, lower and wider than the year before.

Americana at its best, the original Impala represents arguably the zenith of 1950s automotive styling when tail fins were the height of fashion in America and two-tone paintwork and extravagant chromium plating were the norm.

All in all, the '60 Chevrolet is a spectacular car - big, clean and offering all the passenger and luggage space one could want - plus performance to match its sensational styling.



THE MOTORCAR OFFERED

Although barn-find cars are exciting and romantic in their rough and undisturbed state, the wholly grail in collector cars must be preserved and original cars, like the breathtaking Impala Convertible offered here. With just 16,200 miles and few devoted owners from new, this must be one of most original examples left.

Assembled at the Atlanta, Georgia-based Chevrolet plant, this top-of-the-line 1867 code 2-door 5-place Convertible was equipped with the high-output 348ci engine, and commanded the second highest sticker price of any Chevrolet when new in 1960, priced just \$50 under the Impala Station Wagon. This exceptional Chevrolet has been a cornerstone of the current owner's exquisite Southern California collection for decades, and was purchased by him from the second



owner who had used the car sparingly for parades and other special occasions. "It took me about 12 years to purchase this unique Chevy. I had heard about it in a Burger King restaurant in New York in the early 1980s", states the owner. "I was fascinated by the originality and how amazingly well it was preserved. I had to keep calling the guy for 12 years until he let me buy the car."

At the 1994 AACA fall meet in Hershey, Pennsylvania, the Impala earned a 1st Junior Award. The judges at the show were naturally impressed with the condition of the Impala, and very surprised when they discovered the car was in fact original and never restored. The Impala Convertible continues to impress today, and on a recent test-drive a Bonhams specialist experienced just how tight and sorted this car is - a feeling that only genuine low-mileage,

original cars have. Well maintained and started and run regularly, this highly original Impala even retains the factory optioned tissue box underneath the dash - still intact with a very old box of tissues - and an oil change decal dating to 1963 is affixed to the door jamb.

A true time-capsule top-of-the-line Chevrolet, this most impressive example would be a strong contender in any preservation class Concours judging, and a fine addition to any collection of Americana.

\$75,000 - 100,000



1963 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198042.10.003174

Engine no. 198982.10.000137 (see text)

2,996cc SOHC Alloy Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable late production, alloy block and disc brake 300SL*
- *Exceptional restoration totaling over \$325,000 in restoration receipts*
- *Exquisite condition in and out*
- *Presented in striking, period-correct livery*
- *Offered with both hard and soft tops, books and tools*



THE MERCEDES-BENZ 300SL ROADSTER

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



He approached Mercedes with a radical idea: take the racing-derived tube frame W194, with its high performance 3-liter engine, and create a road-going sports car aimed at the upper-end of the aspiring US sports car market. It was an audacious move, but Hoffman had a highly developed sense of the U.S. market and backed up his suggestion with his checkbook. He placed an order for a thousand luxury high performance coupes based on a more civilized version of the W194. Mercedes-Benz, still valiantly trying to shake off the devastation of the war and the weak European market, took him up on it and the 300SL was born.

Hoffman had proposed a relatively direct transformation of the multi-tube framed W194, retaining its characteristic roof-hinged doors, 45° canted triple-carbureted single overhead camshaft inline six cylinder

engine, but the innovative engineers at Mercedes-Benz weren't satisfied with such a simple transformation. Improvements to the 300SL's usability were made throughout the car, yet it was obvious that this car was derived from a racing car. As aerodynamics played an important role in the car's speed, the Mercedes-Benz engineers would place horizontal "eyebrows" over the wheel openings to reduce drag. With fully independent suspension, a close-ratio gearbox with straight cut gears and the first fuel injection system ever offered in a production automobile, the 300SL was a technological tour-de-force. When introduced in Coupe form to the US market at the February 1954 New York Auto Show, it became an instant sensation.

After selling some ~1400 300SL Coupes, Mercedes-Benz required a solution for



customers desired an open sports car – something more user-friendly on a hot summer day. Introduced in 1957, the 300SL Roadster would effectively replace the Coupe, or “Gullwing” as it was commonly known. At a price of \$11,000, the new Roadster was more expensive than the outgoing Coupe, but nonetheless a great success.

Based on the same chassis as the Coupe, the Roadster incorporated differences included larger front fenders, larger headlights, a smaller grille and an attractive chrome spear down the side. To maintain rigidity, the Mercedes-Benz engineers strengthened the tube frame chassis. The rear suspension was revised with a single-point swing axle featuring an additional spring, for better stability during high-speed cornering. The top speed would remain at 150mph plus, truly staggering in its day.

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





THE MOTORCAR OFFERED



The 300SL is, if anything, a driver's car and few examples live up to this mantra more than this one. Built in the latter part of 1962, it was fitted from the factory with disc brakes, which had been introduced on the model in 1961, and an alloy block motor, which would only appear in the late 1962 and 1963 models. This would be the ultimate specification for the 300SL, continuing in this guise with greater stopping power and better balance than its older brethren, until the end of production in 1963.

Originally delivered in Dove Grey (DB158G) over Red leather, its earliest history is not known at press time but by 1968 it had entered the collection of Ray Colcord, Jr. who split time between New York City and Florida. Mr. Colcord, whose son Ray Colcord III is a successful film and television producer who would go on to win an Academy Award for

Best Original Song, kept the Roadster until his death in 1971. It was sold from his estate two years later to Clinton Bush, also of New York City. Bush maintained the car for another five years before selling it to Tuscon, Arizona based plastic surgeon and advisor to the U.S. Food and Drug Administration Dr. Boyd R. Burkhardt. An enthusiastic caretaker of the 300SL, Dr. Burkhardt would own the car for 11 years using it as a daily driver before selling it to noted 300SL collector and historian Dr. Frank Spellman in late 1989 or early 1990.

Showing over 101,000 original miles at the time of Dr. Spellman's purchase, the car was complete but well used with a dry, worn interior and a repaint in ivory that showed evidence of prior body damage. Acquired with an eye toward restoration, Dr. Spellman sourced an original hardtop and set of factory luggage



to accompany the car. The restoration would never take place however, as the 300SL was sold six months after acquisition. Over the course of the next ten years the car would spend some time in Europe before returning to the U.S. and finding its way into the garage of Peter Thomas in 1999.

A well enjoyed driver by the 1990s, a ground-up restoration was begun at Ageless Automobile Restoration in Deerfield Beach, Florida and finished in 2002 by the 300SL experts at Hjeltness Restorations in Escondido, California with some \$325,000 in receipts documenting the extensive work completed. At some point in time, the 300SL's engine block was replaced with a factory, unstamped unit, which was re-stamped and tagged with the original engine number. In 2002 it came into its most recent private ownership from Southern California.

Understood to have been driven less than 1,000 miles since its restoration, the 300SL still shows extremely well. Now finished in a stunning combination of dark blue over grey hides with a dark blue top, it is reported to be in fine mechanical order and a pleasure to drive. Fitted with air conditioning at a stated cost of \$25,000 and complete with its luggage, jack, toolkit, and yet-to-be restored hardtop, it is certainly one of the finest 300SLs one could purchase for use on a 1000-mile tour like the Colorado Grand or New England 1000.

\$1,900,000 - 2,200,000



Ex-HRH Prince Bertil of Sweden and IAA Frankfurt Auto Show

1959 FERRARI 250GT SERIES I COUPE

Coachwork by Pinin Farina

Chassis no. 1471GT

Engine no. 1471GT

2,953cc SOHC V12 Engine

240bhp at 7,000rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Well-equipped, royally owned Ferrari
- Displayed at the 1959 IAA Frankfurt Auto Show
- Highly original and preserved, matching numbers example
- Delivered new in white with a silver roof and red interior
- Offered with extensive history file, owner's manual and tools



THE FERRARI 250GT

By the late 1950s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than twenty. The 250 Europa's introduction heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular among Maranello's customers, from now on Pinin Farina (later Pininfarina) would be Ferrari's number one choice.

True series production began with the arrival of Pinin Farina's elegant Coupe on the 250GT chassis, 350 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale

of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250GT chassis. A number of important developments occurred during 250GT production: the original Colombo-designed Tipo 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's siamesed inlets in favor of six separate ports. Developed from the 1.5-litre unit that powered Ferrari's first ever sports car - the Tipo 125C - this supremely versatile engine proved equally at home on both road and track, effectively establishing the worldwide reputation of the marque.

Maximum output on triple Weber carburetors

was 240bhp, which was good enough for a top speed of 150mph, making the 250GT one of the fastest GT cars available. On the chassis side, four-wheel disc brakes became optional in 1959 and a four-speed-plus-overdrive gearbox the following year. Topped by Pinin Farina's high-quality and luxuriously appointed coachwork, these cars remain among the finest motorcars available to this day. More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250GT is a landmark model of immense historical significance.



THE MOTORCAR OFFERED

Offered here is 250GT Series 1 Coupe number 1471GT - arguably one of the most exciting examples of the model, both in terms of prominent ownership, show-car status and factory options. 1471GT started life in May of 1959, when its bare chassis was sent to the Torino facility of *Carrozzeria Pinin Farina*, to be clothed in their elegant Coupe coachwork. The seventh to last of the first series 128D chassis, 1471GT was factory equipped with four wheel disc brakes, and the offset-lever four-speed overdrive transmission. The craftsmen at Pinin Farina spent most of the summer building the coachwork for the new Ferrari, finishing it in an elegant two-tone livery of *Grigio Argento* on the top, and a *Bianco* lower half. A beautifully contrasting red was chosen for the interior.

1471GT was completed in October of 1959, and soon thereafter delivered to the official

Ferrari importer and agency of Sweden, Tore Bjurström. Mr. Bjurström had big plans for the new Ferrari, and soon after taking delivery transported 1471GT to Germany for display at the 1959 International German Auto Show - IAA in Frankfurt. After the show, 1471GT returned to Sweden, where HRH Prince Bertil, the Ferrari's first owner, took delivery in late 1959. The Duke of Halland, Prince Bertil Gustaf Oskar Carl Eugén was 47 years old when he took delivery of his new Pinin Farina Coupe. A popular public figure in Scandinavia and throughout Europe, Bertil had a great passion for motorcars, and would own several Ferraris during his lifetime.

In 1961, 1471GT was sold on to Langdon 'Bill' Proctor, an American playboy residing in Switzerland. Mr. Proctor was known to rub shoulders with the Swiss elite, and surely felt right at home when arriving at exotic

destinations in the silver and white Ferrari. 1471GT was registered on Swiss canton Vaud license plate VD 106426, and used often as daily transport by Proctor. In November 1964, the Ferrari returned to Maranello, where it was serviced and maintained at Ferrari's factory *Assistenza Clienti* service center. At this point, the 250GT showed 53,190 kilometers on its odometer. Soon thereafter, Proctor decided to paint the entire car silver, and it is this color scheme that remains on the car until this day.







In 1966, having accumulated nearly 70,000 kilometers, 1471GT was treated to an engine rebuild at Garage Pesa SA in Lausanne, Switzerland. Near the end of the 1960s, Proctor sold 1471GT to Mr. Jon Lindsay, a young dental student living in Proctor's guest house at the time. Lindsay, an American living in Switzerland, must have felt that his father back home, Hamlin Lindsay, was missing out on the action, and soon gifted 1471GT to him. 1471GT was crated up, and by 1970 left on M/V *Atlantic Crown* to New York, USA. Hamlin Lindsay kept the silver Ferrari until his death in the mid-1970s, at which time it reverted to Jon Lindsay's ownership. By this time, Lindsay was practicing dentistry in the Monterey, California area.

1471GT remained in Lindsay's ownership until 1983, when purchased by a Bay Area engineer,

Marc Wilcoxon. Wilcoxon would keep 1471GT for a decade and a half, before selling the car in July of 1999 to William Tipton, another Californian Ferrari enthusiast. 1471GT remained in Mr. Tipton's careful ownership for another decade and a half.

Today, 1471GT remains highly original and preserved throughout. The car's exterior paint is believed to be the coat applied by Mr. Proctor in the mid-1960's, and upon close inspection, some of the original white paint can be spotted in areas. The car's red interior is original, retaining a wonderful patina. 1471GT runs and drives, and a recent compression test showed good numbers on all twelve cylinders. Most importantly, the car still retains its original, matching numbers engine. Accompanied by an extensive history file including receipts, letters and shipping

paperwork dating back to the 1960's, along with Marcel Massini's history report, 1471GT's provenance is spectacular. An owner's manual and tool roll is also included with this important Ferrari.

With motor show and celebrity ownership history, rare factory options and exceptional originality, 1471GT must be one of the most exciting examples of this legendary model available today.

\$600,000 - 700,000

Please note that this vehicle is titled as a 1960.

1953 CADILLAC ELDORADO CONVERTIBLE

Chassis no. 536285567

Engine no. 536275823

Body no. 448

331ci OHV V8 Engine

Single Four-Barrel Carburetor

210bhp at 4,150rpm

3-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- One of only 532 built
- Cost nearly twice as much as a Corvette when new
- Fitted with a rare, dealer-installed Continental Kit
- Delivered new to California
- One of GM's 1953 "Triple Crown" cars



THE CADILLAC ELDORADO

Turning 50 is a big deal, so when Cadillac's Golden Anniversary was approaching, General Motors made sure that it wouldn't go by unnoticed. Harley Earl and his styling team, including Bill Mitchell, went to work creating something special and unique. Starting with a Series 62 Convertible as a basis for the project, virtually every panel was changed. Save for the four fenders, trunk lid, and floor pan, every bit of exterior metal

work was uniquely crafted. Acting not just as a tent pole for the brand but a precursor for the future of GM Styling, numerous touches were added signaling what was to come - the most obvious of which was the sleek wrap around windscreen. Christened the Eldorado, Spanish for the "gilded one", the car made its debut on September 20th, 1952 with the promise of a limited run.

Powered by GM's top of the line 331ci V8 and heavily optioned straight from the factory, it was described in factory literature as meeting "the full needs of an American sports car." While Cadillac's definition of a "sports car" may differ from most, it was unquestionably a magnificent car. Long and sleek, a high beltline and strategic use of chrome trim gave the car a Jet Age look. The power top collapsed fully into the bodywork and was

hidden under a metal "parade boot" cover. The interior was fully lined in rich leather and there was ample seating for six people.

All this luxury did not come cheap, however. The base price for a '53 Eldorado was \$5,181.12 - tack on tax, delivery, and a few options and you were well over \$6,000. Had you wanted something a bit more sporting and less practical, you could have easily saved yourself nearly \$3,000 and gone to the Chevy dealer to buy a new '53 Corvette.

The '53 Cadillac Eldorado, along with GM's other uniquely 1953 model year only Oldsmobile Fiesta and Buick Skylark that make up the "Triple Crown" of 1950s American motorcars, have become automotive legends. Only 532 Eldorados rolled off the line in 1953, but the model would resonate so strongly with





THE MOTORCAR OFFERED

the buying public that GM continued to apply the name to its top-of-the-line two-doors for another 50 years, finally discontinuing the name in 2002.

This elegant Eldorado was in finished Azure Blue over Blue and White Leather with a Black top, one of only 26 cars thusly finished. Virtually every Eldorado was delivered new to the US, and this car was no different being one of 74 that headed out to California - the second most popular destination behind New York. While a handful of options were offered, including the \$34.95 E-Z-Eye Tinted Glass option featured on this car, the Continental Kit was not one of them, but it did appear as a dealer option and is reflected on this example.

Lovingly maintained its entire life, this example is reported to be an original and unrestored car with fewer than 23,250 miles on the clock. Besides the top fabric, which has been exchanged for white cloth in place of the original black, it shows very much as it did in 1953. It spent many years in the collection of

Cadillac Club stalwart David McLaughlin, a factor that no doubt helped preserve the car in the condition it shows today. The current vendor has owned the car twice, with a brief gap from 2001 to 2007. Having covered a mere 1,200 miles in the last dozen years, it is now ready to cruise into its next owner's garage.

GM's own marketing department probably said it best when they released the car, "The Cadillac Eldorado – Most Exciting Car Ever Built."
\$120,000 - 180,000

1926 LANCIA LAMBDA 6TH SERIES TORPEDO TOURER

Chassis no. 14656

Engine no. 4709

2,120cc SOHC V4 Engine

Single Carburetor

49bhp at 3,250 rpm

4-Speed Manual Transmission

Sliding Pillar Independent Front Suspension – Live Rear Axle

4-Wheel Mechanical Drum Brakes

- *Highly advanced technical specification for its era*
- *Believed to have lived in Italy for most of its life*
- *Pioneering independent sliding pillar front suspension*
- *One of approximately 11,200 Lambdas produced in 9 series*
- *Torpedo Tourer bodywork provides room for friends and family*



THE LANCIA LAMBDA



One of the most gifted automobile engineers of all time, Vincenzo Lancia founded his own company in 1906, having previously been in FIAT's employ as chief test driver. Introduced in 1907, the first Lancia car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Military vehicles, lorries, vans and aero engines followed, the latter enabling Lancia to accrue valuable expertise in the design and construction of vee-configuration engines. Lancia's first vee-engined model - the V8 Trikappa sports car - appeared in 1922 but it was the Lambda, launched soon after, that would prove to be of even greater significance.

A milestone in automotive history, the revolutionary Lambda was the world's first car to have a stress-bearing body and the first to

be powered by a V4 engine. The absence of a separate chassis meant the driver could sit lower, enabling a low aerodynamic body line to be achieved, while Lancia's patented sliding-pillar independent front suspension endowed the Lambda with ride and handling qualities unmatched by anything in its class. The engine, an overhead-camshaft unit of 2,120cc, was progressively enlarged, arriving at its final 2,570cc, 68bhp configuration in 1928.



THE MOTORCAR OFFERED

This Lambda, dating to 1926, represents the Lambda's sixth series. A copy of a "Declaration of Technical Characteristics" document from the *Automotoclub Storico Italiano* or ASI, dated October 29th, 1991, confirms the Lambda's date of production as 1926 and that it is fitted with the 2,120cc iteration of Lancia's famous V4 engine.

While the Lambda's early history is unknown at the time of cataloging, it seems plausible that it remained in Italy for much of its life, as it was living there in the early 1990s when the ASI released the aforementioned document. More recently, the Lambda Torpedo came to the United States.

It appears that Lambda was the recipient of a restoration some time ago; the body appears to have been repainted in the present blue,

with nicely contrasting, black painted, correct 20" wire wheels and black tonneau cover. The interior upholstery was also redone some time ago; it features the correct and beautiful original gauges including a Jaeger MPH speedometer and clock, and Le Nivex fuel gauge.

Finished off with a full top and side curtains and a rear mounted spare, this Lambda is outfitted with all of the full weather accouterments one might desire on, say, a Peking-to-Paris road trip. While it is not known if this Lambda has seen significant use in recent years, and a thorough servicing before any serious use is a given, this Lambda offers an intriguing chance to acquire one of the most historically robust and technically advanced pre-war touring cars – one of the Italian motoring industry's finest achievements to date.

\$160,000 - 200,000



220

1973 FERRARI DINO 246GTS

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 06464

2,419cc DOHC V6 Engine
3 Twin Weber Carburetors
195bhp at 7,600rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Recent nut-and-bolt restoration*
- *Exquisite condition in and out*
- *Desirable Chairs and Flairs
GTS specification*
- *Black with Tabacco colored interior
from new*
- *Delivered new to the US through
Modern Classic Motors*



THE FERRARI DINO

It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminum-bodied coupe of striking appearance, the Pininfarina-styled Dino -

named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-liter, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined

stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino - the 246GT - in 1972, the authoritative American motoring magazine *Road & Track* enthused, 'it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high...' Truly a







THE MOTORCAR OFFERED

driver's car *par excellence*.

As the first series-produced, mid-engined Ferraris, the early Dinos are landmark cars, and the line they founded would prove to be an immense commercial success for Maranello.

Completed at the Ferrari factory in December of 1973, the exceptional example of the applauded Dino 246 offered here, chassis no. 06464, was built as the open GTS version in the E production series, and believed to have been equipped with the desirable Daytona-style seats, and flared fenders to accommodate wider tires.

According to renowned Ferrari historian Marcel Massini, the new Dino left the factory in *Nero 20-B-50* Black over a *Tabacco VM 846* Dark Tan Leather interior, and was distributed to the Western United States through William F. Harrah's Ferrari distributorship, Modern Classic Motors.

06464 is believed to have been purchased new by the Adkins family of Bellingham, Washington. Meticulous maintenance notes dating back to

the mid-1970s can be found in the log books and owner's manuals included in the Dino's history file. These notes neatly document the car's mileage, oil changes and service work for over two decades.

In 2012, 06464 was purchased by the consignee, an East Coast collector of important European sports cars. Although in need of a restoration, the running and driving Dino was complete and largely original, and the odometer reading of just over 65,000 miles appeared to be well-documented and correct. The new owner entrusted Oceanside, California restoration specialists Classic Showcase with the job of bringing 06464 back to show condition, and a complete nut and bolt restoration ensued.

During the yearlong process, the Dino was



completely disassembled and documented. The bodywork was metal finished, fitted, leaded as needed, and all body parts and chrome were trial-fitted to the car, before the car was prepared for paint in the factory-delivered black. The chrome and bright work was re-plated as needed, and new rubber-trim and gaskets installed.

The Dino's mechanical systems were gone through, restored and serviced as needed. The transmission and clutch were refurbished and adjusted, and hydraulic systems were restored. Brake and suspension components received the same treatment, and the exhaust system was replaced. Finally, 06464 received a completely new interior using only correct and proper materials, and the period Blaupunkt radio was converted to digital compatability, with a hidden iPod jack aiding the driver's enjoyment. A CD with photos of the restoration work documents

this process and is included with the history file.

Today, this exceptional Dino 246GTS presents extremely well. The body is straight with a superb fit, and the factory-correct deep, lustrous black finish shows off beautifully. The silver Campagnolo wheels are fitted with vintage-style Michelin XWX tires, giving the car the elegantly aggressive look it would have had on the street during the mid-1970s. One of the best restored Dinosaurs we have ever had the pleasure of handling, this excellent example of the final-evolution *Chairs and Flairs* 246GTS Dino is perhaps the ideal representation of the model, and one which should attract an eager audience either on the show field...or out on the road.

\$500,000 - 600,000



1961 PORSCHE 356B 1600 SUNROOF COUPE

Chassis no. 117172

Engine no. 606378

1,582cc OHV Flat 4-Cylinder Engine

2 Zenith Carburetors

60bhp at 5,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Factory-delivered with Sunroof*
- *Matching numbers example*
- *Delivered new in striking Aetna blue over Red*
- *Long-time California car*
- *Offered with Porsche Certificate of Authenticity*



THE PORSCHE 356B

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful *autobahn* burner carrying a complex, two-liter four-cam boxer Carrera engine offering 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and roadsters, more than 76,000 examples in all by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk lid and

rounded fenders of the 356A series.

The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats.

THE MOTORCAR OFFERED

This highly desirable, sunroof-equipped 356B presents extremely well in and out, and still retains its matching numbers engine. According to its Porsche Certificate of Authenticity, this stunning Reutter-bodied 356B was completed in August 1961 at Porsche's Zuffenhausen plant, equipped with a 'Glode' sunroof, Coco floor mats and two arm rests. Finished in striking *Aetna Blue* over Red Leatherette upholstery from new, this elegantly appointed 356 must have been quite special to its original owner.

The 356B is believed to have made its way to the US when new. It is understood that the car has resided in California for decades, and possibly since new. The Porsche was reportedly purchased from the original owner in the mid-1980's by a Mr. Robert Allan Burchard of San Jose, California, with whom it remained until 2005. The next owner was a



Fountain Valley, California enthusiast, who later sold the car to the consignor.

Beautifully presented today in Ivory over red, this fine 356B has been treated to many mechanical and cosmetic refurbishments over the years. The accompanying history file attests to engine, brake and suspension work, and many photos of the process are available, as are receipts for some of the work performed. The chrome and bright work is in nice condition, and the exterior paint was beautifully applied and detailed.

Offered with this 356B is the aforementioned restoration file, the car's original date coded, silver painted wheels, and Porsche's Certificate of Authenticity. These cars handle very well and are robust and easy to drive, hence their popularity. A great Porsche for

rallies and events, this matching numbers example should prove to be usable and enjoyable for its next owner.

\$80,000 - 100,000
Without reserve



The ex-Maharaja Nawab Muhammad Hamidullah Khan

1936 ROLLS-ROYCE PHANTOM III SPORTS FOUR-SEATER

Coachwork by Thrupp & Maberly

Chassis no. 3BU86

Engine no. B38A

7,338cc OHV V12 Engine

180bhp at 3,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- 2012 Pebble Beach Concours d'Elegance second in class
- Fabulously sporting and unique Thrupp & Maberly custom coachwork
- Formerly owned by the ruler of Bhopal and the Maharaja of Patiala
- Comprehensive restoration finished in 2010
- Exhaustive documentation, and single ownership for fifty years



THE ROLLS-ROYCE PHANTOM III

"The most captious critic is obliged to admit that a Phantom III provides all that can be wished for in a large luxury motor-car. The comfort, silence and road-holding with really impressive acceleration and maximum speed made a combination of virtues which few cars of the time could equal."- Anthony Bird, *Rolls-Royce Motor Cars*, 1964.

Perhaps the most outstanding luxury car of the 1930s - certainly to have been built in the United Kingdom - was the Rolls-Royce Phantom III. Introduced in 1936, the 7,338cc V12-engined Phantom III succeeded the Phantom II, the six-cylinder engine of which was considered to be at the end of its development life.

The choice of a V12 configuration was a logical one for Rolls-Royce, the company already having had considerable experience in manufacturing V12 aero engines such as that used in the record-breaking Supermarine S6B seaplane. No doubt another consideration was the need to match the multi-cylinder opposition, notably the V16 Cadillac and V12 Hispano-Suiza.

A state-of-the-art design employing advanced materials and techniques such as 'skeleton' cylinder blocks with wet liners and aluminum

alloy cylinder heads, the PIII V12 produced 165bhp in its debut form. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90.

Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 727 had been manufactured when World War II halted production; about 300 are believed to exist worldwide today.







The Phantom III on the ramp at the 2012 Pebble Beach Concours d'Elegance.



THE MOTORCAR OFFERED



Maharaja Nawab Muhammad Hamidullah Khan.

This exquisite Phantom III boasts the impeccable provenance of being a legitimate Maharaja Rolls-Royce during its early life in India before becoming the subject of an exacting award-winning restoration that took thirty-four years to properly complete.

Chassis 3BU86 was originally purchased on February 29, 1936, through Allied Motors of Bombay, India, by Hamidullah Khan, the Nawab of Bhopal. The descendent of Mughal warrior chieftains, the Nawab was a notable figure in Indian society, a future veteran of the Battle of El Alamein and a close friend of Pakistan's soon-to-be founding father Muhammad Ali Jinnah.

The Phantom III was specified for Sports Four-Seater coachwork by Thrupp & Maberly, and the London firm delivered a fantastic variation on the open touring Phantom with

complementary-colored pontoon fenders, a pop-out tool tray in the rumble-seat position, fold-down windscreen and a disappearing top. Completed in April 1937, the Rolls was shipped to the Nawab, who retained possession until January 1940, when the car was sold to the Maharaja of Patiala, Yadavindra Singh of Punjab. In addition to being the traditional leader of the Sikhs, Singh was a world-class cricketeer who later served in the British campaign in Burma during World War II.

In 1955, the Maharaja gifted the stately Rolls-Royce to his niece, Shrinder Pal Kaur, on the occasion of her wedding, and Ms. Kaur kept the Phantom until offering it for sale in 1963. The unusual car was then spotted by Kenneth and Keith Sherper, American twin brothers completing their first assignment with the Peace



Corps. As keen auto enthusiasts, the Sherpers knew they had found something special in the Thrupp & Maberly-bodied Rolls, and following their purchase they recorded a detailed log of their drive from Delhi to Bombay.

Several months later the Sherpers shipped the car to London, where some minor fender damage during offloading prompted a bout of sympathetic bodywork and a new paint job. The brothers then imported the car to the United States, relocating to Falls Church, Virginia, as new members of the U.S. Foreign Service. In 1976, a full restoration was started, with John Dennison of Palisades Park, New Jersey, entrusted to rebuild the drivetrain. Much of the associated chassis work was supervised or conducted by Richard Frawley of Exton, Pennsylvania, and he eventually took over the restoration completely in 1984.

A year later Frawley enlisted bodyman Richard Mullin of Malvern, Pennsylvania, to restore the Thrupp & Maberly coachwork, and Mullin set about using an old-world handcrafted approach, rebuilding sections of the frame with new wood, and repainting the exterior in a carefully executed finish in Corsican Blue over subtly contrasting deep blue fenders. George Hankle of Morton, Pennsylvania reupholstered the interior in burgundy Connolly leather and complementary Wilton carpets.

Through their decades of ownership of 3BU86, the Sherpers maintained an impressive compendium of the factory build sheets, archival images, letters, invoices, and other various receipts and notes. They organized each piece of documentation in mylar sleeves in chronological order tabbed by year, occupying five large binders in addition to a separate photo

album. Such meticulous record keeping of even the finest collector cars is virtually unknown.

As the correspondence confirms, by 1986 Mr. Frawley had successfully completed most of the chassis elements as well as the engine, which had been sent out to Wallace Donoghue of Plymouth, Michigan, for a complete overhaul with new sleeves, bores, pistons, and a reground camshaft. Assembled as a functional rolling chassis with temporary seats, the Phantom III was shipped to Nashville for display at the National Meet of the Rolls-Royce Owners Club and won a special award.

Returning to Msrs. Frawley and Mullin, the Rolls was further restored with completion always seeming just beyond grasp. One reason for this, as the documentation reveals, was the start-and-stop nature of the work, a consequence of





the Sherpers' constant deployment to far-flung exotic locales like Ethiopia, Yemen, Sudan, Yugoslavia, and the Philippines.

Finally, in early 2010, Mullin declared his work complete, and the body and chassis were properly reunited, with copious finishing touches then applied. One of the benefits of such a drawn-out process was that 3BU86 sat in a nearly finished state in Frawley's shop for quite some time, during which it was viewed and praised by numerous knowledgeable Rolls enthusiasts. The tips and observations from such visitors, including two AACA judges and a Pebble Beach judge, helped ensure that the restorers did not miss any details that might result in a point deduction.

In July 2010, 3BU86 debuted in stunning fashion at the annual RROC National Meet held

in Toronto, Canada, earning first-in-class and the Most Popular Car Award, including a perfect coachwork score. Accepted at Pebble Beach, the Phantom III was presented in August 2012 and drove away with second in the Maharaja Rolls-Royce class, while at the Radnor Hunt Concours d'Elegance a month later the car won three separate awards, first-in-class, the People's Choice award, and the Timeless Elegance award. The Best of Britain award followed at the 2013 Elegance at Hershey, and an appearance at the 2014 La Jolla Concours d'Elegance netted the Philip Wichard Memorial Award for Excellence in Design.

With just four custodians over a seventy-six year period, this exceptionally restored and documented Phantom III is a vision of prewar British India, as the elegant whip of choice for two Indian monarchs, the Maharaja of Patiala

and the Nawab of Bhopal. The complete fold-out tool tray on the rear deck, the machine-turned dashboard, and the carefully researched Bhopal coat-of-arms on the flags attest to the level of detail the phenomenal Rolls has enjoyed. This stunningly restored example of the celebrated Maharaja Rolls-Royces is ideally prepared for further display at world-class events, to be admired for its singular aesthetic brilliance, incredible authenticity, and historic significance.

\$900,000 - 1,200,000

Please note that this vehicle is titled as a 1937

1967 JAGUAR E-TYPE SERIES 1 4.2-LITER ROADSTER

Chassis no. 1E14542

Engine no. 7E11911-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Beautifully restored*
- *Complete with books and tools*
- *Over \$26,000 in recent receipts*
- *Offered with history file and Heritage Trust Certificate*

**THE JAGUAR E-TYPE**

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured 4-wheel independent suspension, disc brakes all

around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join and many driving and Concours events to attend, the E-Type is an excellent and eminently usable collector car.

THE MOTORCAR OFFERED

According to its Jaguar Daimler Heritage Trust Certificate, this Series 1 E-Type was completed at the Browns Lane Jaguar works on January 11th, 1967. As one of the final Series 1 production cars built, this car featured the fully synchronized transmission and the 4.2-liter XK engine. The car was built with left hand drive and was painted Opalescent Dark Green, set off by black Connolly hides and a black soft top. The new E-Type was dispatched from the factory on March 24th, 1967, destined for its first owner, a Dr. Joseph A. Starr of Toronto, Canada.

Past its first owner, the early history of this Jaguar is as yet lost to time, but in 2005 its engine was completely rebuilt by Grand Turismo Jaguar and it appeared for sale in 2006 in Virginia where it was bought by its penultimate owner, a Jaguar restorer out West



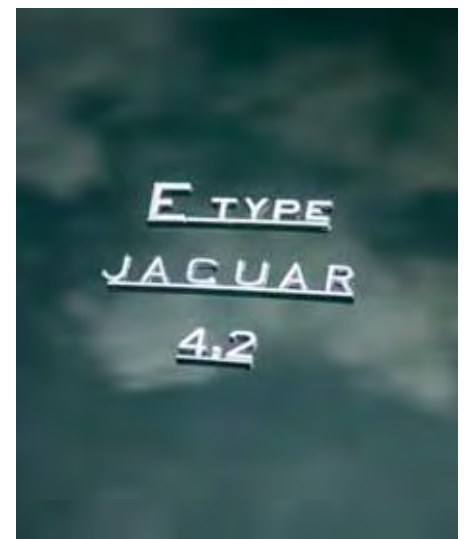
looking for a good car to restore and use for tours. An extensive restoration was undertaken with receipts documenting all of the parts used—since the restorer was the one working on his own car, he didn't charge himself for labor! In restoring the car, anything that needed fixing was repaired or replaced and the color was changed from its original Opalescent Dark Green to traditional British Racing Green, a shade that matches nicely with its original black interior and top colors. The finished roadster was used on a number of 1000 mile rallies and extensively featured in *E-Type 50: Fifty Years of a Design Icon* with some 16 pages of stunning photographs showing the car motoring through the desert and juxtaposed against the glitz and lights of Las Vegas.

The present owner acquired the car in 2012 and has used it sparingly during the sunnier

months on the East Coast. Since acquisition, over \$26,000 in service receipts demonstrate a careful eye for detail and a focus on smooth mechanical operation. A recent service has been conducted to make the new owner's experience as enjoyable as possible.

This beautiful E-Type is offered with an impressive file of receipts, the Jaguar Daimler Heritage Trust Certificate, books, tools, jack, and retains its matching numbers engine. There are few more stylish ways to hit the road with the top down than in this great example of the popular Jaguar E-Type.

\$130,000 - 160,000
Without reserve



1967 ROLLS-ROYCE PHANTOM V LIMOUSINE

Coachwork by James Young

Chassis no. 5LVF105

Engine no. F52PV

6,230cc OHV V8 Engine

Two SU Carburetors

220bhp at 4,440rpm

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

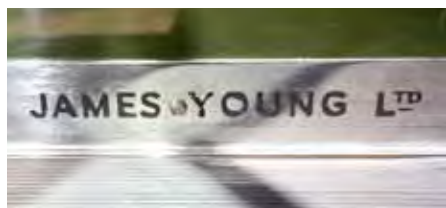
- One of only 13 Phantom Vs carrying the PV23 body
- Ordered new by champion horse breeder Charles C. Bales
- Richly appointed with A/C and blind quarter
- Retaining its original color scheme
- The car of kings, aristocrats, and titans of industry

**THE ROLLS-ROYCE PHANTOM V**

Introduced in autumn of 1959, Rolls-Royce's new 6,230cc all-alloy V8 engine powered the Silver Cloud II and Bentley S2 sedans as well as the Rolls-Royce Phantom V. The new Phantom V long-wheelbase limousine effectively replaced both the Phantom IV and the Silver Wraith. The latter's relatively short wheelbase made it difficult for coachbuilders to provide adequate trunk space in a comfortable seven-seater automobile; the Phantom addressed this shortcoming. Built on a much-modified

and strengthened 'Cloud II chassis employing the same 145" wheelbase as the IV, the new Phantom measured almost 20 feet in length, enabling coachbuilders to combine spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that top speed remained in excess of 100mph and the new Phantom could all but match its stablemates for acceleration.

Over the course of a nine year production run, 516 Phantom Vs rolled off the line, sporting a dizzying array of body styles all built with the express purpose of providing the utmost luxury to their lucky occupants — most of whom were unbothered with the task of driving, preferring, naturally, to be cosseted in the sumptuous rear passenger compartments.

**THE MOTORCAR OFFERED**

This Phantom V, chassis no. 5LVF105, was ordered new by championship horse breeder Charles C. Bales of Marianna, Florida. Production records indicate 5LVF105 was ordered in late 1966 and completed on March 10th, 1967. Fitted with a unique, four-light James Young body, cataloged as body style no. PV23, it is one of only 13 left-hand drive Phantom Vs to have received such coachwork.

Trimmed from new in Brewster Green with beige leather up front and matching broadcloth in the rear, Mr. Bales was treated to all the comforts a Southern gentleman could desire including rich wood cabinetry housing crystal glasses and decanters, a clothing brush to remove stray horse hair, a notebook and pencil set, fully electric power windows and aerial, and of course air



conditioning for those humid Florida summer days. All the while the blind quarters provided both ample shade and privacy.

After a long day at the stables, it must have been a blessing to dust off and step into the back of this Phantom.

Showing well today, the pleasure of such luxury has been maintained to this day. Fully restored in its original color scheme, it retains its tools, 10 crystal glasses and two matching decanters, as well as its spare wheel and jack in the trunk. Copies of the factory build sheets document this elegant Rolls-Royce's construction from its earliest days at the factory.

As elegant and impressive as ever, it is little wonder that everyone from royal aristocracy to titans of industry chose Phantom Vs as their regal

chariots; the model's silhouette is still synonymous with lifestyles of the rich and famous.

\$400,000 - 500,000

Without reserve



225

The ex-Pat Boone

1966 FERRARI 330GT 2+2 SERIES II

Coachwork by Pininfarina

Chassis no. 8379

Engine no. 8379

3,967cc SOHC V12 Engine

300bhp at 7,000rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- Originally owned by singer Pat Boone
- Original California black plate car
- Factory-delivered in Blu Scuro with power windows
- Recent sympathetic freshening
- History report by Marcel Massini



THE FERRARI 330GT 2+2

Ferrari firmly established itself as a “volume” manufacturer with the 250 series, following nearly a decade of producing mere handfuls of cars at a time. Of course even then the numbers built hardly qualified as “mass production” but the concept was still a big move for the builder of exotic Italian sports cars.

The introduction of the Pininfarina-designed 250GTE in 1959 added a genuine 2+2 grand tourer to the range, a car suitable for the mature

businessman. It delivered both the performance and creature comforts required to cover thousands of kilometers of autostrada in speed and subtle, elegant, style.

The 250GTE was succeeded by the interim 330 America, which featured an enlarged 4.0-liter engine and then by the 330GT 2+2 Series I in 1964. The 330GT was updated in 1965 when the Series II models arrived. Its five-speed gearbox, alloy wheels and more resolved dual headlight frontal appearance set it firmly apart. Production ran until 1967, with 474 built.

THE MOTORCAR OFFERED

This well-maintained mid-production Series II example claims both former celebrity ownership and a trouble-free life in California, combining for particularly strong provenance. Chassis no. 8379 was completed at the Maranello factory in early 1966, equipped as a U.S.-specification example with instruments in miles, and optioned with power windows.

Distributed to Luigi Chinetti Motors in New York, this car was first sold to Charles Eugene “Pat” Boone, the popular singer of the late 1950s who rivaled Elvis Presley for number-one radio hits. The car was delivered to Mr. Boone’s Beverly Hills home, and is believed to have remained in California for the balance of its life. The Ferrari still wears a genuine California black license plate that was likely issued in the late 1960s, suggesting that it has





been continuously registered in the Golden State for over forty years.

In late 2001, the 330GT was purchased in a nicely maintained state by collector Ness Hamaoui of Los Angeles, and it is believed that Mr. Hamaoui commissioned a refinish of the exterior in the original *Blu Scuro* (dark blue). Eight years later, the engine was rebuilt by the esteemed Blackhorse Motors of Los Angeles, and less than 1,000 miles have accrued since. Around 2012, the 330 also received a new *cuoio* (dark brown) interior, and all cosmetic improvements continue to present strongly.

Acquired more recently by the consignor, this car has been freshened by Exclusive Motorcars of Los Angeles. Among other measures, higher-grade carpets with proper heel pads

were installed for improved authenticity, and the Campagnolo wheels were mounted with brand new Michelin XWX tires.

It is rare to encounter a 330GT 2+2 that has been treated to such a high level of attention. Accompanied by books and a partial reproduction toolkit, this handsome Series II example is desirably equipped with power windows, an option that had been unavailable on Series I cars. With its fascinating former ownership by the great Pat Boone and long life in California's forgiving climate, this car promises a warm reception at FCA corrals and Concours d'Elegance events, and stands to duly appreciate over time given the increasing cachet of the 330GT model line.

\$325,000 - 425,000



1969 MASERATI GHIBLI 4.7-LITER SPIDER

Coachwork by Ghia

Chassis no. AM115S 1043

4719cc DOHC V8 Engine

4 Weber 2-Barrel Carburetors

335bhp at 5,500rpm

5-Speed Manual Transmission

Coil Spring Independent Front Suspension, Live Rear Axle

4-Wheel Disc Brakes

- 1 of 125 factory Spiders built
- Matching numbers example
- Stunning original color combination
- Completed 2014 Copperstate 1000 Rally
- Recently freshened and serviced

**THE MASERATI GHIBLI**

Named for a blisteringly hot African wind, the first Maserati to carry the name Ghibli had much of the same effect on the GT car scene when it was launched in 1968 as Sophia Loren had on the American film business in the 1950s. The Ghibli was Maserati's first 'production' V8 offering following the 31 examples of the bespoke 5000GT built from 1959 to 1964. The breathtakingly beautiful styling of the Ghibli made it an instant hit and it has gone on to become an enduring icon of a golden age of motoring.

Whenever superstar automotive designer Giorgetto Giugiaro is asked for his 'favorite design', his reply most often is the Ghibli coupe - a car which in his words - "I keep designing in my head over and over, and I can never improve upon." The Ghibli embodies the culmination of the 1960s Italian life of '*la dolce vita*', '*il boom*' and '*la bella figura*'.

The Ghibli's remarkable engine is directly descended from that fitted in the FIA World Championship contender 450S sports racer and could propel these beautiful Maseratis from 0-60 in under 7 seconds on the way to a terminal velocity in the 170mph range. To have this motive power matched up to stunning coachwork, a luxuriously finished interior and comforts such as air conditioning made an instant world-beater.

The shape of the Ghibli is sleek, elegant and clean, while simultaneously expressing the power of that V8 engine. It is also very low, especially noticeable on the coupe, the sweeping lines of which are like no other of the time. While the Ghibli coupe was produced in rather small numbers, with only 1,149 leaving the Maserati factory between 1967 and 1970, the open-topped variant was still more

exclusive. A mere 125 examples of the Spider were built during that time, ensuring that they would always be rare and desirable.

When replaced in 1973 by the Khamsin, the Ghibli had already begun to assert its charms as a timeless example of the best in Italian design and its appeal has exponentially grown as the years have passed. The pinnacle of Giorgetto Giugiaro's designs, it is difficult to identify another such work of visual art with such dynamic capability.



THE MOTORCAR OFFERED

Any Maserati Ghibli is an extraordinary GT car and the rare Spider even more so. This example of the iconic 1960s convertible is particularly elegant, finished in the Graphite Metallic in which it was originally delivered. The Spider was restored several years ago to a very high standard. Reportedly, when restoration was begun the highly original car had only had two owners from new, its second owner apparently having retained the car for some three decades. Boasting the hard-to-find and most desirable combination of the 5-speed manual transmission, power steering, power windows and air conditioning, this Ghibli begs to be driven and thoroughly enjoyed. The powerful V8 of this car can be described as almost 'turbine like' in its silky supply of almost effortless thrust to move you through traffic and onto open roads. It pulls strongly – as would be expected of such a formidable powerplant - while the

suspension works to make your drive quite a bit more comfortable than almost any other luxury GT cars of its time.

And enjoy it is what the current custodian has done, with frequent drives on challenging Southern California roads as well as a run in the demanding Copperstate 1000 Rally earlier this year. On the Copperstate, this Ghibli Spider revealed the almost effortless, smooth and strong power delivery for which the superb Maserati 4-cam V8 is known. The car handled crisply, shifted surely and braked strongly, without drama. It is a car that encourages active, involved driving while retaining an around-town tractability not seen in some other more highly-strung GTs.

This Ghibli has had the benefit of regular and expert mechanical servicing since its







acquisition in 2012 to ensure it can be confidently enjoyed on the road as it should be and a recent freshening has given it an impressive appearance. It is a Maserati sure to make you eager to experience it on the road, while also providing a good deal of pleasure no doubt just from contemplating it parked in your garage.

While certainly not a small car, the Ghibli Spider is truly one in which you can confidently attack corners with the same enthusiasm with which you dominate long straights and gently undulating sweeping roads.

To settle into in the welcoming leather of the driver's seat and spend time on the road in this Ghibli is to have a glimpse into what it must have been like to take one off the dealer's lot in 1969. Your destination could

have been across the country or indeed across frontiers – just you, a significant other and room for the luggage you would need for a sprint from New York to Monterey, Rome to Paris or Geneva to Monaco.

Fortunate indeed will be the next person who owns this remarkable Italian thoroughbred - a vehicle which possesses flash and dash in equal measure, with beauty, rarity and timeless appeal.

\$700,000 - 900,000



1967 TITAN MK III FORMULA B

Chassis no. AM25

1,600cc DOHC Lotus-Ford 4-Cylinder Engine
2 Weber Carburetors
Approximately 90bhp at 6,000rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *An enticing foray into open-wheeled competition*
- *Excellent entry into vintage racing events*
- *Great driving characteristics and build quality*
- *In same ownership since 2002*
- *Campaigned at many vintage racing events*



TITAN RACING CARS

The Titan marque was founded by racing driver and team owner Charles Lucas in the mid-1960s. Charles Lucas Engineering (CLE) built its Formula 3 car - the Titan Mk III - for the 1967 season, the Titan Mk I and II having been a sports racer and an F2 respectively. The Titan Mk III was the work of Roy Thomas, a highly talented engineer well familiar with Brabham and Lotus F3s who designed a conventional car along broadly similar lines.

Powered by CLE's prototype downdraught Cosworth MAE engine, the Titan Mk III won first time out at the British Grand Prix meeting at Silverstone in July 1967 with Charles Lucas himself driving. That same year a new junior formula had come into being - Formula Ford. CLE recognized Formula Ford's sales potential and adapted a Titan Mk III chassis to create the firm's first FF design, the Titan Mk IV. Tony

Trimmer was one of the most successful Titan drivers of the day, finishing second in the European FF Championship in 1968 at the wheel of a Mk V. The latter was a revised Mk IV fitted with a Hewland Mk8 gearbox, and the Titan FF would further progress through Mk VI to IX before the firm, by this time re-organized as Titan Cars, ceased racing car production in 1976.

The company still exists - as Titan Motorsport & Manufacturing - in St Neots, England, and there is a Titan Formula Car Registry with its own website www.TitanCars.com.

THE MOTORCAR OFFERED

The Titan offered here is believed to have been raced in Formula C in its early years, before being upgraded to its current Formula B configuration. Purchased by a collector car enthusiast and avid vintage racer from the Northwest in 2002, the car was actively campaigned at vintage racing events such as the Portland Historics and Road America Historic races.

The Titan was treated to both mechanical and cosmetic refurbishments in 2003 and 2004. Offered with an HSR vehicle logbook and restoration receipts, this Titan presents and enticing opportunity to enter the world of vintage open wheel racing. Having not been raced in the last few years it will be subject to pre-race preparation and maintenance, but should prove to be an effective tool with which to take on the best tracks and vintage racing events.

\$25,000 - 35,000
Without reserve

Offered on a Bill of Sale.

228

1953 MORGAN PLUS 4 SPORTS

Chassis no. 2427

Engine no. V394ME

1,991cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 4,800rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Desirable, early flat-radiator style*
- *An older restoration that still appeals*
- *Eligible for a wide variety of historic motoring events*
- *Stylish and rarely seen British roadster*
- *Rarer than an XK120 for less money*



THE MORGAN PLUS 4

While the Morgan brand itself dates to 1910, Morgan didn't introduce a four-wheeled car – the Famous Four – until 1936. Production resumed after World War II with the 4-4 and its 1,267cc Special Standard motor. In 1950, the new Plus 4 appeared, with a 2,088 cc Standard (later Triumph) engine producing 68bhp and delivering an 85 mph top speed.

The Plus 4 also featured a stiffer frame, improved front suspension, and Girling hydraulic brakes. Three body styles were offered: the two-seater, the four-seater, and the drop-head coupe. The early "Flat-Rad" Morgans were facelifted in 1954 with a new, rounded nose, and became a true 100 mph vehicle in 1956 with the introduction of the new 2.2-liter Triumph TR3 engine. Plus 4 production continued into the late 1960s, when it was replaced by the Plus 8.

THE MOTORCAR OFFERED

This very attractive flat-radiator Plus 4 two-seat roadster is an early example, fitted with a Triumph TR2 four-cylinder engine and Moss four-speed gearbox. While its early history is unknown, we understand from the consignor that this Plus 4 underwent restoration in 1996. Upon acquisition of the car in January of 2001, the consignor commissioned a mechanical overhaul by Corsmith European Auto in Spokane, Washington. This work included an engine rebuild, front-end overhaul, and a new clutch and pressure plate.

Since that time, the Morgan has remained in dry storage; very few miles were added after the engine rebuild. Having not seen regular use in some time, the Morgan has emerged from storage and was recently serviced. It is finished in bright yellow with black leather seats, a black top and side curtains. Its classically styled two-seater

body, with its cut-down, rear-hinged doors, is backed by a slab-style gas tank and twin spare tires. The original steel disc wheels are painted black with correct chromed Morgan hubcaps. Overall, the car has a charming appeal and despite the fact that the consignor notes that the paintwork is showing some deterioration after 20 years, the Morgan remains very presentable a full 60 years after it rolled off the production line.

Early Morgans – especially "flat-rads" – rarely come to market, and are in high demand in the collector community for their eligibility to a wide variety of historic motoring events. This one affords its new owner the opportunity for many enticing motoring adventures.

\$35,000 - 45,000
Without reserve

1951 MERCURY EIGHT CUSTOM CONVERTIBLE

Chassis no. 51SL6298M

460ci OHV V8 Engine
Single Four-Barrel Carburetor
Approximately 350bhp at 5,500rpm
Automatic Transmission
Front Independent Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *The perfect Rebel Without a Cause look-a-like*
- *Exquisite build quality throughout*
- *Tastefully upgraded with modern amenities*
- *Excellent Custom for cruise nights and drive-in's*
- *A highly usable Custom*



MERCURY IN THE 1950S



The Mercury brand was still young, a wee 10 years old, when it came out with the new Eight in 1949. The brand's first post-WWII design, it was a break from the styling that preceded it, with even more bulbous curves, a rounded off rear end that gave nary a hint at vestigial fenders and a toothy chrome grill that stretched thinly across the entire front end of the car.

Under the large hood sat the familiar, 255ci Ford flathead V-8 but power was bumped up 10% on its Blue Oval brethren to 112bhp and 200lb-ft of twist. The last iteration of the flathead, its final year of production in 1951 would see it deliver its power through Mercury's first automatic transmission, the 3-speed Warner Gear-produced "Merc-O-Matic".

The simple but elegant lines and easy to modify drivetrain made the car a popular

canvas for hot-rodders and customizers. Craftsmen like Sam and George Barris fabricated legendary 'rods like the chopped Hirohata Merc, giving way to the model's nickname: Lead Sled.

Even on the Hollywood silver screen, the hot rodded custom Mercurys made their appearance, and most will immediately associate these cars with James Dean and his well-known *Rebel Without a Cause*.



THE MOTORCAR OFFERED

Built at the St. Louis plant in 1951, this Mercury Eight offered the excellent base for the exquisitely detailed and well-built *Rebel Without a Cause* Custom appearance it reflects today. Customized in the 1990s, the Mercury was later purchased by Joe Cardiello of Long Island, New York, where it was housed among his impressive collection of 1950s and 1960s Americana. Acquired by the consignor in the mid 2000s, this beautiful Custom has since been carefully maintained and serviced while residing in his award-winning Southern California collection.

Upon close inspection of this stellar Mercury, it quickly becomes apparent that the customizing and restoration work was done to a very high and professional standard. Everything was tastefully done, by using the right materials and components, and

thoroughly engineering new systems for easy of usability. Built with usability in mind, the car feels carefully balanced, and not too brutally powerful for use on the street. The beautiful light-metallic maroon paint looks spectacular, while all chrome and bright work presents to show quality. The interior is beautifully dressed in dark red hides and vinyl, and offers plenty of room for four. Fitted with air conditioning and power front disc brakes, the car keeps cool so the passengers can too!

With an incredible build quality and tasteful appearance, this exquisite Mercury offers the next owner a fun and fast open-top cruiser, with much style and attitude.

\$75,000 - 100,000

Please note that this vehicle is titled with chassis number 51SL62928M.



230

Ex-Charles Pozzi

1952 FERRARI 212 EUROPA COUPE

Coachwork by Pinin Farina

Chassis no. 0277EU

Engine no. 0277EU

2,562cc SOHC V12 Engine

3 Weber carburetors

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- The 12th of only 17 212 Europas built
- Successful participant in both the Mille Miglia and Tour Auto
- Original bodywork and matching numbers engine and drivetrain
- Ferrari Classiche Certified
- Documented by Marcel Massini



THE FERRARI 212

Produced in multiple variations between 1951 and 1952, the 212 achieved significant racing successes but more importantly it put some 110 individual chassis in the hands of clients. The 212 was bodied in a bewildering array of styles from lightweight spyders, coupés and berlinettas to stylish and luxurious cabriolets. *Carrozzeria* Alfredo Vignale contributed most of the 212's coachwork but the 212 also provided the basis for the first Ferrari by Pinin Farina and important designs by both Touring and Ghia.



Ferrari's original V12 designed by Gioacchino Colombo was only 1.5 liters, just 125cc per cylinder. Its displacement was first expanded to 1,995cc in the Ferrari 166, then to 2,341cc in the 1950. A further increase in the cylinder bore from 65mm to 68mm brought the individual cylinders to 212cc and the engine's displacement to 2,562cc.

The chassis was Ferrari's proven design consisting of a double oval tube frame with double wishbones at the front suspended by a transverse leaf spring and a carefully located live rear axle with semi-elliptical leaf springs. The brakes were Ferrari's large hydraulically actuated drums. The transmission was mounted directly behind the engine and had five forward speeds.

There were two basic – but frequently intermingled – distinctions. The Export model,

intended for racing on tighter circuits, had a wheelbase of only 2,250mm. The Inter version was typically built on a longer 2,600mm wheelbase chassis in both racing and *Gran Turismo* guise. Engines were tailored to clients' needs and to the specified coachwork with different tunes and carburation. The engine's elements were refined steadily including introduction during the 212's production of cylinder heads with individual intake ports, bringing the rated power when fitted with three 36mm downdraft Weber carburetors to 170bhp. It was also during the 212's production that the model designation changed, without notice or comment, to 'EU', foreshadowing the 250 Europa that was to follow it.

While often competing against the large displacement Lampredi-engined 340 Mexico, the 212 earned its keep in racing, including first







THE MOTORCAR OFFERED

and second place finishes in the 1951 Carrera Panamericana by Piero Taruffi / Luigi Chinetti and Alberto Ascari / Luigi Villorresi. The 212's competitiveness was further demonstrated by the frequency with which their engines were updated by owners, in an effort to keep at bay newer and larger-displacement competitors.

While a total of 110 examples of the 212 were constructed, only 17 examples carried the "EU" designation for the Europa model that would later introduce to the world the legendary 250 Europa. Produced at the very end of the 212's production run, 0277EU rolled off the line in Maranello on December 17th, 1952 bound for Pinin Farina's factory in Torino. By July of 1953, the finished Grand Tourer, the 12th of 17 212 Europas built, was furnished to its first owner, Ducros di Ales of France. Resplendent in *Blue Francese* with *Blu* leather inside, the elegantly outfitted car, then and now, epitomized *Gran Turismo* motoring with a fierce, competition-proven chassis and drivetrain cloaked in handsome, purposeful, and luxurious closed coachwork. Whether it was to work and back or for 1000 miles in Italy, this was the way to do it—enveloped in rich leather trim with a roof on your head, and a three-part panoramic rear

window for enhanced visibility.

By the 1970s the car had found its way into the collection of Charles Pozzi, the official Ferrari importer living in Levallois-Perret (Paris), France. Pozzi maintained the car in his collection for the better part of three decades, occasionally displaying it at exclusive events like the Cartier exhibition "*Hommage a Ferrari*" in Paris in May of 1987. In 1988, 0277EU was entered in the Mille Miglia. Driven by Daniel Marin and co-driver Moncet under the banner of car number 153, the Ferrari performed admirably crossing the finish line in good time and relative comfort given the roof, roll-up windows, and race-bred underpinnings.

The still very original car was sold to Belgian collector Philippe Lancksweert at the turn of the 21st century. Carefully maintained in his care,





the 212 embarked on another test of endurance and mettle when it was entered in the Tour Auto in April of 2006 with Mr. Lanckswert at the wheel, François Granet co-driving and the number four gracing the doors. This challenge was also met and successfully completed.

The recipient of a thorough recommissioning completed last year, 0277EU was repainted to a high standard in its original fetching exterior *Blu Francese* paint color but is now trimmed in beige leather—a combination that suits the car very well. A recent test drive in the car by a Bonhams specialist demonstrated the strong acceleration provided by the 2.6-liter V12, combined with the 212s capable handling characteristics, whilst being ensconced in the comfortable confines of its Pinin Farina coachwork.

Complete with a thorough history report by Ferrari expert Marcel Massini that includes copies of many past ownership documents along with a file of pre-refurbishment photos, as well as its complete Ferrari Classiche *Certificazione di autenticità*, there are few more sophisticated vehicles in which to complete any number of highly desirable and competitive driving events such as the Mille Miglia, Tour Auto, California Mille, Copperstate 1000 or Colorado Grand. After a day of hard yet eminently rewarding driving, you and your co-driver will be among the lucky few with clean faces and unruffled hair—a guaranteed way to ensure the best seat at the bar after the rally.

\$1,400,000 - 1,700,000



*Exceptional provenance***1912 SPEEDWELL 12-J 50HP SPEED CAR**

Chassis no. 3003

Engine no. L2501

442ci T-Head Inline 4-Cylinder Engine

50bhp

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Mechanical Rear Drum Brakes – Separate Hand and Pedal Operated Shoes

- *Original coachwork and the sole surviving Speedwell Speed Car*
- *Formerly part of the collections of James Melton, Winthrop Rockefeller, Dr. Samuel Scher and William "Bill" Harrah*
- *Documented history*
- *Excellent brass-era sports car for tours and driving events*
- *Finely and sympathetically restored*

**THE SPEEDWELL**

The Speedwell of Dayton, Ohio was the product of Pierce D. Schneck, a Dayton native who employed the engineering talents of Gilbert J. Loomis to design a sporty and reliable automobile. Initially flirting with assembled cars powered by Ruentenberg motors, by 1909 a Speedwell-built four-cylinder engine would be introduced and that powerplant would cement the brand's reputation. Known for quality construction and sound engineering, Speedwell developed novel features such as sealed transmissions reducing the pools of oil often found under many of the competitor's models.

Speedwell focused primarily on a single chassis line up and offered a wide variety of innovative and attractive body-styles. No doubt the attractiveness of their coachwork contributed to strong sales, and the period of 1909 to 1912 were particularly good years for the company;

nearly 4,000 automobiles were produced and sold by the firm.

Without a doubt the most memorable and coveted of the Speedwells was the Speed Car. When initially announced, the car illustrated was a racy if not a bit outdated looking machine, but when finally produced it was the handsome and refined machine we see here. At \$2,900, it was priced competitively with a Mercer Raceabout, and \$900 over the new-to-the-market Stutz Bearcat.

THE MOTORCAR OFFERED

This important Speedwell has been prized as a collectible automobile since the earliest days of car collecting prior to WWII. The Speedwell entered the noted and pioneering collection of opera singer James Melton, when he acquired the machine in Cleveland, Ohio in the late 1930s. Mr. Melton was perhaps the best-known car collector of his day, and used his celebrity to bring attention to this new and growing hobby. Melton and his collection were the subject of a well-illustrated article in *LIFE* magazine in 1942. In that article, Melton is pictured seated in this 1912 Speedwell.

In the late 1950s, the Speedwell was acquired Winthrop Rockefeller, and later by Dr. Samuel Scher, who was establishing one of the world's finest automobile collections. The car passed on to William Harrah in the 1960s and became







James and Marjorie Melton seated in the Speedwell from LIFE magazine, 1942.



The Speedwell at the 1941 VMCCA Raceland meet in Framingham, MA.

part of the world's most famous auto museum: Harrah's Auto Collection.

Later sold during the Harrah dispersal auctions in the 1980s, the Speedwell eventually made its way into the Carl Schmitt collection. Mr. Schmitt entrusted the Speedwell to respected Brass-era specialist restorer Allan Schmidt. A full restoration was commissioned, this work being completed in 1999 and resulting in the magnificent state the Speedwell presents in today. During restoration, the Speedwell was fitted with a modern electric starter, not a bad thing when one considers the prospect of hand cranking the 50 horsepower engine! The Speedwell later sold at auction in 2008, and has resided in a prominent private Northeast collection since.

The Speedwell Speed Car has always been a well-regarded and respected sporting car,

but what makes this example so special are its stellar looks. The body is unusually refined and perfectly proportioned. The handsome Speedwell has proven to be the only surviving example of this super sporty body type known to exist. Fitted to a nimble 123" wheelbase and reduced to its essential elements, the Speed Car model embodies the heroic era of early motoring.

Fortunately the Speedwell can back up its good looks (and name) with strong performance. The big, over 5" bore, 442ci engine generates healthy power, which propels the light and nimble machine with ease. The short wheelbase and light weight provides for sure footed handling and light steering. The tall-gear transmission is easy to shift and its substantial lever and throw is rewarding to run through the gears.

This magnificent machine embodies all the features that make this era so fascinating. One can easily imagine racing through the countryside with the mandatory goggles, rear-facing cap and with the exhaust cut-out blaring. Every great collection needs at least one important brass era car and here is one that truly ticks all the boxes. With its sensational looks, superb provenance and history, the chance to own this singular example of the ultimate Speedwell is an opportunity that should not be missed.
\$550,000 - 750,000

Please note that this vehicle is titled under its engine number.

232

The one-off - Geneva Auto Salon

1962 MASERATI 3500GT COUPE SPECIALE

Coachwork by Moretti

Chassis no. AM101.1858

Engine no. 101.124

3,485cc DOHC Inline 6-Cylinder Engine

220bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Distinctive, one-off coachwork*
- *The only Maserati ever bodied by Moretti*
- *Formerly part of the Alfredo Brener collection*
- *Sophisticated Italian styling*
- *Redolent of La Dolce Vita*



THE MASERATI 3500GT

Introduced at the Geneva Motor Show in 1957, the Maserati 3500 GT was produced through 1964. More than 2,200 of these sleek 2+2 pillarless coupes were built, each one a tribute to the racing heritage of one of Italy's most storied car builders. The 3500 GT's alloy body was styled by Carrozzeria Touring and utilized the firm's famous *Superleggera* lightweight construction techniques.

A derivative of the engine designed for the



World Championship-winning Maserati Tipo 250F Formula 1 single-seater, the 3500 GT's 3.5-liter DOHC six-cylinder engine produced 220bhp in carbureted form. The 1961-1964 cars were equipped with a ZF five-speed manual transmission, replacing the four-speed used previously. The GTi designation arrived in 1962 - the "i" signifying Lucas-sourced fuel injection that bumped power to 235bhp. Built initially with 4-wheel drum brakes, the 3500GT was gradually improved, gaining the aforementioned five speed gearbox, front disc brakes and, finally, all-disc braking. By the time the 3500GT was discontinued in 1964, around 2,200 of all types had been made.

THE MOTORCAR OFFERED

The majority of Maserati 3500 Coupés produced received coachwork by the likes of Touring, while Spiders were skinned by Frua and Vignale, among others. But not all were content simply taking a "standard" car, and while unibody construction made custom coachwork more and more of a rarity with the exception of special, very limited production vehicles like the Maserati 5000GT, there was still a market for craftsmen to create bespoke bodywork that was a bit different from the norm.

Moretti had started building motorcycles in 1925 and later moved onto to microcars. Following WWII, Moretti turned its attention to modifying Fiats and later building its own cars, the most famous of which - the Moretti 750 - is a collector car in its own right. Moretti would continue to work closely with Fiat until it closed shop in the 1980s.



This Maserati was delivered new to Copenhagen, Denmark in 1962 as a Touring bodied coupe. Following an accident in 1965, the decision was made to have the car entirely rebodied rather than repaired. Moretti was enlisted to perform the job, and the sleek 2+2 they created was displayed at the 1966 Geneva Auto Salon. The car was quite a bit larger than Moretti's typical fare of small and medium displacement cars, but the long hood and Kamm tail worked well to produce a swift fastback that brings the Iso Grifo to mind. Pictures from period magazines show the car in a slightly darker red than it presents in today and wearing Danish license plates.

The rare Moretti-Maserati Coupe's history from the late 1960s through the mid-1980s is unknown at the time of publication, but by the '80s the car was with a collector in Germany.

Acquired from Germany in 2000 by noted Maserati collector Alfredo Brener, the car came to the US and was gently refurbished. Mostly original, the Maserati Coupe Speciale was repainted in bright red, while its white leather interior was redone presumably around the same time.

A Maserati 3500 GT is rare, a uniquely coachbuilt one rarer still. And a Moretti-bodied Maserati? Well, there is only one opportunity to put that in your garage, and this is it.
\$500,000 - 600,000

Please note that this vehicle is titled as a 1966 and with chassis number 1011858.



1962 AUSTIN MINI BEACH CAR

Chassis no. A-AY1L-197664

Engine no. 8AM-U-H264329

848cc OHV Inline 4-Cylinder Engine

Single SU Carburetor

34bhp at 5,500rpm

4-Speed All-Synchro Manual Transmission

4-Wheel Independent Dry Rubber Cone Spring Suspension

4-Wheel Drum Brakes

- One of only approximately 15 Beach Cars built by the factory
- Delivered new to BMC's Kjell Qvale in San Francisco
- Believed to be fewer than 12,000 miles from new
- Documented as a factory Beach Car by its Heritage Certificate
- The rarest Mini variant, three owners from new



THE MINI BEACH CAR

Perhaps an exploration into the possibility of having a go at FIAT's successful Jolly beach car, Austin commissioned a run of door-less Mini-based "Beach Cars" between December 1961 and March 1962. According to the Longbridge production records, 14 Beach Cars were made during this period, all Export models with left-hand-drive, though there is at least one right-hand-drive version known to exist in the UK. 13 of the LHD cars went to destinations in the United States, where they would serve as dealer and distributor promotional vehicles to promote the North American introduction of the new Mini.

The Beach Cars were built by hand in house at Longbridge's Experimental Department. They had no doors, no B-pillars, and a spot-welded roof. Seats were similar to a Jolly, originally made of wicker.

Alternatively known as the "Riviera Buggy", the Mini Beach Car was a fleeting hit. One was even loaned to the Royal Family and used briefly by the Queen at Windsor Castle, as documented by Jon Pressnell in *Mini – The Definitive History*. According to a contemporary column in the *Daily Express* newspaper that reported on the Queen's drive: "The Queen, a knowledgeable motorist, doubtless enjoys travelling in this unconventional little vehicle as much as she does in her Rolls."

THE MOTORCAR OFFERED

Longbridge production records are said to indicate that four of the fourteen left-hand-drive Beach Cars were finished in Surf Blue with a Snowberry White roof, including our subject car. This car's accompanying Heritage Trust Certificate, which specifically refers to it as a "Beach Car", confirms this original color scheme and a build date of March 19th, 1962.

It was originally delivered to San Francisco's British Motor Cars, where it served as a dealership display car for Kjell Qvale's Austin franchise. Qvale, in many ways the West Coast equivalent of Max Hoffman, was a key player in popularizing imported cars – and making them available for buyers on the West Coast.

When the Austin Mini came to these shores, Qvale, ever the showman, was determined



to encourage sales. In addition to his unique Beach Car drawing the attention of customers in his San Francisco showroom, Qvale took a fleet of new Minis to his Carmel Valley ranch and staged a "road race" for which he invited some of the seminal names in motor sport: Juan Manuel Fangio, Stirling Moss, Pedro Rodriguez, Ronnie Bucknum, Innes Ireland, and Dan Gurney all participated, among others. The publicity stunt went well – until some of the drivers became a bit too exuberant and more than one of the new cars ended up on their roofs!

The Mini Beach Car would stay on the floor at Qvale's BMC Mini dealership on San Francisco's Van Ness Avenue. With its promotional duties done, Qvale enjoyed the Beach Car at his ranch for a number of years before putting it into dry storage for some two decades. Around

the turn of the century, Qvale gifted the rare Mini to longtime friend and business associate Mr. Keith Simon, who sold it to the consignor several years later.

According to Qvale (now deceased), the recorded mileage of just over 11,000 reflects actual mileage covered during the Beach Car's lifetime. When acquired by the consignor around 2007, the Beach Car's subframes were refurbished and the car repainted in its original Surf Blue with Strawberry White top. For easier driving, the original non-synchro-1st gearbox was exchanged for a more user-friendly all-synchro unit.

Once its restoration was complete, Qvale was reunited with the Beach Car at a local Concours d'Elegance, and a photo of him

standing proudly next to the car documents this happy reunion. A rare surviving example of one of the Mini's first major marketing exercises, the hand-built Mini Beach Car is truly a unique proposition. It remains one of the rarest Minis of all, a truly bespoke creation – a car with a fascinating provenance – one that is fit for a Queen...

\$70,000 - 90,000
Without reserve

Please note that this vehicle is titled with chassis number BMC62197664.

1970 PORSCHE 908/03 SPYDER

Chassis no. 908/03-002

2,990cc DOHC Flat 8-Cylinder Engine
 Mechanical Fuel Injection
 Approximately 370bhp at 8,400rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Exquisitely restored genuine works development chassis*
- *As tested in 1970 by Le Mans-winning ex-works racing driver Paul Frere*
- *Ultra-lightweight – ultra-competitive – a race winner in the right hands*
- *Original works transaxle amongst many genuine period parts*
- *Extensive US vintage race history*

**THE PORSCHE 908/03 SPYDER**

The superb family of 3-liter flat-8 air-cooled Porsche sports-racing prototype cars first exploded upon the FIA World Championship of Makes scene in 1968. While the preceding *Typ* 907 model had been powered by a rear-mounted 2.2-liter flat-8 engine producing some 270bhp, the new 3-liter engine punched out a meaty 350bhp at a raucous 8,400rpm.

The 908 originated as a closed endurance-racing Coupe which minimized aerodynamic drag on fast-venue tracks, but from 1969 forward was campaigned mainly as a lightweight open-cockpit *Spyder*. For Porsche function was everything. Finish was irrelevant. Function brought a triumphant catalog of race victories. Porsche's ambitions extended to outright victory in the FIA World Championship competition, and during 1969 Dr. Ferdinand Piech's landmark 4.5-liter flat-12 *Type* 917 Coupe was introduced to the factory team's armory.

That design was considered too bulky and unwieldy to be the optimum solution to racing on the tortuous Nurburgring in the annual ADAC 1,000Kms and upon the Piccolo Madonie mountain circuit in Sicily, for the Targa Florio. Both events were important points-scoring rounds counting towards the World Championship crown, and so Piech had a much more compact, open-cockpit *Spyder* tailored to those venues. Thus was born the 3-liter flat-8 engined *Typ* 908/3 as now offered here.

During the 1970-71 seasons the cars generally succeeded in their purpose, dominating both the Targa Florio and the Nurburgring 1,000Kms that first season, but being beaten by Alfa Romeo in the 1971 Targa Florio after suffering the misfortune of two cars crashing out on the opening 44-mile lap....

Based upon the ultra-lightweight, stubby, utterly spartan Porsche 909 prototype deployed by Porsche in the contemporarily highly-significant European Mountain Championship series, the new 908/03 was even shorter than the already abbreviated 908/02, and weighed a mere 500 kg (just 1,100lbs) - an astonishing figure for a long-distance endurance racer. In fact its weight contrasted starkly to that of the mighty Porsche 917 Coupe, at around 840 kg (1,900 lbs). In 1971, vertical tail fins were added to the cars and their 1-2-3 finish in their home 1,000Km race at the Nurburgring cemented the 908/03s' tremendous reputation as the minimum race car, for the maximum driver.

A total of thirteen Porsche 908/03 chassis were finally built, amongst which the first five were assigned to test and development use centered upon the factory's Weissach research facility





THE MOTORCAR OFFERED

outside Stuttgart. Of this group only chassis '003' was deployed in serious competition, finishing second in the 1970 ADAC 1,000Kms. During the factory's race program of 1970-71, no more than five 908/03s were ever fully assembled and running at any one time, and in fact only eight of the cars' bespoke transaxles were manufactured in period.

When FIA World Championship of Makes regulations changed for 1972, Porsche 908/03s began a second life as a number would eventually be reconfigured with turbocharged 6-cylinder engines, and would race on through the mid-1970s. Back at the factory's racing and experimental department, many of the early 908/03 chassis were stripped and stored, and salvaged components were then built into later machines. But '908/03-002' offered here earned particular immortality...

The Porsche works team of 1970-71 used '908/03-002' offered here purely for extensive testing and development proving during that period. It was blasted round their tight little test circuit at Weissach and slithered round and round the skidpan complex there. It was hammered over the rough-road, launched at the inclines, and was even rigged with road registration plates and was tested on the public roads to gain experience for the punishing public road circuit of the Piccolo Madonie in the Sicilian Targa Florio.

Ultimately, in company with its sister early chassis '002' was stripped, dismantled and placed into store. Eventually it was located and acquired by the leading American Porsche specialist Dale Miller – formerly curator of the Collier Collection in Naples, Florida. He bought both this car's bare frame and that of its sister '004' almost simultaneously, this one from an associate of the factory and the other

from former works mechanic-turned-Porsche preparer R.O. 'Paddy' O'Grady.

Mr. Miller had simultaneously begun to collect a comprehensive stock of related original and matching components to begin a comprehensive Porsche 908/03 restoration program. He had some of the more rare and missing parts re-manufactured, and by the time of the program's completion he had had made as many 908/03 transaxles (eight) as the factory produced in period...

Of all surviving Porsche 908/03s today, we understand that only one retains an original body-panel set, and that is the Porsche Museum's own example – chassis '009'. In common with the vast majority of its surviving sisters, therefore, '002' offered here features a re-made body. Nothing upon the car today is inaccurate for a 1970-71 908/03 race car. It has, furthermore, not a re-made



Miller transaxle but a factory original. It has a proper-specification, painstakingly re-assembled, often run, hugely successful, and we are advised now race-ready flat-8 engine. The suspension uprights on the car are well-proven, carefully inspected and approved original components. Its brake calipers are genuine period components, the brake rotors are re-made parts. We are advised that the half-shafts are original, the seats 're-done', the instruments "new but right", other componentry all either original from period, perfectly re-made or in some cases they are newly adopted old-stock. The material noun 'unobtainium' surfaces often in any conversation about these magnificently uncompromising racing weapons...

In the hands of its present vendor, '002' as offered here has been campaigned widely and frequently in US vintage racing events over the past 14 years. Its winning record is almost unrivalled. With a capable driver strapped into its cockpit it has been

a case of 'it starts – it wins'. In 2005, the owner shipped the car to the Targa Florio Storica event on the island of Sicily, staying a week, running the car upon the circuit for which it and its kin had been so fastidiously tailored as-new. He describes the experience as having been something he will remember for the rest of his life – "...we stayed a week – it was such fun!". He selected the startling Porsche Salzburg team livery for the car, which it still wears to this day, and '002' has proved to be not only a regular vintage race winner but also a much-admired Concours contender. At one point, California-domiciled ex-works racing driver Gijs van Lennep signed the car for its hyper-enthusiastic owner, and ex-works star driver Brian Redman has also driven it on several occasions.

It has been prepared, maintained and conserved effectively regardless of cost, while proving enduringly reliable and easy to run throughout the lengthy period since its

restoration to running order was completed.

So what earned '002' its particular immortality if it never went to war in the factory team's hands in period? Former Porsche, Ferrari and Aston Martin works racing driver Paul Frere also had a parallel career as one of Europe's leading automotive journalists. In 1971 his book *The Racing Porsches – A Technical Triumph* was published by Motorbuch Verlag, Stuttgart. Its final chapter became a memorable landmark within automotive literature, Paul Frere headed it "Driving the 908/03 and the 917". And the Porsche 908/03 that he drove at the Nurburgring in April, 1970, was none other than '908/03-002' now offered here.

In fact we understand that three chassis were completed in February 1970, before the others - they were '002', '005', and '006'. Chassis '001' was not completed until a month after these





first three, together with '003'. Chassis '004', '007', '008', '009', '010' and '011' were not completed until April 1970, while the final pair - '012' and '013' were built in 1971. Paul Frere drove "the first completed" at the Nurburgring - hence '002' offered here - while Herrmann is believed to have been driving '005' that day.

The factory had hired the old South Circuit – the Nurburgring *Sudschleife* – for four days. While Paul Frere describes his mount as having been "the very first prototype" while "the second one had been undergoing tests the whole morning with Hans Herrmann", the build sequence suggests that the car he eventually drove in earnest was indeed '002'. His account reflects: "When taking the wheel of this car, I could not help thinking of the progress made in the last ten years, remembering that this Porsche had the same 3-liter capacity as my Le Mans-winning Ferrari Testa Rossa of 1960, but exactly twice its power-to-weight ratio... In fact,

the power-to-weight ratio must be very near the figure for the 917, but somehow it does not feel quite as ferocious, perhaps because the 3-liter has not got the colossal medium-range torque of the 4.5-liter flat-12."

He continued: "With this car more gear-changing was called for, all five gears being used in the course of one lap". And his verdict?

"The car was a sheer – if ear shattering – delight. It handled beautifully and could be flung around bends with the utmost abandon, being especially good in ess-bends where its immensely quick reaction to directional changes was marvelous. Except for the rather stiff gearchange" – on that occasion – "...this is a car you drive more with feel than force, and the perfect all-round visibility and beautiful responsiveness quickly inspire great confidence. Even the superb brakes don't take so much force and they check the car

without drama, even when used to the limit. Too much power in a corner will, of course, bring the tail out but this is very easily checked and in tight corners such methods can readily be used to help the car round."

"Altogether I found this to be a much more humane car than the 917, somehow much more on equal terms with the driver. Consequently, my lap times were better. On this sinuous circuit I am sure I would be completely exhausted after driving the 917 really fast there for an hour, I would not mind driving the 908/03 in the same way, for twice the time, or more..."

If your bid for '908/03-002' beats all opposition, it would assure your chance to put the great Paul Frere's judgment to the test.

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

Offered on a Bill of Sale.

235

1985 ALFA ROMEO SPIDER VELOCE

Coachwork by Pininfarina

Chassis no. ZARBA5412F1021382

1,962cc DOHC Inline 4-Cylinder Engine

Bosch L-Jetronic Fuel Injection

115bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension, Live Rear Axle with Coil Springs

4-Wheel Disc Brakes

- *Alfa's long-lived classic Spider*
- *Fewer than 40,000 miles on the odometer*
- *Two owners from new*
- *Attractive triple black color scheme*
- *Outstanding original condition throughout*



THE ALFA ROMEO SPIDER

The Italian co-star Dustin Hoffman and Anne Bancroft had in the 1967 film *The Graduate*, a sleek red Alfa Romeo 'Duetto' Spider, brought the great marque to the attention of millions who had never heard the name before. It also set a new expectation for stylish, fun open-top driving, with a level of sophistication that artfully slotted in somewhere between Fiat and Ferrari.

Through a production run from 1966 until 1994, the evergreen Alfa Spider defined open air sporty motoring for decades. Steady development kept the Spider current through cycles of US emissions and safety requirements and Alfa Romeo found better ways to meet those demands as the years went on. A major advance was the arrival of Bosch electronic fuel injection in 1982, which allowed a measure of performance to return while meeting ever more stringent regulations.

THE MOTORCAR OFFERED

This largely original, exceptionally well-preserved Spider was sold new by Damerow Alfa Romeo of Beaverton, Oregon. The first owner, Edward Geer, lived in the upscale area of Parrett Mountain and cosseted the Spider for over 25 years, garaging and pampering his little convertible while enjoying it on the spectacular driving roads around the Portland, Oregon area.

Ordered in a dramatic triple black color scheme, it gives the impression of a much more expensive and exotic car while being eminently usable on a regular basis. When it passed into the hands of the current owner, only the second to register the Alfa, it had covered just over 38,000 miles and looked and ran like the gently used and well maintained original that it is. Only minimal signs of aging are visible on close inspection in the paint, while the

leather trimmed interior shows minimal wear commensurate with the low indicated mileage.

Although it does not have the 'Spider Veloce' fender badges, the original window sticker and manuals which accompany the car clearly indicate its status. For fun per dollar per mile, few cars can equal the Alfa Spider. It's an enjoyable companion for long weekend drives or simply for making running Saturday errands feel a bit more like the Mille Miglia.

\$15,000 - 20,000
Without reserve

236

1957 MERCEDES-BENZ 190SL

Chassis no. 121042.7501768

1,897cc SOHC Inline 4-Cylinder Engine
2 Solex Carburetors
105bhp at 5,700rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- *Beautifully presented example of the classic 190SL*
- *Fine Mercedes-Benz engineering in a sporting package*
- *Handsomely optioned example*
- *Little brother to the 300SL*
- *Documented by copies of the factory build sheets*



THE MERCEDES-BENZ 190SL

With the American sports car market booming in the early 1950s, Mercedes-Benz agent Max Hoffman needed an affordable sporting Mercedes-Benz model to distribute. With the up-market 300SL already in production, the 190SL was conceived as a higher volume sales leader, incorporating sophisticated styling that resembled that of the 6-cylinder 300SL; in short, a sporting Mercedes that was more attainable than the super-exotic Gullwing and 300SL Roadster models.

Constructed on a modern monocoque chassis platform, using coil sprung independent suspension both front and rear, the 190SL handled very well. The 1.9-liter SOHC 4-cylinder engine used a light aluminum cylinder head and was mated to a fully synchronized 4-speed manual transmission. Built between 1955 and 1963, the classy Mercedes-Benz became a very popular choice for the young and hip, and was most importantly a quality automobile as was expected from Mercedes-Benz.

THE MOTORCAR OFFERED

Completed at the Stuttgart-based Mercedes-Benz plant in April of 1957, this beautiful example was built as a US market car, fitted with sealed beam headlights and gauges reading in English. The new Roadster was finished in the classic color of DB608 Ivory White, trimmed in red leather, and topped by a black soft top. Handsomely optioned with a Becker Europa radio among many other details, the stylish Mercedes-Benz was shipped off to the United States, where South Bend, Indiana based Studebaker/Packard would act as the distributor.

The 190SL's early history remains unknown, but by the 1990's the car was owned by a Chicago-based collector, who commissioned a thorough restoration of the aging Mercedes-Benz. The car was re-finished in a period-correct dark red color, neatly appointed by a black interior and the classic ivory steering wheel. Offered

with a copy of the Mercedes-Benz factory build sheet, books, tools, and a Mercedes-Benz branded first aid kit, this charming Roadster should prove itself to be enjoyable on Sunday drives, and offers the thrill of German sports car ownership at a much more affordable price than that of the "big-brother" 300SL.

\$70,000 - 90,000
Without reserve

Please note that this vehicle is titled with chassis number 7501768.



The Ex-Count P. Bon de Sousa, Esq.

1930 ROLLS-ROYCE PHANTOM II ALL-WEATHER TOURER

Coachwork by Hooper & Company

Chassis no. 143GN

Engine no. KX35

7,668cc OHV Inline 6-Cylinder Engine

120bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *The only PII All-Weather Tourer bodied by Hooper*
- *Originally ordered by Count P. Bon de Sousa, Esq.*
- *One owner for nearly four decades*
- *Completed the 2009 Pebble Beach Motoring Classic*
- *A two-time veteran of the Pebble Beach Concours d'Elegance*



THE ROLLS-ROYCE PHANTOM II

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

The engine too had come in for extensive revision. The combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The result of these engine changes was greatly enhanced performance, particularly for the Continental model, and the ability to accommodate

weightier coachwork. Highly favored by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day.

THE MOTORCAR OFFERED

1,767 Phantom IIs were constructed during the model's five year run but only one was ever fitted with All-Weather Tourer coachwork by famed builders Hooper & Co. Ordered new by Count P. Bon de Sousa Esq., a regal gentleman who split time between fashionable addresses in Paris and London, 143GN was originally intended to be a saloon but was never commissioned as such and has maintained this All-Weather-Tourer body its entire life. A long-wheelbase example, it is outfitted with a Continental specification motor, extra second plates to its Firths rear springs, and a handful of other European features. Chromium plating was initially specified for all that shined, including the radiator and shutters, the Lucas P100 headlights, the mascot, and the windscreen wipers, but prior to delivery, some items ended up with matte nickel.

Count de Sousa kept the car briefly before selling



it to E. Frith in Paris in September of 1930. Two years later, A.F.R. Wiggins, Esq. of Kent returned the car to the UK (in April of '32). 143GN then enjoyed a stint in the garage of L.L.B. Anges of London starting in 1934, followed by a Dr. W.L. Milligarr of Portsmouth who is believed to have acquired the car in the fall of 1946. Its last two known English owners were K. Hutchison of Surrey in June of 1951 and finally Eric Michlethwait of London the next year. It was around this time that 143GN moved to California in the care of a homeward bound G.I. Its history from the early 1950s until 1970 is unknown at the time of publication, but the car was found in 1970 in Loleta, California, about 150 miles north of San Francisco, by its longest term owner, Dr. Leon Garoyan. Parked next to a 1930 Pierce-Arrow Model B Dual Cowl Phaeton, which had also come from the U.K., Dr. Garoyan ended up buying both cars.

A very original car at the time of purchase, Dr. Garoyan enjoyed 143GN for more than a quarter century of use as a driver for club activities. In 1995, the decision was made to carry out a meticulous restoration. Mechanical components were entrusted to Stephen Galdrige of Carmichael, California, while Richard Biner, also of Carmichael, was chosen to restore the Phantom's top and upholstery, which features Burgundy colored English leather throughout. Body and paintwork, done in the unusual and attractive color of eggplant, were performed by Kenneth McMurphy of Martinez, California. With restoration complete, 143GN was shown extensively (including a display-only appearance at Pebble Beach), and was the recipient of the prestigious Hooper Award from the Rolls-Royce Owners Club, along with many Most Elegant and Best in Class Concours awards.

Acquired by the vendor after nearly four decades

in the care of Dr. Garoyan, 143GN has continued to see enthusiastic and regular use on the road and on the Concours lawn. In 2009, the vendor completed the Pebble Beach Motoring Classic, where, without much fuss or bother, he drove 143GN the entire distance from Kirkland, Washington to Monterey, California. Naturally, having completed that and the shorter Tour d'Elegance preceding the Concours, 143GN was rolled onto the lawn on Sunday morning and presented for its second time at the Pebble Beach Concours d'Elegance. Featured on page 112 of Lawrence Dalton's *Those Elegant Rolls-Royces*, this wonderful Phantom II still shows beautifully and is presented with its original tools and copies of its Rolls-Royce factory build sheets.

\$250,000 - 325,000

Without reserve

Please note that this vehicle is titled with chassis number KY35143GN.

1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113600125

Engine no. 6630156

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Desirable “first 500” production Carrera, with rare Ducktail-delete option
- Matching numbers example, owned by US Air Force officer for 25 years
- Class winner at the 2012 Porsche Parade
- Great provenance and less than 70,000 kilometers from new
- Offered with extensive history file, books, tools and spare Ducktail spoiler



THE PORSCHE 911 RS 2.7 CARRERA

Revealed at the 1972 Paris Auto Salon, Porsche revived the Carrera name for its luxuriously equipped, top-of-the-range 911 for model-year 1973. Designated “Carrera RS” (RennSport), the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was progressively extended, eventually ending up at 1,590 units and allowing homologation in Group 3 for standard GT production cars.

Of the 1,590 units, only the first 500 cars were built to exacting homologation specifications, by the use of thinner gauge sheet metal and glass. The majority of cars produced were to “Lightweight” (competition) specification, the remainder being delivered as the Carrera RS Touring, complete with

911S-type interior trim and fittings.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared ‘arches’) for improved handling, while the 2.7-liter, fuel-injected, air-cooled six-cylinder engine’s 210bhp boosted top speed to around 150mph. Today these 1973 model-year 911 Carrera RS’s are among the most collectible Porsches ever produced, and stand out as one of the most iconic and hallowed cars of the era. Collectors around the world have their eye on these cars, and they will undoubtedly remain as collectible as they are today decades from now.

THE MOTORCAR OFFERED

Even with a considerably high production number for the legendary 1973 model-year 911 RS 2.7 Carrera, it has become increasingly hard to locate “best-of-the-best” examples. The exceptional example offered here, chassis no. 9113600125, must be considered among the very best examples of the iconic model available anywhere.

Completed at Porsche’s Zuffenhausen factory in November of 1972, 9113600125 was the 125th example in the RS 2.7 Carrera model range produced. Being one of the desirable first 500 examples produced, 0125 benefits from being built under the initial homologation directives, and features the thinner gauge sheet metal used in the bodywork, and thinner side windows. Built to the *Touring* code 472 specifications, 0125 was completed much as it appears today, finished in India red over a black



leatherette hounds tooth interior, fitted with both passenger and driver side headrests and seat belts, and equipped with antenna, loudspeakers and a rear fog light. Perhaps the most exciting, and certainly very rare detail on 0125's production record was the "Ducktail-delete" and no "Carrera" script request. Very few RS 2.7 Carrera's were delivered like this, and gives 0125 the ultimate "wolf in sheep's clothing" appearance, and a very uncommon RS badge on the grille, only seen on the "Ducktail-delete" cars.

0125 was built for the home market, and delivered through legendary racing driver and Porsche dealer Otto Glockler practically in the backyard of Porsche itself. On December 15, 1972, an executive at the Stuttgart-based Gradman-Holler, GmbH insurance company

became the RS's first owner. 0125 is believed to have remained in this first owner's possession for about two years, amassing some 9,800 kilometers before Otto Glockler Porsche resold the red Carrera on May 27, 1975, to a US Air Force officer, Mr. Thomas Dahlstrom.

Mr. Dahlstrom would keep 0125 for decades. He first brought the car to the US in 1977, an easy task when you are connected in the Air Force! In 1984, Dahlstrom brought the car back to Germany, where he entrusted the Porsche specialists at RUF in Pfaffenhausen for a cosmetic re-commissioning. 0125 had started to rust, as was not uncommon on these early homologation Carrera RS's, as all rust proofing had been spared during production to save weight. 0125 was here repainted in the original color, and a thorough re-commissioning of the mechanical's was





carried out, so Dahlstrom could bring the thoroughbred sports car back to the US without worry of having to hunt down a specialty shop to work on the car in the near future. The work carried out at RUF is all neatly summarized in receipts located in 0125's history file, and with a personal letter from Alois Ruf himself describing the work.

In May of 1985, now with 10,386 kilometers on the odometer, Dahlstrom officially imported 0125 into the US, handling all DOT and importation paperwork for the car. Dahlstrom settled in Las Vegas, Nevada, keeping 0125 with him until he passed away and his estate sold the red Carrera in March of 2000, to Mr. Steve Thein of San Diego, California. At this time, the car recorded just 57,600 kilometers on its odometer, a figure that is believed to be the actual original mileage at the time.

Mr. Thein kept 0125 for a few years, before selling it on to another Porsche enthusiast, Mr. Richard Moran, of Irvine, California. In need of some service and re-commissioning work, Mr. Moran entrusted noted Porsche specialist shop Andial to do an engine-out service and full brake and suspension service. This work is also neatly documented in 0125's extensive history file, and took place in 2004 at 62,582 kilometers.

In the late 2000s, 0125 was purchased by Mr. Terry Noonan of San Juan Capistrano, California who kept the car until it was purchased by the consignor, an enthusiast from Salt Lake City, Utah. In 2012, 0125 was given the ultimate scrutinizing and evaluation, when it was entered in that year's Porsche Parade. Not surprisingly, 0125 was here awarded a 1st in class.



Today, 0125 presents extremely well, and appears to be a car with integrity and no "stories". With fewer than 70,000 kilometers recorded on its odometer, a figure believed to be original and backed up by service documentation through the years, the RS has been cared for and kept largely original over the years while in the care of a few long-term owners. 0125 retains its original, matching numbers engine, and fit and finish throughout is remarkable. Original paint can be found in many areas under carpets and panels, and with the exception of the later installed all black sport seats the interior is also largely original.

As previously noted, 0125's extensive history file thoroughly documents the lineage of this great Porsche, and includes original paperwork dating back to when the car was new, with copies of the Glockler Porsche purchase agreement,

international transport and shipping paperwork, RUF re-commissioning receipts, DOT forms, numerous registration cards from Dahlstroms, and a large quantity of subsequent service and maintenance receipts. Also included is a copy of FIA homologation paperwork for the 911 RS 2.7 Carrera.

Furthermore, 0125 is offered with a full set of tools, the correct spare and jack, owner's manual and supplement, and copies of the car's original *pflegepass* (warranty card). 0125 has its original alloy rear decklid in place, but a "Ducktail" style lid, painted to match the car, is offered with the car should the new owner desire that signature look. A very good example of the early-production RS 2.7 Carrera, 0125 will serve as a cornerstone, and a go-to driver's car, in nearly any collection.

\$800,000 - 1,000,000



1954 ROLLS-ROYCE SILVER WRAITH SPECIAL SALOON

Coachwork by Vignale

Chassis no. LCLW14

Engine no. L13C

4,887cc F-Head Inline 6-Cylinder Engine

Single Downdraft Carburetor

Approximately 125bhp

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *One-off, unique coachwork*
- *The only Vignale-bodied Rolls-Royce ever built*
- *Many special features including a rear TV and toilet*
- *Sure to draw attention wherever it goes*
- *A rare combination of English luxury and Italian style*



THE ROLLS-ROYCE SILVER WRAITH

Rolls-Royce's first post-war model, the Silver Wraith debuted in late 1946 and employed a chassis similar to that of the Silver Dawn and MkVI Bentley, though with a 7" longer wheelbase at 10' 7". The Wraith, however, was only intended for traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this 'F-head' layout being its large valves and generous water jacketing around the valve seats.

Manufacture of the short-wheelbase Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

THE MOTORCAR OFFERED

Rolls-Royce typically attracted a clientele seeking understated elegance and privacy. Occasionally, however, the brand would strike a chord with more eccentric individuals for whom the art of arriving in style begins with a visible statement in the form of a unique and special vehicle. When Joseph J. Maschuch, Esq. of Maplewood, New Jersey (incorrectly noted as New York on the build sheets) placed his order for a Rolls-Royce Silver Wraith he was definitely *not* looking to glide quietly through life unnoticed.

Starting with a long wheelbase Silver Wraith, Maschuch enlisted the Italian futurists at Vignale to craft a one-off body like nothing else to clothe his special limousine. The classic Rolls grill is hugged by a pair of sealed beam P100s while a smaller set of hooded foglights capped the front

fenders. The rear window and C-pillar were swept back and — much like a 1959 Lincoln Continental Sedan that seemingly cherry-picked from this car's design—the rear window was retractable. Even with the long wheelbase, the finely appointed cabin necessitated a long rear overhang to accommodate a full sized trunk. It was no doubt as matchless in mid-1955 when it was delivered as it is today.

If the look of the car wasn't enough to draw one's attention, the list of special features certainly would. Under the bonnet, the block, head, dynamo, starter, air cleaner, carburetor, and inlet manifold were all painted green. In addition to that the build sheets indicate that the "customer requires all visible pipes under the bonnet [to be] chrome plated." Inside, air conditioning kept the cabin cool while



fine cabinetry in the rear compartment hid a full bar and a center mounted television. A Becker Mexico radio in the dash provided music to fit the occasion. All of the windows were of course power operated, as was the front seat. The chauffeur's compartment was trimmed in black leather, while Mr. Maschuch enjoyed grey broadcloth. Most distinctively, under the right rear passenger seat is a toilet with a gold painted toilet seat — although it is understood this was only used as a champagne cooler (at least one hopes it was not used interchangeably).

Today this special Rolls-Royce continues to exude the distinctive elegance it always has. Owned by the current vendor for over a decade, it has retained its original interior but has been cosmetically refreshed over the years. Its extensive factory build sheets, copies

of which are included with the car, document the laundry list of special features that were installed from new while its original Silver Wraith handbook, jack, and tools are all still present. The car is featured on page 264 of Lawrence Dalton's *Rolls-Royce: The Elegance Continues* and was even made into a 1/43 scale model by ABC-Brianza.

While Vignale would famously body numerous Ferraris and other Italian sports cars, this Rolls-Royce is the only one for which the famous Italian *carrozzzeria* ever penned the coachwork. A one-off, special coachbuilt Rolls such as this is a rare gem indeed and a reminder that "nothing succeeds like excess". What better way to arrive in style than in the back of your Vignale-bodied Rolls? You need a designated driver for this car, for this isn't a car to drive — it's to be *driven in*. After

all, there's bound to be some fine French champagne chilling in that toilet — and life is too short not to indulge!

\$250,000 - 350,000

Without reserve



The ex-Jack L. Warner, Matt and Barbara Browning

1929 ROLLS-ROYCE PHANTOM I TRANSFORMAL PHAETON

Coachwork by Hibbard & Darrin

Chassis no. S319KP

Engine no. 20198

Body no. 319

7,672cc OHV Inline 6-Cylinder Engine

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- First owned by Hollywood legend Jack L. Warner, head of Warner Brothers Studio
- Exquisite Hibbard & Darrin Transformal Phaeton coachwork
- One of only two known examples of this coachwork on the Phantom I
- Preserved and restored by collecting pioneers Matt and Barbara Browning
- Restored to the highest standards and meticulously maintained



ROLLS-ROYCE IN AMERICA

America in the first third of the twentieth century was a wide-open, fast-growing economic colossus. Its vast area yielded riches both mineral and agricultural. Exploitation of seemingly endless resources created fortunes for daring entrepreneurs, capital that soon was redeployed to support growing industries, compounding wealth upon wealth.

Like its natural resources, an epic stream of immigrants created synergies as the expanding and industrious population consumed food, news, entertainment and dwelling space. Roads, which at the turning of the twentieth century were nearly non-existent outside America's cities, expanded with the advent of the automobile, a means of transportation singularly adapted to the largely dispersed, rural character of America.

Not surprisingly, then, America became the most significant foreign market for Rolls-Royce. Rolls-Royce automobiles appealed to newly wealthy American financiers and industrialists with their quality, luxury and reliability. A newly wealthy society appreciated the cachet of Rolls-Royce's reputation. Production of Rolls-Royce aircraft engines in America during World War I introduced the company to the skills, resources and suppliers rapidly turning America into a manufacturing power. Claude Johnson recognized the potential for building Rolls-Royce automobiles there soon after the war and in 1919 arranged to purchase the former American Wire Wheel factory in Springfield, Massachusetts.

Springfield was located along the axis of America's industrial development, in an area famed for its armories and machine tool

industry. It had a workforce trained in precision manufacturing and was easily accessible to a network of suppliers from Boston to Buffalo. Manufacturing began in 1920 using components imported from Rolls-Royce in Great Britain but soon began to incorporate domestically produced content, particularly electrical, that was readily available, easily serviced and found to be as good as, if not better than, that sourced from Derby. Eventually, some of the finest automobiles built by Rolls-Royce came from the Springfield factory.



JACK L. WARNER

The entertainment business, particularly motion pictures, flourished in the balmy climate of southern California feeding an ever-expanding network of theaters catering to the growing population's thirst for entertainment. The silver screen's fairy tales were matched by the lifestyles of their stars, starlets and moguls, and standing head-and-shoulders above all of them was Jack L. Warner.

Jack Warner was the ninth of twelve children and with his brothers Harry, Albert and Sam became involved in motion picture exhibition and distribution in 1903. Their success on the East Coast encouraged Jack and Sam to move to California to begin producing films to feed their theaters and distribution network. The creation of a movie empire followed as well as the creation of a legend around Jack Warner.

He was a powerful, mercurial, demanding, parsimonious figure given to extravagant gestures and to extreme penny-pinching. He feuded with everyone, from his counterparts Louis B. Mayer, Sam Goldwyn and Irving Thalberg to the stars and directors whose careers he created.

Darryl F. Zanuck, Rin-Tin-Tin, Hal Wallis, Al Jolson, Edward G. Robinson, James Cagney, Joan Blondell, Bette Davis, Loretta Young, Busby Berkeley, Douglas Fairbanks, Jr., Humphrey Bogart, Errol Flynn, Mary Astor, Ronald Reagan, Alfred Hitchcock, George Raft, Marlene Dietrich, Ida Lupino, John Huston, Kirk Douglas, Doris Day and Eddie Albert all worked for – and most fought with – Jack Warner.

The history of Hollywood would not be complete without the pictures Warner Brothers created:

Casablanca, Treasure of the Sierra Madre, The Big Sleep, Arsenic and Old Lace, The Sea Wolf, To Have and Have Not, They Drive by Night, Santa Fe Trail, Captain Blood, My Fair Lady, Yankee Doodle Dandy, High Sierra, Mr. Skeffington, The Prince and the Pauper, "G" Men and Dark Passage, to name but a few.

It was only a few years after Warner Brothers Studio amazed the world with the first motion pictures with synchronized sound, *Don Juan* in 1926 and *The Jazz Singer* in 1927, that Jack Warner acquired this 1929 Rolls-Royce Phantom I Transformal Phaeton, the ideal automobile to live the movie mogul's lifestyle in perpetually balmy Hollywood.



THE PHANTOM I

The “New Phantom”, now known as the Phantom I, represented an incremental approach to the evolution of Rolls-Royce’s premier model. At its core was a significantly new engine. Still a straight six, at 7,672cc displacement it was slightly larger than the Silver Ghost that preceded it. Rolls-Royce’s years of experience, particularly with aero engines, resulted in a pushrod operated overhead valve head with significantly better cross-flow breathing. Real output increased from 86bhp in the Silver Ghost to 108bhp in the Phantom. The new overhead valve engine rested in a developed but largely unchanged chassis with semi-elliptical leaf springs and four-wheel drum brakes with mechanical servo assist. Springfield Rolls-Royces had the U.S. pattern 3-speed center shift gearbox and left-hand drive.

New Phantom production in Springfield persisted from 1926 until 1931, but only about 1,240 were built as the world descended into the Great Depression. Most were bodied by Brewster in Long Island City, New York, a Rolls-Royce subsidiary since 1926.

A few Springfield Rolls-Royce chassis received coachwork from a rapidly declining cadre of custom coachbuilders. Executed with nearly unique style, they are the ultimate New Phantoms, including this Hibbard & Darrin bodied Transformal Phaeton created for Hollywood movie mogul Jack L. Warner.

HIBBARD & DARRIN

Tom Hibbard and Howard “Dutch” Darrin were American *carrossiers*. Tom Hibbard had learned French with the American Expeditionary Force in World War I. He and Ray Dietrich left Brewster to establish LeBaron Carrossiers with Ralph Roberts and when New York Minerva agent Paul Ostruk commissioned two LeBaron bodies to be built in Brussels, Hibbard got a ticket to Europe to oversee the project. Later in Paris, Hibbard met up with Dutch Darrin and the two soon established Hibbard & Darrin with a showroom on the Champs d’Elysees.

From that modest beginning some of the most appreciated coachwork of the classic era emerged. Hibbard’s deft sense of proportion, balance and design complemented Darrin’s salesmanship, intrigue with intricate mechanical details and social contacts to make Hibbard & Darrin one of the most important coachbuilders



of the period. Minerva, Stutz, Renault, Mercedes-Benz and Duesenberg chassis all received Hibbard & Darrin coachwork.

Probably thirty-five Rolls-Royce New Phantoms were bodied by Hibbard & Darrin as American clients traveled to Europe for grand tours and picked up familiar Springfield Rolls-Royce chassis, or simply chose Hibbard & Darrin's designs to be constructed on Springfield chassis and shipped "in the white" from Paris to Brewster in Long Island City to be finished.

The team of Hibbard & Darrin made its reputation with innovative coachwork details, but none is more distinctive than the Transformatory Phaeton, a barrel-side design the firm called the torpedo phaeton. Composed of cast aluminum panels, the close-coupled body employed a Darrin-patented top with triangular

fabric roof elements that snapped tightly to the B-pillar between trapezoidal rollup side windows and a fixed "dual-cowl" type center division. As adaptable as any coachwork of the classic period, Hibbard & Darrin's Transformatory Phaeton could be fully open for a bright, sunny day, rolled up as the weather got more brisk and transformed into a buttoned-up fully enclosed sedan with formal aspects for meteorological catastrophes.

If you were a Mogul or a star, it was, on the Rolls-Royce New Phantom chassis, the only automobile you needed. Only two are known to have been built, one (S317KP) for Paramount Studio's Erich von Sternberg, who in 1930 presented it to his newly-arrived star, Marlene Dietrich.

Competition among Hollywood's egos knew few bounds in those days, because just a year

before (March 7, 1929) Jack L. Warner had taken delivery of his own Hibbard & Darrin Transformatory Phaeton, S319KP.

Eventually the Jack Warner Phantom I Hibbard & Darrin Transformatory Phaeton came into the hands of Matt and Barbara Browning.



MATT AND BARBARA BROWNING

Pioneers of the concept of restoration as preservation, Matt and Barbara Browning brought thoughtful, sympathetic restoration to a series of important automobiles from the classic period. They strove to preserve that which was viable, while treating their cars with the style and flair that they had when new. Their legacy, like that of pioneers of Dr. Samuel Scher and William Harrah, survives in the quality of the cars they discovered, restored, drove and showed.

Nowhere is that more apparent in this 1929 Rolls-Royce Phantom I Transformal Phaeton, a car that was restored to the highest standards in 1991 yet today still presents itself as crisp, sharp and conscientious. A brass plaque affixed under the dashboard commemorates this sympathetic restoration. Nowhere overdone, it is the magnificent object that Jack Warner

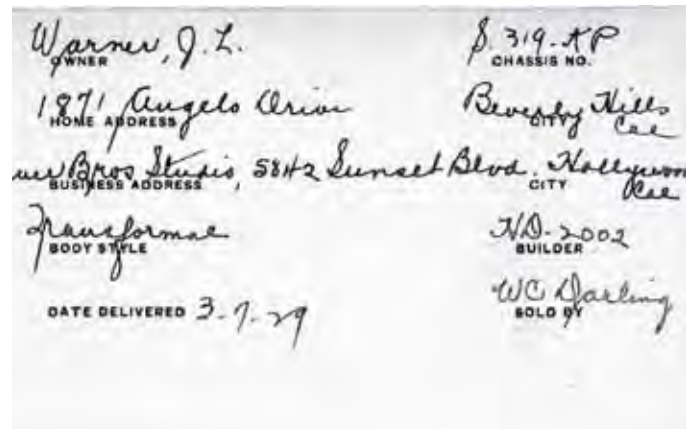
would have sought in 1929. There is no flash, no excess, in this Phantom I, just a superbly restored automobile of the highest quality that has held up over nearly three decades, a tribute to the care and attention to detail of Matt and Barbara Browning.

THE MOTORCAR OFFERED

Rolls-Royce Phantom I Transformal Phaeton chassis no. S319KP is a rare find. It was acquired from the Brownings in 2000 and since then has been part of a premier Scandinavian collection where it has been regularly maintained and scarcely used.

It was built by Rolls-Royce in Springfield, where the finest automobiles in the world were tailored to American tastes. Its American components make it, as was intended by Rolls-Royce America at the time, easily serviceable and maintained.

Its Hibbard & Darrin coachwork is sublime. Shared by only two known examples, both Hollywood in history and ownership, the coachwork's proportions and details are meticulously crafted to make the most of the Phantom I's long wheelbase but keep its



occupants in the center of attention. Of the two such cars bodied by Hibbard & Darrin, S319KP was the first.

The gently raked split-vee windshield Hibbard & Darrin employed in this Transformal Phaeton is unusually integrated into the body design by Matt and Barbara Browning's uniform cream livery, a star-turn that makes the coachwork the center of attention.

It is equipped with drum headlights, tubular bumpers, a tan cloth covered leather luggage trunk tucked between the rear fenders which neatly matches the soft-top roof, body color center-lock wire wheels with chrome lock rings and dual side-mount spares with tan cloth covers and strap on mirrors. The tan cloth top fits tightly over a luxurious interior upholstered in dark tan leather with glass roll-up division,

rear compartment footrest and robe rope. Dark wood panels bring a luxurious accent to the division and door caps.

Preserved and restored by two noted pioneers in classic automobiles, Matt and Barbara Browning, its provenance is exceptional. Jack L. Warner had only recently established himself as a force to be reckoned with in Hollywood when he took delivery of this Hibbard & Darrin bodied Transformal Phaeton in 1929. If the car could speak, what stories it might tell of deals made, reputations destroyed and propositions offered by Warner during his ownership. Its price -- \$19,665 in 1929 dollars, one of the most expensive cars in the world -- and image of success and wealth added to his stature with a presence that would be noted wherever it appeared.

That is still the case today, and this is a rare opportunity to acquire a Springfield Phantom I of unusual history, style, rarity and presence.
\$500,000 - 800,000

Please note that this vehicle is titled as a 1928.

1959 PORSCHE 356A 1600 CABRIOLET

Coachwork by Reutter

Chassis no. 151991

Engine no. 74065

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

90bhp at 5,400rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Delivered new to California*
- *Formerly owned by Tour de France cyclist Jonathan Vaughters*
- *Recent restoration to very high standards*
- *Elegant and sporting original color scheme*
- *Open-air Porsche motoring at its finest*

**THE PORSCHE 356A**

Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.



Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24 Hours, thus beginning the marque's long and illustrious association with *Le Sarthe*.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc engine replaced the old 1.5-liter unit and would

be standardized on the successor 356B model. In production until 1965, the 356 is where the Porsche legend began and good examples have long been prized by collectors.



THE MOTORCAR OFFERED

An American car from new, this Reutter-bodied Porsche 356A T2 Cabriolet was originally delivered to C.W. Bonner of Fresno, California. Mr. Bonner, a lifelong resident of the Central Valley, owned and ran the Bonner Packing Co., a family company that was the largest privately held raisin packing firm in the world. Finished in Metallic Silver (#5806) over Red leather and vinyl interior and with a black top, Bonner's new Cabriolet must have looked the business driving down East Olive Avenue on the way to see *Raisin in the Sun* at the Tower Theater.

The car's later history is not well known, but by 2009 it had been acquired by Tour de France cyclist Jonathan Vaughters of Boulder, Colorado. The next year a complete restoration was performed, with the car trimmed in its original factory colors as noted on its Kardex — a copy of which is included in the sale. During

the restoration new seats, top, carpet, and trim were fitted, while the engine and transaxle were rebuilt and the brakes serviced.

It appears Mr. Vaughters did not spend much time in the Cabriolet, as it was later sold having covered only a few miles. Only a few months ago the paint was refreshed to its current high gloss sheen. Complete with its spare wheel and tire, tool kit, and owner's manual, it is a beautiful example of an early 356 Cabriolet that retains its brilliant original color scheme and inherent sense of style and panache.

\$175,000 - 225,000



Brussels Auto Show - 1953 24 Hours of Spa & Liège-Rome-Liège Rally

1948 TALBOT-LAGO T26 GRAND SPORT COUPE

Coachwork by Oblin

Chassis no. 110106

Engine no. 103

4,482cc OHV Inline 6-Cylinder Engine

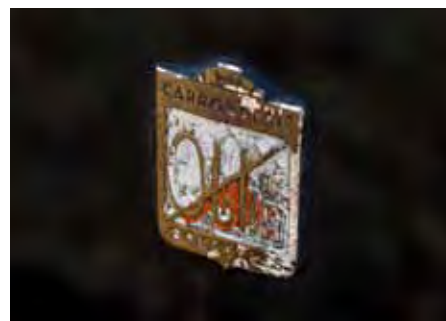
3 Zenith Stromberg Carburetors

190bhp at 4,200rpm

4-Speed Pre-Selector Transmission

4-Wheel Drum Brakes

- *Legendary Talbot-Lago Grand Sport on the short GP derived chassis*
- *Exciting 1950s European racing history and displayed twice in period at the Brussels Auto Show*
- *Numbers matching and documented chain of ownership since new*
- *Eligible for the world's finest driving events and Concours d'Elegance*
- *Researched and documented in the book Talbot-Lago Grand Sport: The Car From Paris*



THE TALBOT-LAGO T26 GRAND SPORT

When the design for the T26 Grand Sport was laid down in 1945 and 1946, it was Anthony Lago's intention to produce a new and very exclusive road-going sports chassis for the carriage trade. In its conception, feel and drivability, it was to be as close as technically possible to the Grand Prix racing cars, and a direct descendant of the fabled pre-war T150SS road cars, a few of which had received the immortal teardrop coupé body by Figoni et Falaschi. The first of these magnificent chassis

was shown by Talbot without a body at the Paris Salon, which was held from October 23 to November 5, 1947.

Anthony Lago wanted precise sports car handling, so the Grand Sport was conceived strictly as a two-seater, and the layout and most of the mechanical details from the GP cars were retained. Lago simply mounted the engine, gearbox and suspension components on the short 265-centimeter pre-war Grand Prix chassis rails with a few modifications. The front suspension was independent with a transverse leaf spring, and there was a short transaxle between the engine and the gearbox, followed by a short driveshaft. It worked: the SWB Grand Sport chassis weighed a mere 850 kg compared to the 1,280 kg of the new T26 Record family car chassis, a savings no less than 400 kg.

The powerful, free-revving Type 26 4,482cc 6-cylinder engine had been developed by Anthony Lago and chief engineer Carlo Marchetti during the War and had first been shown at the Paris Salon in 1946. The twin camshafts in the upper part of the block operated large overhead valves inclined at an efficient 90 degrees via short pushrods and rockers on either side of the head, which made the engine look like a DOHC design to the casual observer. With two carburetors, the result was an impressive 170bhp when mounted in a T26 Record chassis.

The engine specification was further improved for the Grand Sport. Like the GP engines, the cylinders were sleeved, the cylinder head was in aluminum, compression was raised, and three Zenith Stromberg carburetors with no air filters were fitted.



110106 during the 1953 Liège-Rome-Liège rally. Claude Nias behind the wheel and Brancart as co-driver. Copyright Corsa Research.



Grand Sport power was conservatively rated at 190bhp at an equally conservative 4,200 rpm. Quite simply, the T26 GS had one of the most powerful passenger car motors in the world at the time. This potent engine was mated to a four-speed Wilson pre-selector gearbox, which made it possible to shift the Grand Sport much faster than conventional gearboxes of the period.

In this way, the T26 Grand Sport was a true sports car chassis in the late 1930's manner, and more akin to a Bugatti Type 57S than a luxurious *grand routière* as exemplified by the Delahaye 135 or the Delage D8 120. This new chassis was aimed at a moneyed and sporting clientele, which on the one hand wanted a fast daily driver and on the other would not be adverse to entering various rally and racing events as privateers, with the odd

appearance at a Concours d'Elegance thrown in for good measure.

However, the price was astronomical, and the Grand Sport would remain a rare and exclusive beast, as very few had the necessary funds to join "the club". Research conducted by Peter Larsen and Ben Erickson in their book *Talbot-Lago Grand Sport: The Car From Paris* indicates that a mere 28 chassis on the short 265 centimeter wheelbase were built. Owning and driving a T26 Grand Sport is therefore a rare privilege which only a fortunate few have experienced.





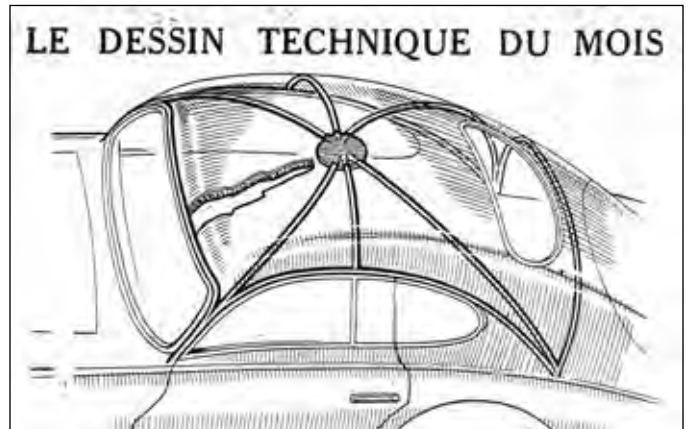
Claude Nias and Brancart at the 1953 Liège-Rome-Liège rally. Copyright Corsa Research



At the 1987 Monte Carlo Rally.



110106 at the 1953 Brussels Auto Show. Copyright Peter Larsen Collection.



THE MOTORCAR OFFERED

110106 was the second chassis signed off by the factory on August 3, 1948. It was exported to the *Anciens Etablissements J. Guerret*, the Talbot concessionary in Belgium. Guerret sold the chassis to the English racing driver Goldie Gardner, who was living in Brussels at the time. Gardner commissioned a modern one-off fastback coupé body by Van den Plas for his new high-caliber sports chassis. The result was a brave attempt at creating a cutting edge slab-sided pontoon shape, which failed rather miserably from an aesthetic point of view. Not one of Van den Plas' happier moments, the completed car was first shown at the Brussels Motor Show in January 1949.

Gardner kept 110106 for about a year and a half. In 1950, Claude Nias, a Belgian privateer, bought the car and raced it twice with a Mr. Brancart in the Liège-Rome-

Liège rally. He placed 20th in 1951 and 12th in 1952. As 110106 was too heavy to be competitive, Nias decided in 1952 to have the car re-bodied by Martial Oblin in Brussels as a lovely and sleek coupé in the style of contemporary Ferraris. Chassis 110106 still carries this exciting coupe body.

Beginning in the late 1940s, Oblin had been developing a number of modern construction techniques for light competition bodies. The result he achieved on 110106 was featherweight compared to the Van den Plas body, and included a technically advanced "spiderweb" of great strength, which supported the roof. The "web" consisted of thin steel tubes welded into a structure, which was able to absorb a considerable impact.

Oblin completed the body in a mere six weeks.

Without resorting to any of the woodwork, which had weighed down the Van den Plas, Oblin constructed the new body using his network of steel tubes to support a thin 15/10-gauge aluminum skin. The resulting "Superleggera"-type body weighed a scant 145 kg including lights, glass and seats. Mounted on 110106, the completed chassis-body ensemble was exhibited at the 1953 Brussels show. In contemporary articles, much was made of the fact that the tubes under the roof would support the car in the event of a crash and roll -- a claim which would turn out to be substantially true almost half a century later in 2002!

Reminiscent of the coupe designs for the much smaller Ferrari by Giovanni Michelotti, the Oblin Grand Sport was a very pleasing shape, but not a copy of any specific car. Oblin moved the entire greenhouse towards the rear, which



resulted in a racy fastback silhouette with a long sleek hood. He adeptly translated basic Italianate body volumes intended for small and low sports cars up to the scale of the powerful Talbot chassis and engine without losing any of the Italian elegance in the process. Grand Sport 110106 is not something small and delicate -- it remains a full-size, hairy-chested and brutally enticing car.

In 1953, Nias raced 110106 with its new Oblin body in the 24 Hours of Spa-Francorchamps. Starting from the pole position in a very competitive field, he was in fourth place at the 8th hour, but was forced to retire with rear axle problems when a spring failed. He also participated in the Liège-Rome-Liège rally in 1953, but had to retire yet again after going off the road on a downhill corner. Nias sold the car in 1957 to a Mr. Vanderkele in Brussels.

Vanderkele kept 110106 for the next 19 years, but there is no record what he did with it during his long tenure.

In 1976, 110106 found another long-term owner when noted Talbot collector François d'Huart bought the car from Mr. Vanderkele. During his time with 110106, d'Huart rallied the car many times, including participating in the January 1987 Montecarlo-Sestriere rally. In 1999, chassis 110106 was sold via Christophe Pund of the Galerie des Damiens, who exhibited the car at *Rétromobile*. Its next owner, who retains the car today, subsequently raced and rallied 110106 extensively.

In 2002, 110106 suffered an accident at Spa-Francorchamps. The car rolled onto its roof, and Martial Oblin's marvelous 50-year-old web of steel tubes did a remarkable job of absorbing

the energy. The roof did not cave in and the owner escaped with no injuries. Subsequently, 110106 was sent to Rod Jolley Coachbuilding in the UK for a sympathetic restoration.

This wonderful and exquisite Talbot-Lago is understood to retain all of its original mechanical components along with its original interior boasting an exquisite patina. It is a very rare, fast and competitive sports car eligible for many prestigious events around the world. With its documented, unbroken chain of ownership and interesting period rally and race history, this Talbot Lago Grand Sport presents a rare opportunity for a connoisseurial collector to acquire a unique and important addition to his collection.
\$1,100,000 - 1,500,000

Please note that this vehicle is titled as a 1950.

1972 TOYOTA LAND CRUISER FJ43 LWB

Chassis no. FJ43-24324

Engine no. F377783

3,878cc OHV Inline 6-Cylinder Engine

Single Carburetor

Approximately 125bhp at 3,600rpm

3-Speed Manual Transmission

Front and Rear Semi-Elliptical Leaf Springs – Live Rear Axle

4-Wheel Drum Brakes

- *Attractive factory Rustic Green*
- *Striking condition and restored to factory specifications*
- *Photo-documented restoration*
- *Matching numbers example*
- *Well documented with original sales invoice, few owners*



THE TOYOTA 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 indispensable 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 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

The original sales invoice for this Land Cruiser, a long-wheelbase FJ43 model, indicates that it was sold new through Distribuidora Toyota in Bogota, Colombia, in 1973, to a Mrs. Corzo. It traveled to Colombia early in 1972 direct from Nagoya, Japan, where it was loaded on the vessel *Oversea Fruit* bound for Bogota. It is a factory long-wheelbase Rustic Green example as confirmed by the sales invoice, which simply records its color as *Verde*.

Being an early example of the breed, the Land Cruiser is fitted with the three-speed manual transmission, while featuring many of the details found only on the earlier Land Cruisers such as the early style steering wheel and mirrors. Accordingly, it is an "all manual" truck with no power options. It remains just as its manufacturer originally intended.



Corzo apparently kept her FJ43 for several decades, using it as a transport vehicle for her dairy business. A file of maintenance papers as well as registration tax documents kept by the first and second owners show how meticulous both seemed to be. It is understood that the FJ43 was not acquired by its second owner until 2002; this owner would keep the car near the dry climate of Bogota for many more years before it was acquired by the vendor.

The vendor immediately embarked on an extensive, photo-documented restoration performed by his own FJ specialist shop to ensure that this is one of the finest Land Cruisers available. The body and chassis were sandblasted, the chassis powder-coated, while the engine was completely rebuilt. New manual-locking AVM hubs were added, while

the clutch assembly is new. The braking system and suspension were rebuilt to original specifications, while the wiring harness was completely gone through as well.

Fitted with a correct reproduction tan soft top, the FJ43 provides protection from the elements. New upholstery to the original 1972 Toyota patterns was installed while the rest of the interior was refreshed. Invoices for most of the major parts used in the restoration are included in the car's history file.

These long-wheelbase Land Cruiser FJs, not well-known in the US, were prized elsewhere around the world for their increased interior space, and much-improved ride over its short-wheelbase FJ40 sibling. Presented stunningly in its original color and with a fresh, factory-correct restoration to original

specifications, this FJ43 is a striking vintage Toyota, with room for plenty of friends to go hit the road.

\$55,000 - 75,000
Without reserve

244^Q

1993 FERRARI F40LM

Coachwork by Michelotto - Design by Pininfarina

VIN ZFFGX34X000097893

2,936cc DOHC Twin-Turbocharged V8 Engine

Weber-Marelli Electronic Fuel Injection

700bhp at 8,100rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *The ultimate iteration of the ultimate Enzo-era Ferrari*
- *One of a small handful of California-delivery F40LM's*
- *The 18th of only 19 F40LMs produced*
- *Never raced, extremely low mileage example*
- *Sensational factory original condition throughout*



THE FERRARI F40

For Ferrari's 40th anniversary as a constructor under his own name, Enzo Ferrari gave his design team a very simple instruction: "Build a car to be the best in the world." Time has shown that they complied.

A mid-engined, two-seater Berlinetta, the F40 was a development of the limited-production 288GTO and like the latter - but unlike the preceding 308/328 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-liter V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp at 7,000rpm. For the seriously speed-addicted this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the

F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic molding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity superior to an all-metal structure. The doors, bonnet, boot lid and other removable panels were carbon fiber. Pugnaciously styled by Pininfarina, the wind tunnel-developed F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil. Despite the need to generate considerable downforce - and with a top speed higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34.

The F40's interior reinforced its image as a thinly disguised racecar, with body-contoured seats, an absence of carpeting and trim, and

sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.

Electronics were important, but they served the engine only. There was no ABS, no traction control, no electro-hydraulic paddle shifting and no stability control - it was a raw car whose fate rested entirely with the skill of the driver.

With a 201 mph top speed and sub-4 second 0-60 time, no one was disappointed with the F40. Ferrari proposed only a limited run of 400 or so F40s but the model's reception was overwhelming, even at over \$250,000 apiece, and the run kept growing until 1,315 were built by the time production ended in 1991.



THE FERRARI F40LM

Competition was not in Ferrari's original plan for the F40 but Daniel Marin, managing director of French Ferrari importer Charles Pozzi SA, took the initiative and induced Ferrari to authorize Michelotto, the famed Padova Ferrari service center whose previous credits included the 308 GTB Group 4 and Group B racing cars, to construct a series of F40-based cars for racing under IMSA rules in the U.S.

The resulting F40LM – LM for “Le Mans” – was a car far more rare and exclusive than a normal F40. These ultra rare F40LMs were originally built only for Ferrari's most favored clients. Heavily developed for competition by Michelotto, the F40LM sported a reinforced chassis, even more aggressive bodywork including a deeper front air dam and larger, cockpit adjustable rear wing, a racing interior, stiffer suspension, up-rated brakes, competition

gearbox, wider wheels and a specially prepared engine producing between 850-900bhp. Not to be confused with the standard road-going F40, or cars up-rated subsequently on behalf of their owners, just 19 factory F40 LMs were originally built and they are today highly coveted and rarely seen.

THE MOTORCAR OFFERED

This F40LM, #97893, is the penultimate example produced, the 18th built out of a total production run of 19 cars. According to Ferrari historian Marcel Massini, the F40LM was delivered new on June 8th, 1993, through Ferrari North America to their new Ferrari of San Francisco dealership, located just a few miles north of San Francisco's Golden Gate Bridge in picturesque Mill Valley, California.

#97893 is therefore one of very few F40LMs delivered new to the United States, nevertheless California. There were only a very small handful of these cars, perhaps two or three at most, delivered new to California.

Not coincidentally in the slightest, the Ferrari of San Francisco dealership was newly opened, a project funded and owned by the Ferrari factory itself – at the time the only factory owned store located in





the United States. The breathtaking and sublime F40LM must have spent much time drawing admirers sitting at the center of the showroom, itself a perfectly crafted Tuscan farmhouse complete with Italian tile driveway. The Michelotto-bred F40LM must have felt quite at home.

Having seen no mileage, the still as-new F40LM was sold in November of 1994 to Art Sport of Osaka, Japan, and the car shipped to them. A copy of a Japanese Customs document from this time appears to show the car arriving on Japanese shores in March 1995.

The car remained with Art Sport, still in as-new condition, before being sold to a well-known private Japanese Ferrari collector, who kept the car until about 2007. It was then acquired by the consignor, a noted Japanese collector with examples of some of the world's most exclusive

supercars in his impressive collection.

During his long-term ownership, the F40LM has remained in Japan. It has seen no use during this time beyond occasional starting. 97893 was brought back to California for this year's Quail Lodge Auction for the first time since it was sold new here nearly 20 years ago.

The chance to acquire an F40LM is extremely rare. Many have in the care of long-term owners, with original clientele including the likes of the Sultan of Brunei. Furthermore, the F40LM is a rarer commodity than even the priceless 250GTO with which it shares ancestral roots.

Of the 19 F40LMs, many were run hard in competition, raced in international GT racing series such as the Japanese JGTC and American IMSA, while other cars were often

campaignated at Ferrari events by their private owners. 97893 is a rare F40LM that has not been raced or tracked. It is an opportunity to acquire a virgin example of the ultimate iteration of the F40, the car that redefined the term "supercar" for a generation of enthusiasts.

Today, the F40 remains as one of the most graceful yet aggressive shapes to ever adorn an automobile. The ultimate F40LM version, as offered here, was the pinnacle of achievement for Ferrari and Michelotto both in terms of design and performance; it is the peak of engineering development for the model. With fewer than 20 examples originally produced, the chance to acquire F40LM #97893 today should not be missed.

\$2,250,000 - 2,750,000

Offered on a Bill of Sale.

1958 JAGUAR XK150 3.4-LITER DROPHEAD COUPE

Chassis no. S837560

Engine no. V4634-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Exquisitely restored example*
- *Multiple-time JCNA Award Winner*
- *Desirable Special Equipment model*
- *Finished in period correct Imperial Maroon over Biscuit*
- *Offered with Jaguar Heritage Trust Certificate*



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." - *The Autocar*.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature

suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drop head coupe forms, the open roadster version not appearing until the following year.

At 190bhp, the standard 3.4-liter engine's maximum power output was identical to that of the XK140, so performance was little changed. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.





THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane, Coventry works in July of 1958, this exceptional XK150 was built as a top-of-the-line Drophead Coupe version and configured for the North American market as a left hand drive example. The XK150 was finished in a stealth black exterior, fitted with a red Connolly interior and a black convertible top.

Distributed through Jaguar Cars of New York, the car's first owner is believed to have been a dentist from San Mateo, California. The elegant XK150 was later purchased by a Napa, California resident, before being acquired by the third owner, who would keep the car for over two decades. This gentleman began a comprehensive restoration, during which every effort was made to make the XK150 Drophead Coupe an absolute showstopper.

When the work was completed in 2008, the freshly restored Jaguar was brought out to the show circuit with great success, and was soon awarded Best in Class and Judges Choice at JCNA events. The car was sold to the fourth owner in 2009, whom kept the car until recently, proudly displaying it in his climate-controlled collection.

Finished in the period-correct Imperial Maroon over a biscuit Connolly interior and Wilton carpets, this XK150 Drophead Coupe looks incredibly elegant and appropriate. The light tan convertible top and top boot gives great contrast to the car's exterior color, while its exquisite chrome and bright work adds the right amount of pizzazz. This XK150 still retains its matching numbers engine block, but the cylinder head appears to have been replaced at some point.

A great entry to rallies and driving events, this Jaguar would be equally at home on a concours lawn.

\$125,000 - 150,000
Without reserve

Please note that this vehicle is titled as a 1959.

Eight-time Daytona and nine-time Sebring veteran

1974 PORSCHE 911 RSR 3.0 CARRERA

Chassis no. 9114609113

2,993cc SOHC Flat 6-Cylinder Engine
Bosch CIS Timed Fuel Injection
Approximately 330bhp at 8,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Campaigned with distinction from 1974 to 1986*
- *Featured in several Porsche magazines and books*
- *Highly competitive in vintage racing and driving events*
- *Authentically restored by Porsche specialist Jim Torres*
- *Impressive example of a Porsche racing legend*



THE 911 RSR 3.0 CARRERA

Few nameplates in the automotive lexicon are more revered than Carrera, the high-performance Porsche 356 derivative named in honor of the marque's triumphs at the Carrera Panamericana. In use as late as 1967 in the racing 906, the Carrera nomenclature was retired shortly thereafter and remained dormant until late 1972, when Porsche was granted homologation status for a race-prepared version of the sport-tuned 911S.

The new Carrera RS of 1973 shaved considerable weight from the standard 911S with the removal of sound deadeners and insulation, as well as the use of lightweight interior paneling, and fiberglass construction for the bumpers, front and rear spoilers, and the new ducktail wing (or *burzel*). The RS proved to be so popular that far more cars than the 500 examples required for homologation status were eventually built.

The RS was split into four different subdivisions, including both touring and lightweight sport variants. The most powerful iteration was the new RS *mit Rennausstattung*, or RSR, a dedicated racecar developed by Norbert Singer, the 33-year old engineer who had been so pivotal in the successes of the 917 longtail coupes. Equipped with a new Type 911/72 2.8-liter motor, 1973 RSR examples were fielded by Porsche's official Martini & Rossi-sponsored team, capturing first-overall at the Targa Florio. The RSR was also offered to a handful of factory-supported teams like Penske Racing and Brumos, for whom Peter Gregg and Hurley Haywood took the checkered flag at the 1973 Daytona 24 Hours and the 12 Hours of Sebring. Gregg eventually won both the 1973 Trans-Am and IMSA championships in an RSR.

For 1974, the Carrera RSR continued as a privateer race car only, featuring a new 3.0-liter

engine, the Type 911/75, which was bored from the recently enlarged 2.7-liter RS motor. The replacement of a throttle butterfly with slide valve throttle openings increased total power to 330 hp. Popular with road-going customers because of its sheer performance in a legally street-able car, the RSR was trimmed with basic road amenities in roughly 54 cars, while the remaining 55 examples were completed as dedicated lightweight racing cars intended strictly for competition.

Particularly effective in American IMSA GT racing, the RSR Carrera went on to claim outright victories during the 1974 season at the Road Atlanta Six-Hours, the Mid-Ohio Five-Hours, the Daytona 250 Mile Paul Revere, and the Charlotte 300 Miles. The model was prized for its performance and reliability lap after lap, remaining a stubborn competitor in IMSA racing well into the 1980s.





THE MOTORCAR OFFERED

Delivered to New York in October 1974, this breathtaking RSR is likely one of the last produced, given its late chassis number in the build sequence. The car was immediately campaigned by owner Roberto Quintanilla at the 1974 1,000Kms of Mexico City, where he shared driving duties with Daniel Muniz and Juan Carlos Bolanos. After finishing a disappointing 22nd place, it was obvious that much work remained, though progress was made in June 1975 at Mid-Ohio, where Quintanilla and Roberto Gonzales took 3rd overall. A month later at Mid-America, Quintanilla drove the RSR to a 4th overall finish during the second race.

In March 1976, the powerful Porsche arguably turned in its best career performance with a 3rd place finish at Sebring, again with Quintanilla and Gonzales as co-drivers. Following the conclusion of the season, chassis no.

9114609113 was sold to a team consisting of John O'Steen and John Paul, and the two campaigned the car during 1977 with modest success, highlighted by 6th place finishes at Mid-America in May and Mid-Ohio in June. The season-concluding Daytona Finale was a significant one for the car, not because of a particularly strong finish, but because O'Steen's co-driver, Bonky Fernandez, went on to purchase the car heading into the 1978 season.

Under the banner of Mr. Fernandez' Boricua Racing, the RSR began to turn in some seriously competitive outings, garnering 4th overall and 2nd in class at the 1978 Daytona 24 Hours while notably besting several of Porsche's mighty 935 Turbos. 4th overall and 1st-in-class finishes followed at both Sebring and Talladega, and the car netted another 2nd-in-class at Mid-Ohio in August.

The 1979 season yielded more strong finishes, including 5th overall and 1st in class at Sebring, 3rd in class at Laguna Seca, and 4th overall and 1st in class at the Mid-Ohio 500 in July. A year later, as competition grew ever stronger, the Carrera's performances weren't quite as impressive, though Fernandez and Juan Ferrer still managed to finish 5th in the GTO class at the season concluding Daytona finale.

Following the 1980 campaign, the RSR was shelved for most of the 1981 season before being sold from Fernandez's team and raced in the 1981 season finale at Daytona by M.L. Speers and Terry Wolters, who ran the car once more at the 1982 Daytona season opener. By April 1982, the RSR has been acquired by W/S Enterprises, with Ken Madren and Denny Wilson piloting it through the majority of the



season. Top performances for the season included 4th-in-class finishes at Charlotte in May and Mid-Ohio in September.

Pegasus Racing acquired 9114609113 for the 1983 season, and drivers Paul Gilgan, Al Leon, and Wayne Pickering were instrumental in 5th-in-class finishes at Daytona and Sebring, as well as a 4th-in-class at Mosport in August. Beginning the 1984 campaign under the banner of Team Dallas, the drivers raced at Daytona and finished 6th in the GTO class. With the RSR's most competitive days behind it, it was raced less frequently over the next three years, though it still proved its mettle with 3rd-in-class finishes at the 12-Hours of Sebring in 1985 and 1986, the latter of which included an impressive 14th overall finish, a remarkable feat given the racecar was twelve years old by that time.

In 1986, 9114609113 was purchased by collector Thomas Linton of Santa Monica, California, and his logbook for the car shows outings at Willow Springs and Riverside during 1988. In 1990, the fabulous race car was delivered to Porsche specialist Jim Torres of Burbank, California for a complete restoration. After being exhibited in a refurbished state at Laguna Seca in October 1990, the car was used quite sparingly, participating in just a handful of events over the next twelve years. In 2001, the RSR was acquired by Stanton Beck of Seattle, Washington, who ran the car in the Pacific Northwest Vintage and Historic races in 2001 and 2002.

Acquired more recently by the consignor, this Carrera RSR 3.0 is the spitting image of Zuffenhausen excellence in its classic livery of Grand Prix White over a spartan black interior. The RSR was the subject of a rollicking feature

article by John Glynn that appeared in issue 71 of *Total 911 – The Porsche Magazine*. Also photographically depicted in Hal Thoms' 2001 book, *Porsche Racing Milestones – 356 to 962*, 9114609113 is very well known in the RSR community.

A dependable workhorse racecar with characteristic longevity, this Porsche toiled with distinction from 1974 to 1986, amassing a total of eight appearances at Daytona and nine at Sebring. Stuttgart racing connoisseurs can look forward to enjoying the peerless performance of the Carrera's 3.0-liter engine in any number of vintage events, or may eagerly anticipate competitive exhibition at major Concours and Porsche club corrals, where the RSR will surely quicken the beating hearts of marque enthusiasts.

\$1,100,000 - 1,400,000

1953 JAGUAR XK120 DROPHEAD COUPE

Chassis no. S677295

Engine no. 1776-9

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

- *Enticing 'barn find' condition*
- *Largely complete and factory correct*
- *A great project car to bring back to its former glory*
- *Eligible for tours and rallies*
- *Offered with Jaguar Trust Heritage Certificate*



THE JAGUAR XK120

Told by the post-war Attlee government to “export or die”, the British motor industry responded valiantly, none more so than Jaguar Cars, soon to become the UK’s biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. 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.

Its striking 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 body was the work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the latter was conceived as a

coachbuilt aluminum structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The car’s heart was, of course, the fabulous XK engine. Conceived in wartime and 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 cylinder head, seven main bearings, and a maximum output of 160bhp.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with Jaguar tradition, there was nothing to touch it at the price.

THE MOTORCAR OFFERED

Completed at the Jaguar works in May 1953, this Special Equipment XK120 Drophead Coupe was delivered new through Hoffman Motor Car Company in New York, New York, to its first owner. The car was finished in the classic British Racing Green, and fitted with a tan interior and a black convertible top.

The XK120’s early history remains unknown, but at some point it was stored in Georgia, where it remained until recently. It should be noted that, although the cylinder head number does match, the engine block number does not match the factory records, and therefore appears to have been replaced at some point. Now presenting as an older, charming barn-find, this car is an ideal candidate for a full restoration.

\$50,000 - 75,000

Without reserve

248

1963 FERRARI 250GTE SERIES III

Coachwork by Pininfarina

Chassis no. 4843

Engine no. 4843

2,953cc SOHC V12 Engine

3 Twin Weber Carburetors

240bhp at 7,000rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Exciting barn find condition Ferrari*
- *Matching numbers example*
- *One owner for over 45 years*
- *Delivered new to the US through Chinetti*
- *Offered with Marcel Massini's history report*



THE FERRARI 250GTE

Intended to extend Ferrari's appeal to a sector of the market previously uncharted, the 250GTE 2+2 was first seen in prototype form at the 1960 Le Mans 24-Hour Race, where it served as the Race Director's car, and had its official world premiere later that year at the Paris Salon.

Maranello's first series-production four-seater featured independent front suspension, a live rear axle, all-round disc brakes and a four-speed manual/overdrive gearbox, while the compact, Colombo-designed Tipo 128E outside-plug V12 engine's 240bhp ensured that there was no compromise in performance. Top speed was within a whisker of 140mph.

The 250GTE progressed through three series before production ceased in 1963, by which time 950 cars had been sold, making this the most popular and commercially successful Ferrari to date.

THE MOTORCAR OFFERED

Completed in the third and final series of 250GTE production, the example offered here, chassis no. 4843GT was sold new to Charles Rezzaghi of California in 1963. Rezzaghi was the well known proprietor of Rezzaghi Motors on San Francisco's Hyde Street, and during the 1950s had competed in the Pebble Beach and Golden Gate Road Races, occasionally in an Alfa Romeo Disco Volante.

The 250GTE had been delivered through Ferrari importer, Luigi Chinetti, and is believed to have stayed in Rezzaghi's ownership until after his death in 1966, when it was acquired by a Cherry Hill, New Jersey resident.

This owner is believed to have kept 4843GT on the road for less than a decade, but would keep the old Ferrari in his garage until recently. Today, this highly original, "barn find" condition

250GTE remains largely complete, and still has its 1973 registration sticker affixed to the window. In need of a full restoration, 4843GT is that enticing find we all hope to discover, forgotten in a neighbor's garage.

\$50,000 - 100,000

Without reserve

Please note that this vehicle is titled as a 1964 and with chassis number 4843Z.

1955 LANCIA AURELIA B24S SPIDER AMERICA

Coachwork by Pinin Farina

Chassis no. B24S-1177

Engine no. B24 1239

2,451cc OHV V6 Engine

Single Weber 40 Carburetor

118bhp at 5,300rpm

4-Speed Manual Transmission

Sliding Pillar Independent Front Suspension - De Dion Rear Axle

4-Wheel Hydraulic Drum Brakes

- Offered with rare hardtop
- One of 181 left-hand drive B24 Spider Americas built
- Previously in two long term Italian collections
- Fitted with desirable options including wire wheels
- La Dolce Vita encapsulated in a motorcar

**THE AURELIA B24S SPIDER AMERICA**

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

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

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

to the world. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this was adopted for the B24 Spider, also called the 'America', launched in 1954.

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with an elegance that presaged another of the Torinese *carrozzeria's* great works, the Alfa Romeo Giulietta Spider of 1955. For the B24 Spider, the Aurelia B20 chassis was further shortened and came with a floor-mounted gear change as standard. Its performance equaled that of the B20 Coupé, top speed being in the region of 115mph (185km/h).

Unusually clean lines enabled the Spider to achieve what was an exceptional performance

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

Only 181 left-hand drive B24S models were built - the S stood for *sinistra*, Italian for 'left'.







THE MOTORCAR OFFERED

This is a beautiful example of the highly coveted Spider America model, which benefits from being presented in one of the best possible color schemes for these cars, black, accentuating all of its attractive chrome body decoration. Better still, it is equipped with the two definitive accessories for the model, wire wheels with their dished large hub caps, and the elegant hardtop, universally accepted as one of the few such tops that complements or possibly even improves its exquisite Pinin Farina lines.

Chassis 1177 was delivered new in its Italian home market, as recorded on copies of its period road license documentation. These denote that the car was originally delivered to Dario Fasano of Torino, and remained with him for more than 30 years in that all-important Italian motor city, before passing to

its second owner, Alberto Garnerone, also of Torino, in October 1987.

Shortly before it passed to its second owner, the car was entrusted to noted Lancia restorers KCA of Milan, who in their renowned fashion refurbished the car to very high standards and with strong knowledge of the details of these intricate and technically advanced cars. Amazingly, in the more than two decades that have elapsed since this restoration was completed, the Lancia is said to have covered only 2,000 km.

With *Lancia Registro Storico*, *Automobile Club d'Italia* and Italian transport papers on file, this ultra elegant and chic 1950s Italian sports car is offered publicly for the first time ever.

\$1,300,000 - 1,500,000



250²

The Hordern Ghost – Previously owned by Richard C. Paine Jr. and John Mozart

1913 ROLLS-ROYCE 40/50HP SILVER GHOST TOURER

Coachwork by I. Wilkinson & Sons

Chassis no. 2617

Engine no. 11A

7,428cc L-Head Inline 6-Cylinder Engine

50bhp at 1,500rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear Drum Brakes

- Well-documented example of the epic Silver Ghost
- Sporting Roi-de-Belges Tourer style coachwork
- Matching numbers drivetrain
- Great Silver Ghost for tours and driving events
- Offered with extensive history file



THE ROLLS-ROYCE 40/50HP SILVER GHOST

For anyone not familiar with the model, the Silver Ghost towers above many of its contemporaries in that it was entirely over-engineered and built to last forever, but also it was well marketed and so was very successful, causing it to remain in production for nearly 20 years.

Henry Royce's fastidious attention to detail ensured that where a certain level of build quality was necessary for a car to work properly, he would ensure it far exceeded this requirement. One only need gaze at the engine or rear axle, each held together with so great a number of bolts that it seems possible that they were intended never to come apart, indeed on a few surviving examples they never have! Where one ignition system was enough for some cars, naturally the Rolls had magneto and coil. Throughout the car a "belt and braces" approach was taken.

Where other manufacturers with products of similar quality faltered, thanks to the marketing genius of Claude Johnson the model sold well, and the reputation that it earned meant that Ghosts have been prized from day one. Because of this they were rarely scrapped, though often, since the running gear continued to perform long after the coachwork was fashionable, many have had a series of 'lives' from luxurious transport to reliable workhorse.

THE MOTORCAR OFFERED

As with most models of the marque, research for these cars is relatively straightforward as the Rolls-Royce Enthusiasts Club hold copies of the original order and build cards in their archives. The records demand close examination, for they detail virtually every component of the running gear and chassis, the dates on which they were tested and retested and further, when and if servicing was completed later in the car's life. The company also kept note of any changes of ownership that they were made aware of.

From the full set of records for chassis no. 2617, it is confirmed that this Silver Ghost was dispatched from the works on October 25th, 1913, fitted with the engine it still retains, number 11A, and in nickel finish for radiator and bright work fittings, again as today. It was sent to probably the finest quality coachbuilder of the



day, Barker and Co., who furnished the chassis with a limousine body capable of carrying as many as seven passengers, though normally four with light luggage.

The completed car was sold new through Glasgow agent, L.C. Seligmann, and dispatched to Australia where it would become the latest of a few Silver Ghosts to be owned by the Hordern family of Sydney. Anthony Hordern and Sons were extremely successful retailers and the late 19th and early 20th Century was their heyday - at around this time the business they owned was the largest department store in the Southern Hemisphere in Sydney, occupying some 15 acres.

For the subsequent history of this car and of many others that travelled to Australia, we are fortunate to be able rely on the extensive

research of Ian Irwin, who meticulously chronicled the detailed histories of these cars in his book *Rolls-Royce in Australia*.

Between the many Hordern family members, and the number of Rolls-Royce cars that they owned, deciphering the specific histories of each car is no small task. Working with Mr. Irwin, who has conducted research beyond that printed in his book, we have been able to confirm that this Ghost was supplied to Mrs. Anthony Hordern Senior, a widow whose husband had died in 1886. Mrs. Hordern lived at Drummoyne House, Drummoyne, close to Sydney. The car was registered for the road with the New South Wales number (NSW) 42. It is understood to have arrived in Sydney in the middle of 1914 and was most noted for its livery which was a deep regal purple.





We believe that on Mrs Hordern's death in 1919, the car passed to her niece, Mrs. (later Lady) Samuel Hordern, who was by then resident at Babworth House, Darling Point, Sydney. Returning to the factory records, these confirm that by August 1919 the car was serviced for Major Samuel Hordern and around this time it received what is described as a light overhaul, the brakes and gearbox being attended to and diagonal stays added to the front cross member – again these are still worn



by the car, confirming the originality of the mechanical aspects.

The Company's last note of ownership comes on January 17th, 1930, when the car passed to Wood Coffill and Co. Ltd. of Sydney. At this point it is understood that the car suffered the same fate as many Silver Ghosts, in that it was rebodied or converted for use as a hearse.

Ian Irwin confirms that it was bought from Wood Coffill by Bernard Dowd of Mt. Martha, Victoria, in 1941 and remained with him for more than 30 years until it was purchased from his estate by Robert Griffith and David Jones.

At this time it was sent to renowned Silver Ghost specialist Jonathan Harley of Stratford-on-Avon, who was entrusted with a comprehensive refurbishment of the chassis.

In cataloguing the car Bonhams spoke with Mr. Harley who recalled 2617 well and commented on how well preserved and unmolested the chassis was. This is similarly borne out by photographs in the Irwin book showing the car in rolling chassis form in this period.

Mr. Harley's mechanical work was matched by that of modern day coachbuilding house I. Wilkinson & Sons of Derby whose fine work ensured that a number of Rolls-Royce, Bentley and other cars returned to the road with period style coachwork. In this case they constructed a Roi-de-Belges type touring body for the car, complete with dog-leg windshield, full length hood, running board tool boxes etc. When completed the Ghost was actively campaigned on the Concours circuit and on tours, receiving a number of awards. A few years later the car was sold to



renowned American collector John Mozart, later passing into the renowned collection of Richard Paine where it saw frequent use.

Acquired by the present owner at Bonhams 2007 Richard C. Paine Jr. Collection Auction, the Ghost has since been meticulously maintained in the Channel Islands, forming part of a small and select collection, maintained by a resident engineer in a purpose built display facility.

On close inspection today, in addition to the known provenance of the car, it is reassuring to find that the car would appear to retain its full running gear, from matching engine, the additional struts to the front cross member which are mentioned in the factory records and even little details such as the chassis number stamping on the gear lever shaft. The trays in the running boards contain a near full set

of Rolls-Royce tools. The Ghost's history file includes photographs of the restoration and copies of the original build cards.

With the restoration now aged a little, this remains a very handsome example of the model enhanced by its subtle livery and comprehensive set of period lighting and accessories. A superb example of the Silver Ghost for tours and driving events, this 100-year-old motorcar is now ready for the next caretaker.

\$750,000 - 900,000



1964 JAGUAR E-TYPE SERIES 1 3.8-LITER ROADSTER

Chassis no. 880500

Engine no. RA4166-9

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 example*
- *Scored 99.96 points in JCNA judging*
- *Many past Concours awards*
- *Restored by marque specialists*
- *Offered with history file and Heritage Trust Certificate*

**THE JAGUAR E-TYPE**

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed

by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics.

The car featured 4-wheel independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive

icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join and many driving and Concours events to attend, the E-Type is an excellent, widely admired collector car.





THE MOTORCAR OFFERED

Presented in its original color scheme of Silver Blue over Dark Blue hides, this is a fine example of an early XKE with matching numbers and offered from long term ownership.

Originally, the car was built at the Coventry works on November 5th, 1963 and dispatched for the USA nine days later. Arriving on these shores, it was delivered new through Jaguar Cars of New York to its first owner, Mr. Steven Heltzer of Lawrence, New York, in the Long Beach area of Long Island. Its Jaguar Daimler Heritage Certificate confirms all of these details and denotes that a matched dark blue interior and blue top completed its first guise.

We understand that the car has remained in the US all of its life, with over two decades spent with an owner in Texas. In the late 1990s the car received a complete restoration by the

owner of an acknowledged expert restorer of British cars, Harry Warren, appropriately of Buckingham Palace in Dallas, Texas. On its completion, the car would reward the then owner with a handful of Jaguar Club North America awards including 1st in Class 16 and People's Choice, and was judged to 99.96 points. Shortly after this the car passed into its present hands.

As offered today, this XKE has seen limited use in recent times but remains in very clean order throughout. An early, 3.8-liter, covered headlight Roadster with the desired early dash layout, presented in its original and attractive colors, this car offers a great way to experience the E-Type legend.

\$100,000 - 125,000
Without reserve



1938 MERCEDES-BENZ 320 CABRIOLET A

Chassis no. 191150

3,208cc OHV Inline 6-Cylinder Engine
Single Carburetor
78bhp at 4,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- *Exquisitely restored, rarely seen model*
- *Sporting two-seat Cabriolet A Coachwork*
- *Elegant color combination*
- *Ready for competitive Concours judging*
- *Offered with restoration file*



THE MERCEDES-BENZ 320

Mercedes-Benz's luxurious 320 series was introduced in 1936 as a replacement for the outgoing 290. Built initially in two different wheelbase lengths, the 320 was down to just one from 1938 onwards, though a wide variety of open and closed body styles remained available, including a state-of-the-art streamlined saloon. The 320's six-cylinder engine started at 3,208cc before being bored out to 3,405cc towards the end of production to compensate for inferior quality



fuel. Maximum power increased to 78bhp and overall performance greatly improved, while coil-sprung independent suspension all round ensured that the ride afforded the ultimate in comfort at all times.

Factory sales literature was coy about top speeds, though models whose standard four-speed manual gearboxes were complemented by the optional ZF overdrive "autobahn" gear were reckoned capable of approximately 130km/h (80mph). Hydraulic brakes were a very necessary refinement in a car that in saloon form weighed almost 2,000kgs.

THE MOTORCAR OFFERED

Most 320s were completed with rather formal coachwork, though there was also a tourer, a roadster and various cabriolets to choose from. Of the latter, the two-door Cabriolet B is best known, but this 3.2-liter example is fitted with the more sporting two-door Cabriolet A body with two front seats, a third seat set at 90 degrees across the rear, and twin spare wheels on the boot. Stylish and imposing, the 320 Cabriolets had few peers as exemplars of open-top motoring in the grand manner, affording their fortunate owners 500K style but without their considerable purchase and running costs.

This striking 320 Cabriolet A's earliest history had yet to be uncovered at the time of cataloging; it was reportedly confiscated during WWII, presumably for military purposes. By the 1960s, the car was with



a private owner in the United States and it is believed that he sold the Mercedes-Benz to a European businessman the mid-1980s. In 2007, the 320 Cabriolet A returned to its native Germany and subsequently was subject to a no-expense-spared restoration performed by a Mercedes-Benz specialist during 2011 to 2013.

The frame-off restoration paid particular attention to the bodywork and the chassis, which present superbly in a fitting dark blue, neatly contrasting against a new grey leather interior done to the highest standards. The paintwork as well as all brightwork was finished to the highest standard possible. Mechanically, the engine was comprehensively restored and revised in every detail, while the Mercedes' electrical system was completely renewed with new cabling and connectors.

The lavish interior of the 320 Cabriolet A is just as exclusive an environment today as it was in 1938. Restored VDO instruments record vital running information; the highly polished wood covering the dashboard and door cappings has been renewed.

An extensive photographic documentation of the work carried out will accompany the car, along with German Historic Registration documents. This 320 Cabriolet A presents a wonderful opportunity to acquire a fully restored example of this most desirable, elegant and sporting pre-war Mercedes-Benz soft-top, one which is ready for Concours judging at an international level.

\$525,000 - 650,000



253

1973 PORSCHE 911S 2.4-LITER COUPE

Chassis no. 9113301070

Engine no. 6331707

2,341cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

190bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Beautifully presented throughout*
- *One of the last 2.4-liter 911S examples produced*
- *Factory delivered in Light Ivory and optioned with power windows*
- *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 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.

Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless up-grades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked

alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911 in 1973.



THE MOTORCAR OFFERED

The sporting 911S offered here is one of the final examples offered in the last production year for the desirable long-hood, small bumper 911. These cars are considered the last of the pure, original 911 design, and they benefit accordingly from all of the upgrades carried out over the nearly decade long model run prior.

Completed at the Zuffenhausen Porsche factory in the summer of 1973, this 911S Coupe was finished in light ivory, trimmed in black leatherette, and equipped for the US market. The car's optional equipment included option group G03, power windows and a Blaupunkt radio. While its early history remains unknown, the 911S is believed to have been part of an Iowa-based Porsche collection for decades before being purchased by the consignor more recently.

This matching numbers 911S, from the end of the final production year, has received refurbishments over the years, including a repaint in the original factory-delivered ivory color in the late 2000s. The 911S's mechanical components are believed to have been serviced and rebuilt around the same time.

Fitted with charming houndstooth seats, Fuchs wheels and air conditioning, this fine Porsche 911S is a very usable and highly desirable collector's car. With an enticing power band, excellent road holding, and the pure, classic 911 look, the 2.4-liter cars are among the best to ever come out of Porsche's workshops.

\$150,000 - 180,000
Without reserve



254^Q

Formerly the property of Rod Blood

1908 NAPIER TYPE 23A 45HP TOURING CAR

Chassis no. 4134

Engine no. 3347

6,178cc Side-Valve Inline 6-Cylinder Engine

45bhp

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear Mechanical Expanding Drum Brakes

- *One of the preeminent luxury cars of its day*
- *Large horsepower, exclusive Brass-era touring car*
- *Original coachwork*
- *Known early US collector history*
- *Freshly restored and not shown in the US*



THE NAPIER

The Napier marque was favored by royalty and nobility the world over, influenced in no small way by the engineering brilliance of Montague Napier and, in the early days, the marketing genius of Selwyn F. Edge who brought the marque to prominence at the turn of the nineteenth century. D. Napier & Son were there in the infant years of the motor car and Edge recognized the importance of successful competition in the new-fangled motor sport, Napier participating with distinction in the 1,000 Miles Trial in 1900 with a prototype model.

Napier claimed many firsts, building the first British racing car for the Gordon Bennett Race of 1901 and winning that prestigious event in 1902, the car wearing for the first time the British Racing Green livery. Napier claimed also to be the first manufacturer to offer a six-cylinder car in a production model – the 18hp

car of 1903 – and it was another six-cylinder model, this time a mighty 60hp racer, which set a new record at the newly opened Brooklands track in 1907, driving at an average speed of 65.9mph for 24 hours.

D. Napier & Son, Ltd., was formed in London during 1808. Engaged in precision engineering, the company had among its products a range of printing presses. By the turn of the Twentieth Century, however, it had fallen on hard times. The grandson of the founder, Montague Napier, decided to revive it with automobiles.

His first product was a vertical-twin engine with coil ignition, built for his friend Selwyn Francis Edge. Edge formed the Motor Power Company in 1900 for distribution of automobiles, and for more than a decade was Napier's sole distributor and promoter. That same year a

Napier automobile successfully completed the British 1,000-mile Trial.

In 1901, Napier and Edge decided to go racing, and built a 17.1-liter, two-ton competition car, but their more successful line was in passenger cars. One of their best customers, telephone magnate Charles Jasper Glidden of Massachusetts, carried the Napier name on a series of long-distance tours, one of which became the series carrying his name.

Napier achieved the distinction of producing the world's first commercially-viable six-cylinder engine, in 1904. A five-liter car with mechanical overhead intake valves, it soon spawned a 15-liter racing version. Napier, however, aimed squarely at the luxury market, a 60hp, 7.7-liter six becoming the best-known model. In 1908 came a five-liter L-head six





THE MOTORCAR OFFERED

with three-speed gearbox and shaft drive. Colonial models with a raised chassis had greater ground clearance for use in less-developed Commonwealth countries.

For the majority of the bigger horsepower automobiles of the pre-teen and teen age, their reliable power plants outlived their coachwork in terms of fashion/design and use and they would go on to have secondary existences in Europe within the Great War effort, or here simply as commercial applications, numerous cars becoming fire or farm apparatus.

To find cars from this period that were both built as sporting touring vehicles and retain their original coachwork is incredibly rare, particularly if they are of large horsepower. This stunning pre-teen Napier is one such remarkable survivor.

Napier chassis no. 4134 left the Acton works on October 30th, 1908. Owing to the agency arrangement between Edge and Napier sadly no record exists of its original owners, but it can safely be assumed that they were as well

heeled as the numerous Maharajahs and people of nobility that the company could count among their clientele, and that they ordered the very handsome seven passenger touring coachwork it has retained to this day.

Roughly a third of the way through its life the car had found its way to America, where it was owned for some considerable time by noted car collector and President of the VMCCA, Roderic M. Blood of Weston Newton, not far from Boston, Massachusetts.

One of the very well known of the pioneering collectors such as Cameron Peck and James Melton, Rod Blood was noted for his collection of Packards, and over the years the Napier would have shared a stable with a number of them including an early example of Packard's famed Model 30, as well as an early 1906



Pierce Great Arrow Opera Coach.

Rod Blood's collection was dispersed on his death in the late 1960s. A little later the Napier was repatriated where it would join one of the most extensive collections being assembled in the UK in the 1960s, that of textiles magnate Peter Black. The car remained in this collection for more than three decades, until it was sold in 2007 to the current owner, an enthusiastic collector of early and pre-war automobiles. By this time, a restoration which was thought to date from the immediate post-war period and Blood ownership had aged considerably, and the decision was made to return the Napier to the fine condition in which it would have been delivered new and more befitting such an important motor car.

Its paintwork was carefully stripped back and

brush painted in traditional Napier Green livery, while its polished through nickel has been expertly replated and wood revarnished. The full effect is truly befitting of such an important vehicle of this period.

Returning to its former home country of many years for this year's Quail Lodge Auction, this handsome, imposing and fast Napier is yet to have been shown or toured in America. Inevitably compared today, as it would have been when new, to cars such as a Rolls-Royce Silver Ghost, it is offered at a fraction of what one of the handful that share comparable originality and history might cost today, were it possible to pry them away from their owners.

\$1,100,000 - 1,400,000

Please note that this vehicle is titled with chassis number 0004134.



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 cutting-edge 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 double-overhead-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 foot-pounds 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 adjacent to 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 brand-new 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.

\$900,000 - 1,200,000

Offered on a Bill of Sale.



1938 BUGATTI TYPE 57 STELVIO

Coachwork by Gangloff

Chassis no. 57715

Engine no. 57715

3,257cc DOHC Supercharged Inline 8-Cylinder Engine

Dual Throat Updraft Stromberg UUR-2 Carburetor

170bhp at 5,500rpm

4-Speed Cotal Pre-Selector Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

4-Wheel Cable Operated Drum Brakes

- Owned by pioneering collector Bob Roberts for half a century
- Upgraded to supercharged Type 57C spec with a Cotal pre-selector in 1964
- Only three owners since 1950
- Desirable, enjoyable Stelvio Cabriolet coachwork
- The quintessential Bugatti road car

**THE BUGATTI TYPE 57**

The Type 57 Bugatti, introduced in 1934, marked Jean Bugatti's emergence as Bugatti's leader and creative force. It was the first new model built under his direction and it incorporated many features new to Bugatti. Its dual overhead camshaft eight-cylinder engine had dimensions of 72x100mm, offering 3,257cc displacement. The crankshaft ran in five main bearings. The camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them. Finger cam followers minimized side thrust on the valve stems.

The Type 57 also marked Bugatti's first use of a transmission fixed to the engine crankcase and a single plate clutch. The top three gears in the four-speed gearbox were constant mesh. Jean created a novel independent front suspension system using transverse leaf springs for the first

two examples of the Type 57 before *Le Patron* spied it and insisted it be replaced by a proper Bugatti hollow tubular live axle. Thenceforth suspension was traditional Bugatti semi-elliptical front and reversed quarter-elliptical rear leaf springs with cable-operated mechanical drum brakes.

Much of the Type 57's commercial success may be attributed to Jean Bugatti's sensitive, flowing coachwork which graced the most famous of the chassis' examples. Atalante two-seat coupé, Ventoux four-seat coupé, Stelvio cabriolet and the Galibier sedan vied with the best of France's and Europe's formidable coachbuilders' creations and comprised the bulk of Type 57 production. Bugatti's clients could have the best, but overwhelmingly they chose Jean Bugatti's designs on the Type 57.

Despite financial travail, development of the Type 57 continued with introduction of a stiffened frame and rubber-mounted engine along with the supercharged 160hp Type 57C in 1936.

In 1938 the nearly unthinkable happened in Molsheim when Bugatti finally adopted Lockheed hydraulically actuated brakes and replaced the beautiful and lightweight but expensive aluminum-spoked wheels and brake drums with Rudge-Whitworth center-lock wire wheels and separate brake drums.



THE MOTORCAR OFFERED

This elegant example of the desirable Stelvio Cabriolet has enjoyed careful ownership by only a handful of keepers in the last six and a half decades. Chassis 57715 was invoiced on November 22nd, 1938 as a bare chassis to British Bugatti distributor Col. Charles Sorel of London.

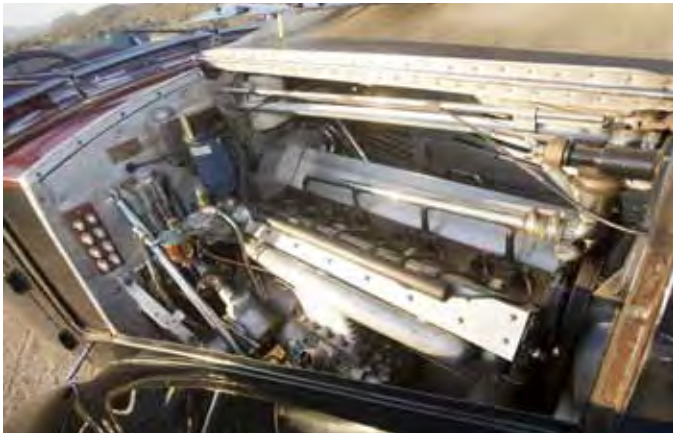
Carrosserie Gangloff in Colmar, France was selected to build the Stelvio body on 57715. Bugatti entrusted the coachbuilder founded by Georges Gangloff in 1903 with clothing many of its motorcars thanks in part to their convenient location near Bugatti's Molsheim factory and the skill of its craftsmen, who also bodied motorcars for Mercedes-Benz, Rolls-Royce, Isotta-Fraschini, Delage, Minerva and others. Of note, Gangloff would long outlive Bugatti, lasting to this day building trailers and railroad coaches.

While its early UK history remains unknown, the bulk of 57715's post-WWII ownership was in the care of pioneering car collector Bob Roberts. Mr. Roberts, the founder of the celebrated British Midland Motors Museum, was an early enthusiast and collector of what were deemed at the time to be just "funny old cars". Roberts purchased 57715 in 1950 kept the car for a full four decades until his death in 1990. The car would remain in the Roberts family in the UK for half a century.

During Mr. Roberts' long ownership, a few upgrades were made to improve the performance of the car. In 1964, the engine was uprated to supercharged 57C specification. A popular modification, Bugatti changed many of its own cars at the factory to this hotter spec in its heyday. Accounts from this period reportedly said







that the supercharger generated three to four pounds of boost pressure at 1.17 times the crankshaft speed. In place of the standard, sliding gear four-speed manual, power from the hotter motor was routed through a Cotal electromagnetic pre-selector four-speed gearbox — another popular retrofit that greatly improves the motoring experience. With the improved motor and pre-selector transmission, Mr. Roberts was often seen enjoying his Bugatti with his wife Audrey in the passenger seat.

After his death, the car remained with the Roberts family until it was sold from his estate in 2000 to a Mr. Schermerhorn. With its first new owner in half a century, the Bugatti would stay with Mr. Schermerhorn for nearly a decade before it was sold to its first American owner in the fall of 2009.

As handsome as ever, the older restoration on this example has held up well over the years. Carefully maintained and sparingly driven by its last two keepers, this supremely sophisticated and attractive machine is perhaps the archetypal Bugatti road car — a practical sports car incorporating speed, style, and grace, and the best of pre-war French master coachwork.

\$1,100,000 - 1,300,000



The Ex-Sir Jack Brabham – 1970 South African Grand Prix-winning
1970 BRABHAM-COSWORTH FORD BT33 FORMULA 1

Chassis no. BT33-2

Engine no. DFV 061

2,993cc DOHC DFV V8 Engine

4 Twin Carburetors

430bhp at 10,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Historic Grand Prix winning chassis
- Tailored specifically when new for Sir Jack Brabham himself
- The last car in which Sir Jack Brabham won a Grand Prix
- Four podium finishes during 1970
- Actively campaigned and exquisitely well-maintained



Brabham in #2, French GP, 1970.
Copyright: GPL



SIR JACK BRABHAM AND BT33-2

We at Bonhams have never felt more privileged to be able to offer a great Historic Formula 1 car than we are with this sparkingly-presented, actively campaigned Brabham BT33 in which Sir Jack Brabham scored the last World Championship-qualifying race win of his glittering career – in the 1970 South African Grand Prix.

Sir Jack retired from racing at the end of that momentous season, in which – while driving this same Brabham BT33, chassis '2' – he had come within a whisker of winning two more World Championship-level Grand Prix races and challenging seriously for a fourth World Championship crown.

It was in this car that Sir Jack led Jochen Rindt's Lotus until the very last corner of the very last lap in the Monaco Grand Prix, only

to slide off into the barrier at the Gasworks Hairpin there. And it was in this car that Sir Jack had broken Jochen Rindt's challenge in the groundbreaking new Lotus 72 to lead the British Grand Prix into the last corner, where 'BT33-2' sputtered into silence – out of fuel.

On May 19 this year, Sir Jack Brabham passed away at his home in Australia, aged 88. Sir Jack was, demonstrably, one of the most significant motor racing personalities of the 20th century. Not only did he win the Formula 1 Driver's World Championship title no fewer than three times. He also won the Formula 1 Constructor's Championship twice, and upon his initial victory in that competition he became the first man – and today remains likely to be the only one – ever to win both the World Championship in a car bearing his own name, built by his own company.

And Sir Jack's place in motor racing history extends to the Indianapolis 500 also, because in 1961 he was the first for decades to drive a Grand Prix-racing derived rear-engined car at Indy – finishing ninth in the Kimberly-Cooper-Climax, to trigger Indy's renowned "rear-engined revolution".

Sir Jack had been the Cooper Car Company's number one driver since 1959 and after winning that year's Formula 1 World Championship titles for himself and for the team, he followed-up immediately in 1960 with total domination of the year's Grand Prix season, and a second consecutive title success.

His development of his Cooper cars had long been assisted by what was effectively a pen-pal correspondence with an old friend from the Australian racing scene, engineer



Ron Tauranac. By 1961 Sir Jack could see that his friends at Cooper lacked the freedom of thought and action to develop their rear-engined design theme much further, and he decided to go it alone by founding his own racing car manufacturing business. He persuaded Ron Tauranac to join him as a UK resident, and they created a new racing car manufacturing business under the name Motor Racing Developments Ltd. They produced their prototype single-seater racing car to contemporary Formula Junior regulations during 1961 and as the MRD it showed immediate promise, attracting customer interest for 1962.

Sir Jack left Cooper at the end of the 1961 season to concentrate upon his new venture, and 1962 saw his new company produce its pilot batch of Tauranac-designed Formula Junior cars, followed quickly by their first

Formula 1 Grand Prix car – the Brabham BT3. Unfortunately, when French race circuit commentators pronounced the initials ‘MRD’ it sounded very rude to Continental crowds, and so Sir Jack and Ron Tauranac hastily re-titled the cars they were building and racing under the already renowned “Brabham” name.

Through the 1960s the Brabham Racing Organization became one of the most consistently competitive challengers in world-class Formula 1, Formula 2, Formula 3 and even Indianapolis-style USAC speedway racing. America’s own Dan Gurney scored the Brabham F1 team’s maiden Grand Prix victory in the French race of 1964, and in 1966 with new 3-liter Repco V8 engines – based upon the alloy Oldsmobile F85 light-alloy block – Sir Jack clinched that historic World title victory in a car bearing his own name. In 1967, his New Zealand team-mate Denny

Hulme drove his Repco Brabham to win a second consecutive Championship for the team – while ‘Blackie’ Brabham himself (so named after his characteristically dark-shaven, dark-tanned look) – went on to win further Grand Prix races on his own account.

Ron Tauranac preferred the lightweight, easily-repairable, highly-tuneable, multi-tubular spaceframe form of chassis construction into 1969, although his 1968-69 BT26 and BT26A designs were highly sophisticated, the spaceframe itself reduced in tube size and weight, then partially stress-skinned in sheet material to augment its rigidity. Team driver Jacky Ickx won both the 1969 German and Canadian GPs in his BT26A entries.

But in 1970 revised Formula 1 regulations demanded greater protection for Formula 1 car



fuel tanks, which in effect dictated the adoption of fully stressed-skin monocoque construction, as pioneered by Lotus and as espoused by all other Formula 1 constructors by the end of the 1960s. Tauranac had previously produced a semi-monocoque chassised Indy car – the BT25 – in 1968-69, but the BT33 as now offered here became Brabham's first full monocoque Formula 1 design.

The second such chassis – 'BT33-2' here – was tailor-made to be driven by Sir Jack himself. After private shake-down testing at Riverside Raceway in California, he made his public debut in this car in the 1970 Formula 1-season opening South African Grand Prix at Kyalami circuit, Johannesburg, on March 7th that year. Already the oldest driver in the entry, Sir Jack immediately qualified third fastest on the outside of the front row of the starting grid.

His chief mechanic caring for the car there was Ron Dennis – later creator of McLaren International and still head of the now world-famous marque today. Recalling 'BT33-2' in that South African GP today, Ron Dennis recalls: "It was so hot there at Kyalami that we had to rig an intake duct to feed air down into the cockpit to keep Jack as cool as possible. I remember having to shape a section of aluminium pipe to do the job, which meant first packing it with sand to prevent it collapsing as I worked it, and then bending and beating it to shape. We got it fitted but it was all last minute and I remember being really upset by how bad it looked..." The famously fastidious Ron Dennis's discomfort at what he still characterizes as "a really rude piece of work" was more than compensated for in the race.

After being delayed by a first-corner multiple car incident, Sir Jack ran sixth in the opening stages but by the end of lap six he and 'BT33-2' here had ripped back into second place, beginning an intense pursuit of Jackie Stewart's leading Tyrrell-team March 701. Sir Jack recalled: "I felt I could pass him. While I was trying to do so, Jackie put a wheel off the road and threw back a stone which cracked me on the cheekbone..." – Jack preferring an open-faced helmet at that time. "Some uncharitable types suggested he'd learned a thing or two from me. My face would carry the scar for years".

Undeterred, Sir Jack then tore past Jackie Stewart's blue March to lead on lap 20 – quarter-distance – and thereafter he paced himself imperiously to the finish, scoring a dominant debut victory for 'BT33-2' and the



Brabham at the start-line in Monaco, 1970, alongside Stommelen in a sister BT33, with Pescarolo in a Matra.



#2, Belgian GP, 1970. Copyright: GPL



#2, French GP, 1970. Copyright: GPL



first monocoque Formula 1 Brabham design – driver cooled adequately throughout by “the Dennis duct”...

On March 22 back home in England, Sir Jack then drove ‘BT33-2’ to finish fourth in the non-Championship Race of Champions at Brands Hatch circuit, while in the subsequent Spanish Grand Prix and the BRDC International Trophy race at Silverstone, England, Sir Jack failed to finish.

On May 10th, 1970, the Monaco Grand Prix then proved packed with drama. Sir Jack qualified fourth fastest in qualifying, lining up on the outside of the second 2x2 grid row, behind Jackie Stewart’s Tyrrell on pole position, Chris Amon’s March and Denny Hulme’s McLaren. On lap 22, Sir Jack slithered ‘BT33-2’ past Amon to take second

place and as Stewart’s Tyrrell developed a misfire Sir Jack took the lead. In his wake, Jochen Rindt’s elderly Lotus 49C profited from others’ retirements to inherit second place, nine seconds behind ‘BT33-2’. The hard-charging Austrian star had made his name driving Brabham cars in Formula 2, and he had been Sir Jack’s Formula 1 teammate in 1968. The veteran Australian had enormous respect and affection for the younger man – such high regard was mutual, in fact – but here on track, in combat, no quarter would be asked, nor any given.

The closing stages of that Monaco Grand Prix proved to be an enduring classic, Sir Jack exploiting every chance to save time and maintain his lead, while Jochen threw all caution to the winds and hunted him down. The Brabham came upon Jo Siffert’s stricken,

slowing March and was badly baulked. The Lotus rushed up onto Sir Jack’s tail. The two cars screamed into the last lap in close formation, down onto the Monte Carlo seafront at Le Portier, right-handed through the famous Tunnel, flick left-right through the chicane and down into the left-hander at Tabac. Hurling past the harbor with its moored yachts, Sir Jack came upon Piers Courage’s De Tomaso entering the last corner – the Gasworks Hairpin. The triple-World Champion braked late to lap the Italian car, leaving it to block Rindt’s charge. But it was one chance too many – ‘BT33-2’s front brakes locked and the car slithered head-on into the barrier. Rindt flashed by to win, while Sir Jack’s engine had stalled. In his own words:

“I was desperate to avoid receiving outside assistance, for I could still salvage second place



Brabham in #2 at the Spanish GP, 1970. Copyright: GPL

with its Championship points. An excited flag marshal made to push me back. As I saw him coming I'd just hit the starter button, thankfully the engine fired immediately, and I grabbed reverse. My engaging the clutch coincided exactly with the enthusiastic marshal lunging forward to push.

"As my car shot backwards, the marshal's outstretched hands encountered no resistance. So instead of pushing me back he launched himself into a swallow dive, straight onto my car's nose – full length, flat on his face – right against my windscreen.

"I jerked forward but could hardly rush off with him as a bonnet mascot. So I jabbed the brakes, which fired him into a heap on the roadway – in my path...and while he was trying to recover, I just had to sit and wait.

"He'd done more damage to my car's nose than hitting the bales – but then I could charge off to take the flag, still – but only just – in second place... Jochen couldn't stop chortling about his lucky win. 'Jack!' he guffawed, '... what the hell happened to you?'. He confessed he never thought I'd drop it – but I had..."

The Belgian GP at Spa saw 'BT33-2' sidelined by clutch failure and in testing at the Zandvoort circuit before the Dutch GP Sir Jack suffered a left-rear tyre deflation. The car "...entered a vicious slide, and the deflated tyre left the wheel-rim, which then hit the road. The car broadsided into the sand, the wheel-rim dug in and we flipped, rolling over and over into the wire catch-fencing in which it wrapped itself up, trapping me inside my cockpit, trussed up like the Christmas turkey. I might not (quite) have been stuffed, but I

was terrified I might yet get roasted. Had any leaking fuel caught fire, there was no way I could have escaped".

The car came to rest inverted over a ditch, with Sir Jack hanging from his seat belts. "Here I was in another test session – on a deserted circuit – out of sight of the pits, trapped in a crashed car. I really was getting too old for this. I'd have needed wire cutters to make my way out. I could smell petrol. My finger was poised (over the extinguisher button). At last I heard running feet and voices. Hands began to yank the wire away. I took that as my cue to twist my safety belt release – forgetting I was hanging by it – and dropped on my head, with my entire weight twisting my neck. The Dutch spectators then managed to raise one side sufficiently for me to wriggle out...I would have a stiff neck for a while".



BT33-2 in the "Fairmont-hairpin" at the Monaco Historics.

The car also proved virtually undamaged, but after two more punctures during the GP itself the Brabham combination finished twice-lapped, 11th. The French GP at Clermont-Ferrand then saw Sir Jack finish third and set fastest lap.

He then qualified second fastest to Rindt's Lotus 72 for the British GP at Brands Hatch, and he followed the younger man for 60 of the 80 laps in another classic battle. "I tried to pressure him into a mistake and eventually he missed a gear leaving Bottom Bend and I outbraked him into the next left-hander at South Bank. I was able to out-drag him down the next straight and then drew away. Jochen had had enough. He resigned himself to finishing second. As he put it 'The old man was going to win for sure...'"

"Entering the final lap I held a 13-second lead. It was a bit shattering for everybody in our team,

but especially for me, when I entered Stirling's Bend, with only Clearways to go before the finishing straight, and my engine died. We'd run out of fuel...

"As I went swishing along, engine dead... everybody just went wild. I could hear Jochen's Lotus coming, and then he went by me... heading for the checkered flag".

As he coasted to a stop after finishing second, Jack spotted Ron Dennis sprinting along behind him. "I thought 'I bet I know what's happened, the silly bugger's left the injection set to 'Full Rich' – the setting used to start the engine from cold" – he shrugged off his belts and leapt out determined to check the setting first. "Sure enough, it was on 'Full Rich'". For thirty years Sir Jack would blame Ron Dennis for the oversight, but at dinner with another





team mechanic – Nick Goozee – in 2002, Nick owned up: “That wasn’t Ron – it was me”. And for the second time South African GP-winning ‘BT33-2’ offered here had lost a Grand Prix win in the very last corner, of the very last lap.

The German GP then saw a first lap failure, and in Austria Sir Jack was challenging the new flat-12 Ferraris when Ignazio Giunti’s fired a trackside stone straight through the radiator of ‘BT33-2’. He finished 13th. At Monza he glanced along the guardrail after his engine cut out in the *Curva Parabolica* and by his own admission – having taken the decision to retire at the end of that season – “I’d really begun to lose interest by that time”. The car was inexplicably slow in Canada (retired) and at Watkins Glen (10th) and it was back home in the team’s Guildford race shop that they “... isolated the gremlin. After Brands Hatch an

engine breather line to the oil tank had been changed, creating tremendous backpressure which had caused oil to gather in the engine’s bottom end. In effect we were wasting engine power in heating-up our own oil...now we had located the reason too late for it to matter...”.

For Sir Jack’s farewell race, the 1970 Mexican GP at Mexico City, he and ‘BT33-2’ proved back on form – qualifying fourth fastest and running third early in the race behind the superior Ferrari 312Bs of Jacky Ickx and Clay Regazzoni. Thirteen laps from the finish a casting within his engine split and the unit seized solid. “After 23 long and hectic years, the disappointing end to my career as a full-time professional racing driver. But I had to look on the bright side. I had survived”.

Indeed he had – and so did ‘BT33-2’, his magic

mount from that swansong season. The car was in fact sold in 1971 to the well-known Franco-British owner/driver Alain de Cadenet and associates for the British driver Chris Craft to try his hand at Formula 1 late in the 1971 season. He promptly finished fifth in it at the non-Championship Oulton Park Gold Cup race on August 22nd, but then had to non-start for the year’s Canadian GP at Mosport Park following a practice failure, and then retired from the United States GP at Watkins Glen with a suspension problem.

The car’s engine and several suspension components were then cannibalized to be built into the first De Cadenet Le Mans sports-racing car, known by the name of its main sponsor, Duckhams Oil, while the monocoque, body panels and all other related parts were preserved in store. The specialist



British preparation and restoration company Crosthwaite & Gardiner had played the leading role in building the De Cadenet car, and Dick Crosthwaite finally fell heir to 'BT33-2' in part settlement of the bill.

Since 1998 – 'BT33-2' has been exquisitely well-maintained in race-ready trim by its current vendor – an exceedingly well-respected veteran personality within the vintage racing world. At one most prominent US vintage event, at Elkhart Lake's Road America in 2002, both Sir Jack himself and Ron Tauranac were on hand, taking off their sports jackets to pitch-in enthusiastically beside the owner and his crew to fix a minor problem. The owner today recalls that weekend spent in the company of Brabham and Tauranac as perhaps the pinnacle of his vintage racing career.

To acquire 'BT33-2' today is to share that association with true greatness. The car is immaculate. Its provenance is impeccable. Its historic record and its significance are plain. A sister BT33 has dominated the Monaco Historic Grand Prix in the hands of its owner-driver Duncan Dayton – managing what Sir Jack himself failed to achieve in 1970 – by leading out of the last corner instead of only into it. In capable hands we offer here a race winning Historic Formula 1 car.

And above all – it is Sir Jack Brabham's last Grand Prix-winning chassis. Now it could be yours.
\$1,000,000 - 1,400,000

Offered on a Bill of Sale.

salute to
JACK BRABHAM
 THREE TIMES WORLD CHAMPION
 IN HIS FINAL PERSONAL F1 CAR APPEARANCE

pre on trackside motor press briefing -
 JACK BRABHAM TRIPPLY RACE to drivers Eric
 Repetto-Ghost Silver Car Championship Race
 ITC Motorsports Championship Race
 ITC Grand Touring Car Championship Race
 Formula 1000 Championship Race

BRANDS HATCH
 SUNDAY NOVEMBER 29 - 12-30 p.m.
 Adults 10/- Children 6/- Stands and Paddock 6/- each

1971 FERRARI 365GTB/4 DAYTONA BERLINETTA

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 14821

Engine no. B1516

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original example with fewer than 6,600 miles from new*
- *Superb condition throughout*
- *Ferrari Classiche certified*
- *Few devoted owners since new*
- *Offered with substantial history file, books, tools and Ferrari Classiche's red certification book*

**THE FERRARI 365GTB/4 DAYTONA**

Perhaps the ultimate 12-cylinder front-engined Ferrari GT, the 365GTB/4 debuted at the Paris Salon in 1968, soon after gaining the unofficial name 'Daytona' in honor of the sweeping 1-2-3 finish by the Ferrari 330P4 at that circuit in 1967. The influential shark-nosed styling was by Pininfarina's Leonardo Fioravanti, later the famed *carrozzeria's* director of research and development, who once revealed that the Daytona was his favorite among the many

Ferraris he designed. The bonnet, extending for almost half the car's total length, was complimented by a small cabin and short tail; the overall effect suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary, *carrozzeria Scaglietti*, in Modena.

wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' high performance GT. Air conditioning and power windows were optional, but elsewhere the Daytona remained uncompromisingly focused on delivering superlative high performance.



The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at a hefty 7,500rpm, with 318lb/ft of torque available at 5,500 rpm. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent

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





THE MOTORCAR OFFERED

According to its history report provided by noted Ferrari historian Marcel Massini, this stellar 365GTB/4 was completed at the Maranello works on December 16, 1971. It wore *Marrone Colorado* paint and was fitted with a beige leather interior; a left hand drive example, it was optioned with air conditioning, power windows and a radio, and destined for the US market.

The new Daytona shipped to Eastern US Ferrari Distributor Luigi Chinetti Motors of Greenwich, Connecticut in January 1972, where its first owner, physician Dr. James E. Outler of Warner Robins, Georgia soon took delivery. An avid Ferrari enthusiast and FCA member, Dr. Outler's careful handling and devoted maintenance of the brown Ferrari kept it in pristine condition, and is surely why 14821 remains highly original and exquisitely preserved to this day. The Ferrari remained in

Outler's ownership until sold by Mrs. Vieno M. Outler in June of 1985 to Donald A. Kayko, Sr. of Waterford, Michigan. At this point, 14821 had just 5,824 miles recorded on its odometer, and remained entirely original throughout, still wearing its original coat of *Marrone Colorado*.

Mr. Kayko, a fellow FCA member and Ferrari aficionado, would become the caretaker of the low-mile Daytona for the next twenty years. He would keep 14821 protected from the elements and only used it on very special occasions. Kayko entered the car in several preservation class Concours events, one of them the 1994 FCA International meet held in Monterey during the Pebble Beach Concours d'Elegance week. In 2005, Mr. Kayko sold 14821 to renowned Ferrari collector James Page of Boca Raton, Florida. At this point the Daytona remained entirely original throughout and still had fewer than 6,000

miles on its odometer. Mr. Page soon entrusted 14821 to seasoned Ferrari specialist Al Roberts, Sr. of Sheldon Ferrari, Fort Lauderdale, Florida for a thorough mechanical re-commissioning to ensure all systems operated as they should.

Mr. Page later sold 14821 to Steve Wolf, also of Boca Raton. Mr. Wolf would enter the brown Ferrari in a few Concours events, the 2006 Palm Beach International Concours d'Elegance among others, before making the decision to repaint the car in the *Rosso Corsa* color it wears today. Further re-commissioning work was performed during this time, including the installation of a new clutch.

Today, with fewer than 6,600 original and documented miles since new, this extraordinarily well preserved and very original Daytona presents incredibly well. With the



exception of the exterior color change to *Rosso Corsa* and service items such as batteries and tires, 14821 remains original.

This car has always enjoyed owners who treated it with respect and admiration. The panel fit is excellent throughout, and it is immediately apparent that the paintwork performed was done to the absolute highest standards. Glass and bright work is as factory delivered, with just a slight age reminding the admirer that the car really is over forty years old. The original Carello lenses and weather stripping is intact as well, further attesting to the car's original nature.

The engine compartment where the massive quad-cam V12 engine is housed has the appearance of a well-serviced car that has never been out in rough climates. Original

clamps and zip-ties and are still in place. 14821's cabin remains equally original, showing just a slight age and the appearance of a 'real' car. 14821 was recently certified by Ferrari's Classiche certification program, and included with the sale is the red certification book, as well as an extensive history file including Marcel Massini's history report on 14821, paperwork dating back to the early 1970s, the bill of sale between Mrs. Outler to Donald Kayko, as well as an abundance of receipts.

A finer Daytona than 14821 is hard to find. With a well-documented provenance since new, very low mileage, and just two long-term owners for its first 33 years, this exquisite example will stand out in any Ferrari collection.

\$775,000 - 900,000

Please note that this vehicle is titled as a 1972.



1960 PORSCHE 356B 1600 SUPER 90 CABRIOLET

Coachwork by Reutter

Chassis no. 153886

Engine no. P801111

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

90bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Rare, matching-numbers Super 90 Cabriolet*
- *Offered from long-time enthusiast ownership*
- *Highly optioned example, finished in Silver Metallic over Red from new*
- *Accompanied by hard top and extensive history file*
- *Offered with Porsche Certificate of Authenticity*

**THE PORSCHE 356B**

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful *autobahn* burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and roadsters, more than 76,000 examples in all by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk lid and rounded fenders of the 356A series.

The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. 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

Offered here is a matching-numbers example of the most powerful and luxurious non-Carrera 356B model - the Super 90 Cabriolet. Completed at Porsche's Zuffenhausen factory about halfway through the 1960 production year, this 356B was finished in the same livery as it sports today - classic Porsche silver metallic over red leather upholstery. The new Super 90 Cabriolet was specially optioned with leather interior, an outside mirror, the luxurious Blaupunkt *Frankfurt* radio with two loudspeakers, an electric clock, locking gearshift and fitted luggage under the front compartment. Indeed, a highly optioned, top-of-the-line Cabriolet, which must have invoiced far above the base model.

The new Porsche had been ordered a few months earlier by Anton Johan Tulleners, a



The Porsche when new with Mr. Tulleners in Holland.

chemical engineer who in the late 1930s had left his native Holland with his wife Hanna, to take on a research position for the Royal Dutch Shell Company at their Long Beach, California facilities. When the new Porsche was completed, the Tulleners traveled to Zuffenhausen to collect the car in person, and subsequently drove it through Switzerland, France and Belgium, to visit their relatives in Holland.

After its maiden European voyage, the Porsche was shipped back to their home state California, where it was first registered in December 1960. The Tulleners would use the car on special occasions, such as trips out to their cottage in the Palm Desert area, while keeping a little logbook documenting some of their adventures. By the late 1970s, however, the Porsche was parked in the garage at their Fullerton, California home,

and would remain here, driven only sparingly, until Mr. Tulleners gave the car to his nephew, Paul J. Tulleners, in 1989.

The Porsche left California in 1990 when Paul moved to Hayden Lake, Idaho. Paul later sold the car to Dr. William P. Werschler of Spokane, Washington in 1992, who kept the car until the late 1990s when it was purchased by Boise, Idaho enthusiast, Dr. Matthew Sell. Nicknamed "Willy", the silver Porsche would become the first car in Dr. Sell's impressive collection of European sports cars, and has remained a member of the family ever since.

With just a few devoted owners since new, an exciting and well-documented history, this Super 90 Cabriolet stands out among most Porsche 356s. In beautiful condition throughout, the car still retains its matching numbers engine,

and is equipped with a rare, optional hardtop. The extensive history file that accompanies it includes letters, old photographs, a logbook and Porsche's Certificate of Authenticity. A top-of-the-line Super 90 Cabriolet offered from longtime devoted and loving care, this fine Porsche is bound to bring its next owner much joy.

\$90,000 - 120,000
Without reserve

260

FoMoCo factory demonstrator

1963 SHELBY COBRA 289

Chassis no. CSX2119

Engine no. 1296

289ci OHV V8 Engine

Single Four-Barrel Carburetor

271bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Exceedingly original and preserved Cobra*
- *Fewer than 11,300 miles from new and one owner for over 47 years*
- *Wonderful factory paint and interior with exceptional patina*
- *Recent mechanical refurbishment*
- *Offered with substantial history file*



THE SHELBY COBRA

The Shelby Cobra story is quite well known, although different people have their own accounts of the story. A.C. Cars, Ltd., was a boutique British automaker whose heritage descended from 1908. Originally makers of small delivery vehicles (the initials came from Auto Carrier), the company got into sports cars in the 1920s. After World War II, there was a sports hiatus while the company built some invalid cars, but in 1954 the Ace debuted, a new tube-frame car with all-independent suspension by John Tojeiro. From 1956, A.C.'s own engines were supplemented with outsourced units from Bristol and Ford of England.

Carroll Shelby, meanwhile, a chicken farmer turned racing driver, approached A.C. about putting American V8s into the splendid Ace chassis. Shelby had initially been interested

in Chevrolet's small block engine, but General Motors turned him down, no doubt because of concerns over competition for the Corvette. A.C.'s Charles Hurlock expressed interest in the proposition, and shortly thereafter, in October 1961, Shelby learned of Ford's new small block, slated for introduction in the 1962 intermediate Fairlane model. Ford was more than eager to do business for the exact reasons that Chevrolet declined.

Rightly regarded as one of the all-time great classic sports cars, the early AC Cobras remain some of the most iconic and collectible cars ever made.

THE MOTORCAR OFFERED

This highly original and beautifully preserved example of Shelby's legendary Cobra, chassis CSX2119, was invoiced to Shelby American on April 30th, 1963. Finished in Vineyard Green over a beige interior, the car was shipped to Los Angeles on May 2nd aboard the *Loch Avon*, ultimately ending up at Shelby's headquarters. After completion at Shelby American in August of 1963, CSX2119 was consigned to W.J. Janner, Car Sales Promotion, Ford Division, Ford Motor Company, Dearborn, Michigan, and was shipped to Dearborn aboard one of the FoMoCo trucks along with other early Cobras CSX2083, 2085, 2120, and 2122.

CSX2119 was invoiced to Jacques Passino, an executive at FoMoCo, in September of 1963. The invoice read: "1 Cobra-Ford chassis # 2119," (\$5,195.00); with Class "A" accessories (\$224.50); a luggage rack (\$30); and WSW







tires (\$32.50), less the FoMoCo discount of \$300, for a total of \$5,182.00. During this time, CSX2119 was fitted with the factory hard top, and used as a Ford executive demonstration car for promotion in the Michigan area.

The Cobra was returned to Shelby American during the latter half of 1964 once its promotional duties had been satisfied, and it was then sold to Metke Ford of Bellevue, Washington. They notified Shelby American on 4/1/65: "Cobra #CSX2119 was recently purchased from us by James C. Bargelt (Bellevue, WA). After comparing notes with fellow Cobra owners at Pacific Raceways, Mr. Bargelt has asked that you send him direct, a dash plaque and to put him on your mailing list." Mr. Bargelt, an engineer at Boeing, also owned CSX2459, a USRRC competition Cobra, which he was known to have raced from 1966-68.

During Bargelt's ownership, he drove CSX2119 to watch the USRRC Road Races at Kent, Washington, and a dash plaque from this event was attached to the car. In 1966, the car had a minor incident to the left front, and as it was much easier at the time to replace a portion of the left front fender than to hammer it out, a factory fender was purchased from Shelby American; this metal was carefully crafted in and the paint blended very nicely to match the factory paint on the rest of the car.

In 1966, Bargelt sold CSX2119 to Michael W. Hyer of Mercer Island, Washington for \$4,000. Hyer relocated to Blacksburg, Virginia shortly thereafter, bringing the small-block Cobra with him. CSX2119 remained in Hyer's ownership until recently; he states the car saw very limited use and was kept

in storage until the late 1990s, resulting in total mileage of just 11,128 miles from new. CSX2119 therefore presents as a genuine, highly original and preserved, low original mileage Cobra that has always remained intact and complete.

Today, CSX2119 retains all of its major components, including its original engine. The car still has much of its factory original paint, as well as its original interior, hardware and bright work. The trunk is equally untouched, and complete with the original factory accessories, such as the spare tire, complete tool roll with Shelby jack and grease gun, soft top with mounts, side curtains and tonneau cover. When Hyer bought the car from Bargelt, he retained his complete Cobra Owners Club of America (COCOA) file, including CSX2119's retail buyer's form and





Cobra new car warranty card, all of which are still with the car. Also included in the file are original letters from the COCOA president, Charles C. Green, and a notarized statement from Mr. Hyer, addressing the low mileage and originality of the car.

Recently, CSX2119 has received a mechanical refurbishment, and is said to drive and perform just as it should, delivering the type of experience only available with a low mileage, very original car. Chassis number stampings can be found on hinges and latches, and the car's original license plate from 1966 is still mounted on the car today, together with its expired 1970 registration sticker.

Equipped with its factory hardtop and luggage tray, CSX2119 looks terrific, and wears a

wonderful patina in and out. With one owner for over 47 years and less than 11,300 miles from new, CSX2119 is one of the finest early Cobras we have ever seen, and in its lovely original color of Vineyard Green, it is also one of the most attractive.

\$1,300,000 - 1,500,000



1964 JAGUAR E-TYPE “BOUILLOT HELSEL” ROADSTER

Chassis no. 860402

Engine no. R5016-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

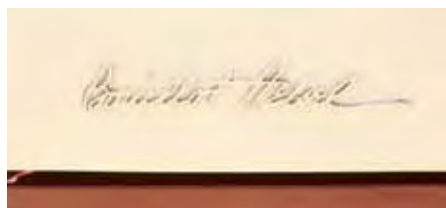
- The car that pioneered the 'ultra-high end' modernization of vintage cars
- Cost £50,000 when new
- Many tasteful performance and cosmetic upgrades
- Believed to be the only one built



THE MOTORCAR OFFERED

While more often seen today, it was uncommon practice 30 years ago to take a vintage car and make updates and upgrades to improve upon the maker's original product with the intent of creating a commercial venture. The "Bouillot Helsel E-Type" offered here pioneered the way for the likes of Singer and Eagle to come along decades later and ply their polished and pricey wares.

Starting with a right-hand drive Series 1 Coupe,



the roof was removed, the steering wheel switched sides, and numerous mechanical upgrades were installed. The car was originally presented at the London Motor Fair (Show) at Earls Court in 1983.

For the sum of £50,000, a price in those days roughly equivalent to three or more original cars, the Bouillot Helsel E-Type boasted a 5-speed Jaguar synchromesh gearbox, beefed up suspension and an aesthetic makeover which was not only very striking, but far more luxurious than the original. This included matching luggage, a plush leather interior with burled walnut dashboard fascia and its own style of knock-off hubs. Boldly, the company used their own cream and burgundy throughout and a 'BH' insignia can be found across the headlining and on the luggage, while a chrome 'Bouillot Helsel' signature can be found on the lower hood edge.

It is not known how successful the venture was and consultation with knowledgeable Jaguar historians such as Philip Porter in the UK suggests that this may well be the sole example, although the 'model' is referred to in Chris Harvey's *E Type: End of an Era* and features on page 245 of this book.

Today the Bouillot Helsel E-Type represents a bold attempt at improving upon the original E-Type concept. The engine compartment is clean and detailed in a matching color scheme. It is a one-of-a-kind automobile and very striking in appearance, a car that everyone will notice. It represents a singular opportunity in this sale.

\$80,000 - 110,000

Without reserve

262

1958 MGA TWIN CAM ROADSTER

Chassis no. YD/3/515
Engine no. 16G/U/545

1,588cc DOHC 4-Cylinder Engine
2 SU Carburetors
108bhp at 6,700rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Disc Brakes

- *The rarest and most sought after MGA*
- *Beautifully restored in classic British colors*
- *One of only 2,111 Twin Cams produced*
- *Bahama Vintage Grand Prix participant*
- *Many unique features over a standard MGA*



THE MGA

Conceived as replacement for the traditional 'T'-Series MGs, the MGA combined a rigid chassis with the 1,489cc B-Series engine that had first appeared in the ZA Magnette. Clad in a curvaceous aerodynamic body and capable of topping 95mph, the MGA proved an instant hit. Coaxing more power from the standard engine was becoming increasingly difficult, so development concentrated on a twin-overhead-camshaft cylinder head for the B-Series block. Conceived at Cowley by BMC engineer Gerald Palmer and introduced in 1958, the new engine did not disappoint, producing an impressive 108bhp at 6,700rpm. Considerably faster than the stock MGA, the Twin Cam could comfortably exceed 110mph, and to cope with the increased performance Dunlop disc brakes were fitted all round and Dunlop center-lock wheels adopted.

THE MOTORCAR OFFERED

This early MGA Twin Cam is a well-known car with a long and documented history. Its previous owner used it regularly and successfully participated in the Bahama Vintage Grand Prix, and it is believed that this MGA was the ex-David Ash, JS Inskip test car used to film a road test at Lime Rock Park. The Twin Cam passed into the hands of the current owner several years ago, and since then much effort has been expended towards bringing it into its very fine condition as seen today.

Offered in freshly restored condition, the Twin Cam has just received a bare metal re-spray along with considerable maintenance work. Finished in the attractive British Racing Green over tan upholstery, the MGA is well-presented in and out, and appears as a quintessentially British sporting roadster of the period.

The MGA Twin Cam represents the ultimate and rarest specification of the MGA model, and offers

a considerable boost in performance. With their good looks further enhanced by the enviable Dunlop wheels, the Twin Cam is immediately identifiable from a standard car. With only 2,111 cars produced, they will always be rare and have "the right stuff" that sets them apart as the most sought after MGA of all. Offered with a history file, side screens, manuals, original jack and British Motor Industry Heritage Certificate, this fine example is ready for its next owner.

\$75,000 - 85,000
Without reserve



263

1991 FERRARI F40

Coachwork by Pininfarina

VIN ZFFMN34AXM0089767

Engine no. 27523

2,936cc DOHC Twin-Turbocharged V8 Engine

Electronic Fuel Injection

478bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Exceptionally original and preserved example of the legendary F40
- Less than 1,300 miles and just three owners since new
- The 141st of just 213 US-delivery F40s ever produced
- Factory original condition in and out
- Ferrari Classiche Certified



THE FERRARI F40

"The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard" *Autocar* magazine, May 1988.

Introduced in 1988 to celebrate Enzo Ferrari's



40 years as a motor manufacturer, the 200mph F40 was the ultimate supercar. Inevitably, comparisons were made with the rival Porsche 959 but whereas its German rival represented a cutting-edge, technological *tour de force*, the F40 exemplified traditional Ferrari values.

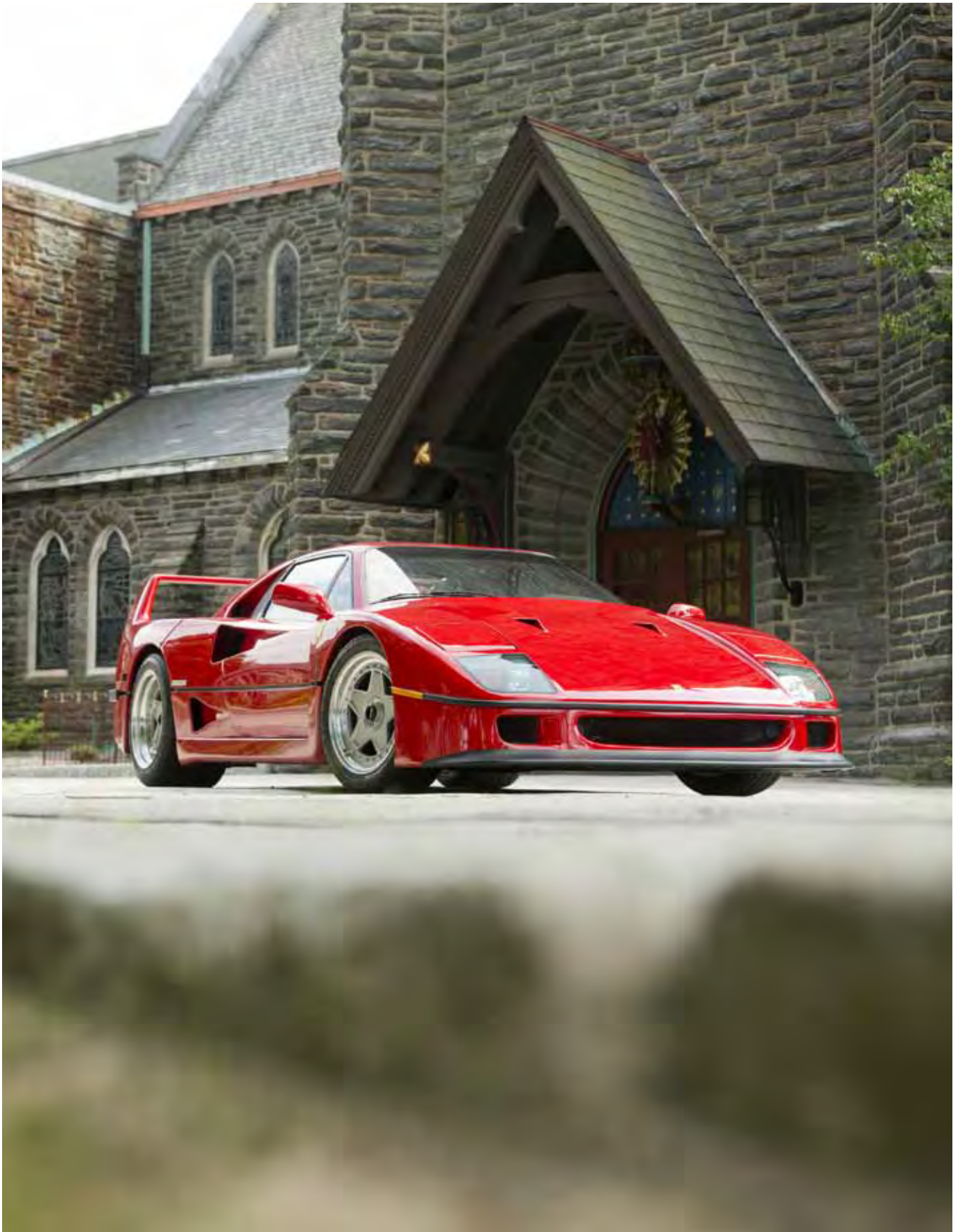
A relatively straightforward car, the F40 relied on enormous power, low weight, race-bred suspension, generously sized tires and excellent aerodynamics to achieve a level of performance near-identical to that of the infinitely more complex 959. F40 owners, though, had the satisfaction of knowing that their car was slightly faster, boasting a top speed of 201mph to the 959's 197.

A mid-engined, two-seater Berlinetta, the F40 was a development of the limited-production 288GTO and like the latter - but unlike the

preceding 308/328 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-liter V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp at 7,000rpm. For the seriously speed-addicted this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic molding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity superior to an all-metal structure. The doors, bonnet, boot lid and other removable panels were carbon fiber.

Pugnaciously styled by Pininfarina, the wind tunnel-developed F40 incorporated the latest





aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil. Despite the need to generate considerable downforce - and with a top speed higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34.

The F40's interior reinforced its image as a thinly disguised racecar, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.

Autocar concluded its test thus: 'On a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive

grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to racecar levels - and revel in it. ...there's little doubt it is the very personification of the term *sports car*.'



THE MOTORCAR OFFERED

This outstanding example of Ferrari's legendary F40 was completed as a US market car at the Maranello works in May 1991, and is the 141st car built out of a total of 213 US-market F40s produced. Original and extremely well preserved, this car still wears its factory-applied *Rosso Ferrari* paint, and *Stoffa Vigogna* racing seats.

The new F40 was delivered to Dallas, Texas, where it was registered to its first owner in December 1991. Driven only on special occasions, the F40 was eventually purchased by a Pennsylvanian Ferrari collector in 1996, where it lived alongside his impressive stable of other Ferrari supercars including a second F40 and an F50. The car would remain in this ownership until purchased by the consignor.

In 2014, Algar Ferrari of Pennsylvania was commissioned to carry out a comprehensive

service on the highly original and extremely low mileage F40. Mechanical systems were inspected and maintained as needed, and time-sensitive service parts were refurbished and replaced, including the timing belt and tensioners, and the in-tank fuel pumps that can occasionally fail from time to time on the F40s. During the thorough check-up by Algar, the car was inspected and inducted into Ferrari's Classiche Certification program, and the F40's next owner will be receiving the red Classiche binder once issued by Ferrari SpA.

With less than 1,300 original miles from new, this must be one of the lowest mileage and most diligently serviced F40's in existence. This time capsule Ferrari still retains its original factory installed tires, alloy wheels with wheel weights, all factory interior and exterior components, and factory decals and

emissions components in place. Complete with the original books, the complete tool set and the factory delivered luggage set, this superb F40 stands out as one of the absolute best examples available anywhere.

\$1,300,000 - 1,600,000



The ex-Bobbie Gentry, Amelia Island Concours Award winning

1967 MASERATI GIBLI 4.7-LITER COUPE

Coachwork by Ghia – Design by Giorgetto Giugiaro

Chassis no. AM115.090

Engine no. AM115.090

4,719cc DOHC V8 Engine

330bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Show-winning, exceptional nut-and-bolt restoration
- Owned new by country singer Bobbie Gentry
- 2014 Amelia Island Concours d'Elegance Award winner
- US-delivery model with desirable 5-speed transmission
- Offered with extensive restoration file



THE MASERATI GIBLI

A strong contender for the “most handsome car of the 1960s” title, Maserati’s Ghibli debuted in coupe form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivaled the Ferrari Daytona for straight-line performance - its top speed was close to 275km/h (170mph) - while beating it for price. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tires did not foul the wheel arches. The roofline fell away from the

top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli’s contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon’s tubular steel chassis in its live rear axle form. In preference to the more complex suspension designs favored by its rivals, the Ghibli used leaf springs and a single locating arm, a much more easily maintained arrangement.

The power unit was Maserati’s powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-liter form up to 1970 when it was superseded by the 4.9-liter SS version

in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8’s enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era.

One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did 40 years ago.





THE MOTORCAR OFFERED

This outstanding example of Maserati's classic Ghibli Coupe stands out as one of the finest restored examples of the model that we have ever seen. Completed at Maserati's Modena workshops in 1967, this early-production Ghibli, chassis no. AM115.090 was built as a left hand drive coupe for the US market, and finished in red over a white interior. The new Ghibli had been ordered by country music singer and songwriter Bobbie Gentry, who had just reached stardom with her number one Billboard

100 hit *Ode to Billie Joe*, released that same year. Gentry later married casino mogul and automobile collector Bill Harrah; cars must have been quite the common passion of the couple!

After Gentry's ownership, AM115.090 traveled west, where it was owned by a Mr. George Bolton of Carmel, California, before being purchased through another collector by a Mr. Richard Morrow of Forest City, North Carolina. By 1982, AM115.090 was owned by Knoxville, Tennessee resident, William H. Butler, and the Maserati would stay with Mr. Butler for a decade and a half.

In 1996, the aging Ghibli came to the attention Tampa, Florida based restorer and enthusiast, Al Sedita Jr. Sedita, a seasoned restorer, saw the Ghibli as the perfect candidate for a full restoration, and as soon

as the Ghibli was purchased, Sedita would focus the next decade and a half on making the Ghibli a show winner again.

According to Sedita, he would spend more than 6,000 hours on the restoration of AM115.090. Furthermore, specialty shops would aid in areas where Sedita thought he wouldn't be able to deliver the best result himself. The paint and bodywork preparation was handled by Special Cars Only of Oldsmar, Florida, and receipts for just this aspect of the restoration total over \$30,000. When completed, all new body gaskets and seals were carefully installed.

All chrome, stainless and aluminum pieces were refinished by Don's East Coast Restoration of Lindenhurst, New York, while gauges, switches and instruments were all





restored by specialist shops. Correct clamps, hoses and hardware were used, as well as original Carello lenses and lamps.

The Ghibli's interior and trim restoration was entrusted to Rudi Bailey of Tampa, Florida.

Since the engine and transmission had been rebuilt while in in Mr. Butler's ownership, no more than a re-seal and inspection was necessary. The Ghibli's hydraulic and braking systems were rebuilt, a new exhaust was installed, the suspension received new bushings and joints, and the carburetors were rebuilt with new throttle shafts. Finally, the sporting Campagnolo alloy wheels were restored and fitted with correct Pirelli Cinturato tires.

With the black Ghibli finally finished, Sedita trailed the car to one of the most prestigious

classic car events in the US, the Amelia Island Concours d'Elegance, where the Ghibli was entered for judging among some of its most impressive and fastidiously-maintained contemporaries. Highly impressive, yet fully deserved, the black Ghibli was awarded the coveted Amelia Award, in recognition of the 100 year anniversary of Maserati, equaling a class win in the post war category. Renowned collector car aficionado and publisher of *Sports Car Market* magazine, Keith Martin, later commented on his blog after his visit to the Concours: "The most beautifully presented of the modern cars was another Ghibli, a 1967 coupe owned by Al Sedita, Jr. It was seductively sinister in black, and perfectly restored in and out".

This magnificent Ghibli, meticulously restored, with a five speed manual transmission, and

presented in a striking color combination, truly stands out among its peers as one of the finest examples of the model surviving today. Included in AM115.090's history file are hundreds of receipts for parts and sublet work performed during the restoration, all neatly organized by date and attesting to the highly detail-oriented quality of the work.

With Ghibli restorations to this fanatical level few and far between, we believe that a better Ghibli will be very hard to find indeed; this car's next owner will surely be impressed with the quality of this fantastic Maserati.

\$350,000 - 550,000

265

1972 FERRARI DINO 246GT

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 03964

2,419cc DOHC V6 Engine
3 Twin Weber Carburetors
195bhp at 7,600rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Beautifully presented, US delivery Dino Coupe*
- *Factory-delivered in striking livery of Blu Dino Metallizzato and Sabbia*
- *Factory optioned with A/C and power windows*
- *Iconic and timeless Pininfarina styling*
- *An ideal companion for rallies and driving events*

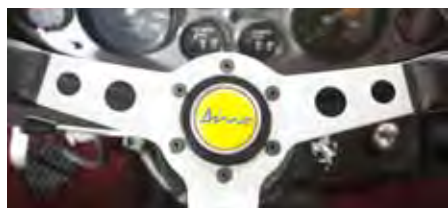


THE FERRARI DINO 246

The Dino 246GT replaced the 206GT in late 1969, an important year for Ferrari as it saw the firm's formal association with FIAT and put at Maranello's disposal the considerable resources of the Torinese group. The Dino's chassis was lengthened, the body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power was adequate compensation for any weight gain.

The outside fuel filler of the 206 was deleted, and the predecessors' distinctive knock-off wheels followed soon afterwards. A Targa-top version, the 246GTS, followed in 1972.

According to the highly respected *Road & Track* magazine, "it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being."



THE MOTORCAR OFFERED

Built as part of the final and fully evolved E-series of 246 Dino production, the smart 246GT Coupe offered here was completed at the Maranello Ferrari factory in May of 1972. Painted in the optional and striking color of *Blu Dino Metallizzato*, a medium metallic blue, 03964 was trimmed in *Sabbia VM 3234* light beige leather upholstery. It was built for the United States, handsomely optioned with power windows and air conditioning, and equipped with Campagnolo alloy wheels mounted with Michelin tires.

The new Dino Coupe had been ordered by Rosemont, Pennsylvania Ferrari importer Chinetti-Garthwaite, and a copy of the 03964's original Certificate of Origin issued by Ferrari's SEFAC department on July 27th can be found in the accompanying comprehensive history file. Also included in the history file is a copy of



the original sales invoice, recording the sale of the Dino to its first owner, a Mr. Don Fong of Atlanta, Georgia, on September 14, 1972, for \$12,545.00. Mr. Fong is believed to have kept the Dino for just a few years, before selling it on to a resident of Alabama.

By 1977, the blue Dino Coupe had been repossessed by a bank, and was purchased by Tucker, Georgia Ferrari specialists FAF Motorcars. The car remained with FAF until the early 1980s, when Fred Infantino of New York is believed to have acquired the Dino. By the late 1980s, the Dino's exterior color had been changed to white, and the car had migrated to Michigan where a Mr. Chris Lutomski owned it.

More recently, the Dino has been treated to a service by Algar Ferrari of Pennsylvania, and appears ready to enjoy today. Finished in the

elegant *Rosso Rubino* dark red metallic over a burgundy colored interior, this beautiful Dino 246GT presents exceptionally well in and out. It is fitted with the Perspex headlight covers, a period feature very popular on Dinosaurs when they were new, and possibly a detail installed by Chinetti-Garthwaite at the time of delivery. With their excellent road manners, great sound and iconic looks, the classic 246 Dino is as popular as ever, and hardly a Ferrari model to ever be forgotten.

\$290,000 - 330,000



The Enzo Ferrari-approved, ex-Dr. Bonomi, Gilles Villeneuve tribute

1979 FERRARI 312T4 FORMULA 1 RACING SINGLE-SEATER

Chassis no. 037

Engine no. 035

2,991cc DOHC Flat 12-Cylinder Engine

Lucas Fuel Injection

515bhp at 12,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Built by the Ferrari factory at Enzo's behest
- Actively campaigned and raced in vintage events
- Championship-winning design
- One of the seminal Formula 1 designs of its generation
- A front runner in Historic F1 competition



GILLES VILLENEUVE AND FERRARI

Enzo Ferrari himself – founder and long-lived helmsman of the revered Ferrari SpA company – was both the most experienced and in many ways the most perceptive of judges whenever the question of truly great racing drivers might be posed.

Mr. Ferrari's particular fondness and admiration for the late, great French-Canadian Formula 1 star Gilles Villeneuve is recorded in his famous book *Piloti che Gente*, published in 1985:

"Villeneuve's personality was such that he captured the crowds right away and became known as...Gilles! Yes, there were those who considered him nutty, but his energy combined with his daring and his 'destructive' capacity for burning out axle shafts, gears, clutches, and brakes when he raced, taught us what was required for a racer to protect himself in an unexpected situation, in desperate

circumstances. He was the champion warrior, and he gave Ferrari a great deal of fame. I was extremely fond of him".

The roadway leading to Ferrari's Formula 1 facility at Fiorano is named after Gilles Villeneuve and his victories in the 1979 South African and Monaco Grand Prix races, and perhaps especially in the later 1981 Spanish and Monaco GPs provide remarkable testament to his combative nature and extraordinary racecraft.

While he won at Kyalami, South Africa, and at Long Beach in works Ferrari 312T4 '037' – the identity now offered here - by 1981 he was driving the ill-handling early turbocharged V6 Ferrari. In that car at Jarama, Spain, he held off a train of five faster rivals for most of the distance, just by using the superior straight-

line speed of his powerful Ferrari and adopting "muscularly defensive" lines through the turns. He finally won there by just 0.22 seconds with the fifth-placed man only just over a second further back!

In his home Canadian GP at Montreal, Villeneuve damaged his Ferrari's front wing and drove most of the race in heavy rain with the wing obscuring his view before finally finishing third after his car's nose section had completely fallen off.

The *tifosi* revered him for his wheel-banging closing-laps duel with Rene Arnoux's turbocharged Renault in the 1979 French GP at Dijon-Prenois, the personally always engaging Villeneuve commenting afterwards, "I tell you, that was really fun! I thought for sure we were going to get on our heads, you know, because



when you start interlocking wheels it's very easy for one car to climb over another!" At the Dutch GP a slow puncture collapsed Villeneuve's left-rear tire and spun him off track. He rejoined and limped back to the pits on three wheels, but driving so quickly he lost the damaged wheel along the way. On his return to the pits refused to believe that the car was beyond repair. He could have won that year's Drivers' World Championship by beating teammate Jody Scheckter at the Italian GP, but dutifully finished behind his South African teammate, Scheckter eventually beating Villeneuve to the coveted title by just four points.

In the rain-drenched Friday practice session before the season-ending United States GP at Watkins Glen, Villeneuve set a time some 11 seconds faster than every rival. Jody Scheckter, second fastest, recalled, "I scared

myself rigid that day. I thought I had to be quickest. Then I saw Gilles's time and — I still don't really understand how it was possible. Eleven seconds!"

Gilles Villeneuve believed devoutly in entertaining the world's race fans. "Smoke the tires!", he said, "Yeah! I care about the fans, because I used to be one of them!"

Mr Ferrari again:" ... when they presented me with this tiny Canadian, this miniscule bundle of nerves, I instantly recognized in him the physique of the great Nuvolari and I said to myself, 'let's give him a try'."

Five-time World Champion Juan Manuel Fangio was another fine judge of a racing driver. After Gilles' tragic death following a crash before the 1982 Belgian GP at Zolder, the legendary

Argentinian declared: "He will remain as a member of the family of the truly great drivers in auto racing history. Mr Enzo Ferrari, who is an authority on these matters, has compared Villeneuve to Tazio Nuvolari. Nuvolari in my younger days was the great idol. All drivers wanted to equal the great Nuvolari. They struggled to match but could only imitate him. To be compared to Nuvolari is to receive the highest praise. Villeneuve did not race to finish, he did not race for points. He raced to win. Although small in stature he was a giant."





THE MOTORCAR OFFERED

Dr. Carlo Bonomi, a well-established customer and friend of Ferrari, shared this widespread admiration for Gilles Villeneuve, and in 1981 - while Gilles was still driving so charismatically for Ferrari - he asked if it would be possible to acquire one of the French-Canadian's great Formula 1 cars. Mr. Ferrari himself approved the sale to Dr. Bonomi of what was presented to him by the factory as Gilles' 1979 South African and Long Beach GP-winning 312T4 car, chassis serial '037'. This is the car now offered here, and the first factory invoice for it was raised on September 23, 1981, to Dr. Bonomi's Swiss company, Tradeconsult SA in Geneva.

It is evident that the Ferrari factory had all the components necessary to re-assemble the entity for their favored customer, and '037' as offered here was completed and delivered to him, with written confirmation of this identity, and described

in the invoice as a "*Vettura usata, debitamente revisionata*" – "Used car, duly revised".

Meanwhile, at the end of the 1980 Formula 1 season, Ferrari factory sources had actually confirmed to the contemporary editorial team of the motor racing annual *Autocourse* that they had (quoting from page 44 therein): "Dismantled their 1979 312T4s (037), (039) and (041) and built three T5s – (042), (043) and (044) for South America..." indicating that those 1980 312T5 Formula 1 cars had been based upon the number-bearing monocoque chassis nacelles of those T4 cars – actually as a cost-saving measure while most team funding was concentrated upon the future turbocharged car program - to compete in the 1980 season-opening Argentine and Brazilian GPs...

At the end of that 1980 season, 312T5 car '042'

was then sold into private hands, being preserved for many years by leading French Ferrarista Jean Sage (now deceased) and still surviving in another collection today. The photographic record matches aspects of that car's monocoque chassis with Villeneuve's actual 1979 South African and Long Beach-winning car.

However, Dr. Bonomi was delighted with his immaculate Villeneuve tribute car '037' as had been provided for him with Mr. Ferrari's personal blessing. From him in the 1990s, it would pass to leading British Historic car specialist Adrian Hamilton, who sold it on to Villeneuve fan David Lucas in New Zealand.

Subsequently – in 1997 - Jean Sage questioned how '037' could survive in New Zealand hands when its original chassis was embodied within his 312T5 '042' – as described above.





037 taking Turn 2 at Sears Point.



Startled by this revelation, Adrian Hamilton put this question to Ferrari upon Mr. Lucas's behalf. On July 9, 1997, Mauro Cavadini of Ferrari SpA's Legal Department responded as follows: "I furnish you the certificate of origin and the race record of the above mentioned car..." – his letter being headed "Re. Ferrari T4 Grand Prix Car Chassis No. 037" – and the appended race record for this car then confirmed its history as follows:

"3.3.1979 – South Africa (Kyalami) – Villeneuve – 1st
8.4.1979 – USA West (Long Beach) – Villeneuve – 1st
29.4.1979 – Spain (Jarama) – Villeneuve – 7th
16.9.1979 – San Marino (Imola) – Scheckter – 3rd"

The *Certificato d'Origine* provided with the car by Signor Cavadini (of Ferrari's Legal Department) cited its 3-liter flat-12 engine

number as being '35' – still installed in the car today. This entirely factory-built, entirely genuine Ferrari 312T3 Gilles Villeneuve tribute was then sold on February 21, 2001, ex-David Lucas, via Duncan Hamilton Ltd, to Richard Griot of Tacoma, Washington. Its accompanying invoice describes it as a "Ferrari T4 Grand Prix car, Red, Chassis No 037, Engine No 035".

The car passed into the present vendor's hands – an extremely well-known, deeply-respected and by his own admission, a true veteran of the US vintage racing scene – in 2004.

In his hands this Ferrari 312T4 has been painstakingly race-prepared, maintained and run consistently in tribute to the great Gilles Villeneuve's memory.

We at Bonhams have seldom had the privilege

to handle such an exquisitely well-preserved, running, race-able 3-liter Formula 1 car – which is saying a great deal considering the considerable number of such machines that we have offered worldwide over the past 25 years. Ferrari 312T4 '037' offered here is a glittering tribute to the memory of one of motor racing history's most charismatic Grand Prix drivers – one whose assembly for Dr. Bonomi was approved by none other than Enzo Ferrari himself. In the right hands it is plainly a potential 3-liter Formula 1 vintage race winner...and one which is sure to attract entry invitations for all the world's leading Historic festivals.

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

Offered on a Bill of Sale.

267

Formerly in the collection of Dr. Frederick A. Simeone

1937 BMW 328 ROADSTER

Chassis no. 85095

Engine no. 85095

1,971cc OHV Inline 6-Cylinder Engine

3 Solex Downdraft Carburetors

80bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- Ground up restoration by Blackhorse Garage
- Complete engine rebuild by Stanton Engineering
- One of only 463 built
- Mille Miglia eligible



THE BMW 328

"The BMW 328 is legendary. It is acknowledged by car enthusiasts all over the world as having a special pedigree, presence and uniqueness. It is definitely among the most attractive, successful, and influential sports cars ever built." - Rainer Simons, *BMW 328: From Roadster to Legend*

BMW's emergence as a manufacturer of fine sporting motor cars can be traced back to the annual Eifelrennen event held at the Nürburgring on June 14th, 1936, when Ernst

Henne beat a field that included 1½-liter *monoposto* racing cars driving the prototype of what would become one of the most iconic sports cars of all time – the legendary 328. The fact that this overwhelming victory had been achieved only eight years after BMW's establishment as an automobile manufacturer is all the more remarkable.

It had been the acquisition of the Dixi works at Eisenach in 1928 that provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in car manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favor of a conventional live axle,

while up front there was a superior transverse-leaf independent front suspension and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow.

Lacking the resources of larger and longer established rivals, BMW adopted an evolutionary, 'mix and match' approach to model development. Thus the 328 employed the tubular chassis, transverse-leaf independent front suspension and live rear axle of the 319; the cylinder block and hydraulic brakes of the 326; and a body incorporating stylistic elements of the 319/1 Sport and 329. With the 328, BMW's Chief Engineer Fritz Fiedler turned accepted chassis design on its head, coming up with a frame that combined lightness and stiffness





in equal measure - virtues that permitted the use of relatively soft springing with all its attendant advantages. In short: the 328 was the first truly modern sports car.

The 328's six-cylinder engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. Instead, the Type 326, 1,971cc engine's single, block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Down-draught inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular

choice for British racing car constructors, most notably Cooper, during the 1950s. The 328 engine produced 80bhp, an exemplary output for a normally aspirated 2.0-liter unit at that time, with more available in race trim.

The two door-less 328 prototypes and the first batch of cars were lightweight racers with aluminum coachwork intended to establish the model's competition credentials before production proper got under way. Available from the late summer of 1936, the production 328s featured doors and a convertible top, and were well equipped and very comfortable in the manner of the best *Grands Routiers*. On the racetrack, the 328 reigned supreme, winning its class at the Mille Miglia, Le Mans, Spa 24 Hours and Britain's Tourist Trophy. In 1940 an example fitted with special aerodynamic bodywork won the Mille Miglia outright.





THE MOTORCAR OFFERED



The most advanced sports car of its day, the 328 remained competitive for years after the war, a state of affairs that only served to further enhance its reputation, which was out of all proportion to the limited number produced. Between 1936 and 1939 only 426 BMW 328s were made, of which fewer than 200 are believed to exist today.

Chassis 85095 is understood to have been completed on June 26th, 1937 and was delivered in chassis form via agent Automag, Buchner and Linse. It is believed that they sent the car to the coachbuilders Ludwig Weinberger, also of BMW's home city of Munich, to receive the bodywork it wears to this day. Perhaps best known in this country as the house that bodied the Bugatti Royale that lives in the Henry Ford Museum in Dearborn, Weinberger were one of a handful of coachbuilders beyond the factory itself to body these cars. Their steel roadster bodies on 328 were slightly broader and therefore allowed for a more commodious driving compartment, a factor which today improves their usability.

After the war, the 328 is understood to have spent some time in government storage until being sold in the 1960s. It would migrate to



this country through noted dealer and historian Martin Schroeder into the hands of one of the hobby's best known and admired collectors, Dr. Frederick Simeone of Philadelphia, Pennsylvania. This would be one of a few examples of the model that Dr. Simeone would own, and he as others commend their modernity and usability. As with all collecting, sometimes cars have to be exchanged to improve or refine a collection, and it was for this reason that 85095 eventually left Dr. Simeone's famed stable.

The 328 would then pass to another noted North American collector, before arriving in the present owner's hands some four years ago. In this ownership, a comprehensive ground up restoration was undertaken by noted East Coast restorers Blackhorse Garage of Bridgeport, Connecticut. The work saw the

car stripped down to base and the bodywork professionally restored, almost certainly for the first time in its life. At this point the decision was made to fit a postwar transmission to assist its usability, although the original unit was retained and comes with the car. This exhaustively visually documented exercise resulted in the absolutely stunning presentation in which the car can be found today.

By 2013, the car finally emerged from restoration ready to be campaigned and enjoyed. Necessary technical documents were completed and the 328 was entered on the Mille Miglia. Sadly the car failed to complete the rally, as a minor technical glitch caused its retirement. Following the Mille Miglia, the BMW was shipped to the UK where some of the best expertise in 328 engines can be found. Its motor was professionally rebuilt by

acknowledged experts Stanton Engineering, the 328 then being handed over to equally renowned engineer Patrick Blakeney-Edwards for set up and "dialing in".

Now in stunning cosmetic condition, and having been mechanically sorted by some of the best talent in the UK, this 328 offers an eminently usable entry for not only the Mille Miglia, but the host of retrospectives of the same age requirements.

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

268

Offered from the Ivone Peitz Collection

1925 ROLLS-ROYCE 40/50HP SILVER GHOST TOURER

Coachwork by Locke & Company

Chassis no. S283 PK

7,428cc L-Head Inline 6-Cylinder Engine

100bhp at 3,000rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *In same ownership for 23 years*
- *Great tour car potential*
- *Desirable T-Series Ghost*
- *Sporting All Weather Tourer Coachwork*
- *Late Springfield Ghost incorporating many of the model's major updates*



THE ROLLS-ROYCE SILVER GHOST

Rolls-Royce came early to America. In 1906, C.S. Rolls himself brought three cars to race at New York's Empire City track. An exhibit at the annual auto show followed, where three cars were sold. In 1913, a New York depot was set up with coachbuilders Brewster & Co., who bodied the majority of the imported chassis. In 1919, Rolls acquired a factory in Springfield, Massachusetts and began to manufacture the Silver Ghost. In addition to Brewster, American Rolls-Royces were bodied by many other prestige coachbuilders, a number of them under the hallmark of "Rolls-Royce Custom Coach Work". Included in this bevy of eastern craftsmanship were such companies as Biddle & Smart, Willoughby, Merrimac and Holbrook. In order to have cars ready for customers who wished to buy "off the showroom floor," a range of standard designs was prepared, to

be executed by the aforementioned firms. Included were the Pall Mall tourer, Oxford seven-passenger tourer, Piccadilly Roadster and Mayfair and Riviera town cars.

Initially the same as its British counterpart, the Springfield Silver Ghost chassis evolved over the years to adapt to its adopted country. First were component substitutions, American Bosch ignition in place of the Watford magneto, American wheels replacing Dunlops and eventually all electrical equipment was of local manufacture. By 1924, six-volt electrics had been adopted, and the following year the chassis was reconfigured for left-hand drive. At the same time, the four-speed, right-hand-shifted gearbox gave way to an American-style three-speed with center change.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) side-valve six-cylinder equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923. The Silver Ghost remained in production in England until 1925 and at Rolls-Royce's Springfield plant in the USA until 1926, the longest production run of any model from that celebrated company.



THE MOTORCAR OFFERED

Fitted with engine number S283 PK, this long wheelbase chassis was off test in November 1925, the chassis was then delivered to the respected coachbuilding firm Locke and Company in New York. Its All Weather Tourer coachwork, which the car carries to this day, was finished in Toffee over Brown complemented by matching Tobacco leather interior trim. This interesting design features central division windows that fold both inwards and outwards over the doors to create fully convertible enclosed bodywork.

Delivered to H.S. Ogilvie in Hartford, Connecticut, the car was later sold to Herman Goldman in New York who kept the car until 1948. Three further owners maintained the Ghost in regular use until purchased by Richard Scarsella of Cold Spring Harbour, New York. In his ownership the car was extensively restored

and then placed 1st in the Late Ghost class at the RROC annual meet.

Purchased by the Ivone Peitz Collection in 1991 via Dragone Classic Motor Cars, the car has been very well maintained by the collection's private mechanic since. Of museum quality, this later Springfield Ghost has been on display in the collection's motor house and used regularly. Today it is finished in the correct specification original color combination of Toffee over Brown, with polished aluminum bonnet and matching tobacco brown leather trim. It is well accessorized with nickel headlamps, side lamps and vee-windshield in addition to standard fenders and running board mounted side spare wheels shroud in canvas covers, along with battery and toolboxes. Instrumentation includes a speedometer/

odometer, fuel gauge, ammeter, coolant temperature and oil pressure gauges. The canvas roof is beige and in good condition, while a wooden trunk with a canvas cover on the rear allows additional storage for picnics and other outings. Reported to run and drive very well, this unusual bodied Ghost would be most welcome addition to any motorcar collection, and a stand-out among its Rolls-Royce contemporaries.

\$400,000 - 500,000

269

Offered from the Ivone Peitz Collection

1928 PACKARD CUSTOM EIGHT MODEL 4-43 ROADSTER

Chassis no. 228371

Engine no. 228031A

385ci Side-Valve Inline 8-Cylinder Engine

Single Carburetor

109bhp at 3,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Desirable open-top Roadster*
- *In the same ownership for 23 years*
- *High quality motorcar from the Classic era*
- *CCCA and AACA event eligible*
- *Delightful older restoration*



THE FOURTH SERIES PACKARD



Introduced mid-summer 1927, the Fourth Series Packard Custom Eight was built on a 143-inch wheelbase chassis -- hence the 4-43 series designation. The 4-43 was powered by Packard's magnificent 385cid (6.3-liter) L-head straight eight. Introduced in mid-1923, the big 109bhp, nine-main-bearing engine had been substantially upgraded in 1926. Standard chassis equipment included mechanical four-wheel brakes and a Bijur chassis lubrication system.

Fourth Series Packard Eight production bridged over into 1928 and would total 7,798 units in both Custom and Standard model lines. One especially attractive style found among the nine Custom Eight models cataloged was the Roadster with Rumble seat, providing 2+2 motoring. Always built to the highest standards, the Packard was

unquestionably one of the finest American cars of the pre-war era. "Original Creations by Master Designers" according to Packard, the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook and Judkins, among others. The secret of Packard's success was tight quality control and the use of only the best materials, and the company made great play of the fact that almost everything was manufactured in house.



THE MOTORCAR OFFERED

The car on offer is a 1928 Fourth Series Custom Eight model, according to its engine no. 228031A. The Roadster model is a factory two-seater convertible with rumble seat and two extra small 'golf' doors left and right to enter a luggage compartment. It features an especially low beltline and low windshield for a look that is much sleeker than many of its contemporaries.

Purchased for the European collection of Ivone Peitz in 1991 from Richard Roy, a resident of the East Coast, the Packard has been very well maintained since by the collection's private mechanic. Of museum quality, this Packard has been on display in the collection's motor house and used regularly. Restored prior to purchase, this desirable Fourth Series Packard's features include Parabeam headlamps, Packard Motometer, auxiliary driving lamps and white wall tires.

Offered in good condition throughout as an older restored example, the Packard is presented in black with red belt-line accents and detailing, set off against striking green disc wheels, including dual side-mount spares. The contrasting beige vinyl interior upholstery with red carpets presents in good order, as well as the rumble seat, which is newly trimmed in beige leather with red carpeting. Sporting a well fitting black canvas roof, this presents a great opportunity for any collector of the marque or the era to purchase a very good, well-maintained Packard. Known for their strong performance and easy even in modern traffic, such Packards are prized for their touring abilities, and this car's Roadster body style with rumble seat is one of the more glamorous ways to soak up the Packard mystique.
\$150,000 - 180,000



270

Offered from the Ivone Peitz Collection

1927 ROLLS-ROYCE PHANTOM I PALL MALL PHAETON

Coachwork by Brewster

Chassis no. S 286 RM

Engine no. 21206

7,668 OHV Inline 6-Cylinder Engine

120bhp at 2,500rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Desirable short-chassis Phantom I*
- *Sporting Pall Mall Phaeton coachwork*
- *Excellent Rolls-Royce for tours and driving events*
- *Quality built motorcar of the Classic era*
- *21 years in current ownership*



THE ROLLS-ROYCE PHANTOM I

A direct descendent of the Silver Ghost, the Rolls-Royce Phantom I was launched in May 1925. It became immediately obvious that Rolls-Royce had gained quite a bit of knowledge in terms of refining the chassis. Sir Henry Royce felt that the Silver Ghost chassis was adequately robust. He was not easily persuaded that the company needed a new chassis. Instead, further improvements were made – in essence, a process of careful technical advancement – which reflected Royce's belief in evolution rather

than revolution. For the most part, the Phantom I chassis was identical to that of the Silver Ghost. It did offer customers two different wheelbase lengths from which to choose: 143.5 inches or the longer 150.5 inches. The Phantom I gearbox was also the same as before, except that the old cone clutch was replaced with a new, single dry plate clutch – more conducive to quieter and smoother operation.

In America, following the decision to construct left drive, US-specification chassis in Springfield, the need arose for lightweight coachwork to preserve the performance of the new chassis, while retaining the quality for which Rolls-Royce was renowned. Part of the solution was "Rolls-Royce Custom Coachworks," a name given to designs owned by the factory that were produced under contract by the leading coachbuilders of the day.

The Pall Mall tourer, a design that originated on the Silver Ghost, had long been regarded as one of the most stylish open bodies offered on the Rolls-Royce chassis. An attractive body, it featured a distinctive belt moulding, above which the body rolls in gently, creating a very sporting look – and one that would be seen on many subsequent designs by other coachbuilders.





THE MOTORCAR OFFERED

Constructed on the sporting short chassis, the example offered here, chassis no. S 286 RM was delivered by Rolls-Royce on May 4th, 1928 to Eldridge Johnson of Camden, New Jersey with Brewster Pall Mall Phaeton coachwork. He sold the car to E G Callison of Naples, Florida who then sold the Phantom to Dan 'Hap' Motlow of Nashville, Tennessee in 1976. Motlow had the Phantom extensively restored and then used it regularly on RROC rallies in the 1980s. Motlow's collection was sold in August 1993, at which time S 286 RM was purchased for the Ivone Peitz Collection.

Finished in black with contrasting ivory coach-line pin striping and hood accents, along with a tan Hartz cloth top, the Rolls-Royce appears as important and regal as it must have when new in 1927. The interior is trimmed in complementary black leather both front and rear with black carpets; the leather is in good condition overall

with no signs of extreme wear. Instrumentation includes the ignition/light switch, ammeter, oil pressure and coolant temperature gauges alongside the speedo/odometer, and a Rolls-Royce eight day Chelsea dashboard clock. The car features a fold-out tonneau windscreen in the rear compartment, dual side-mount spares and a trunk luggage rack.

Restored in the 1980s, this most sporting Rolls-Royce has a charming patination that comes only through most careful use and care. Maintained by the collection's private mechanic since purchase, this Phantom I is a motor car of extremely high quality. Having been on display in the Peitz Collection's motor house and driven often, this Phantom I has been enjoyed through the years and is now ready to offer all of its wonderful attributes to a fortunate new owner.
\$200,000 - 250,000



271

1966 FERRARI 330GT 2+2 SERIES II

Coachwork by Pininfarina

Chassis no. 9209

Engine no. 9209

3,967cc SOHC V12 Engine

3 Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *In the present US ownership since 1988*
- *Fitted from new with air conditioning, power windows and power steering*
- *Documented history, accompanied by Ferrari Market Letter report*
- *Affordable 1960s V12 Ferrari motoring*
- *25+ years in the hands of its most recent owner*



THE 330GT 2+2

Ferrari firmly established itself as a 'volume' manufacturer with the 250 series, following nearly a decade of producing mere handfuls of cars at a time. Of course even then the numbers built were nothing compared to Detroit, but the concept was still a big move for the builder of exotic Italian sports cars.

The introduction of the Pininfarina designed 250GTE in 1959 added a genuine 2+2 grand tourer to the range, a car suitable for the

mature businessman. It delivered both the performance and creature comforts required to cover thousands of kilometers of *autostrada* in speed and subtle, elegant style. The 250GTE was succeeded by the interim 330 America, which featured an enlarged 4.0-liter engine and then by the 330GT 2+2 Series I in 1964. The 330GT was updated in 1965 when the Series II models arrived. Its five-speed gearbox, alloy wheels and more resolved dual headlight frontal appearance set it firmly apart. Production ran until 1967, with 474 built.

THE MOTORCAR OFFERED

According to historian and respected Ferrari expert Marcel Massini, 09209 was supplied new to the US market and was delivered in the attractive color scheme of Blue Sera with a beige Connolly leather interior. Accordingly it was supplied in left hand drive configuration and with US instrumentation, and adding to its attractive livery it carried the desirable options of power windows, power steering and air conditioning.

The first owner was one Mr. Corsuti who received the car through Chinetti Motors, and it is thought that he retained the car until the mid-1970s. The 330GT registry for this series and the Ferrari Market Letter report with the car confirm that it has worn the more traditional Ferrari *Rosso Corsa* paint from around the time of its transition into its second ownership in October 1975, and notes subsequent





ownerships in Florida, Georgia and then Alabama through the late 1970s. In 1978 it passed to Henry B. Cannon, of Alabama, who kept the car for nearly a decade during which it was extensively restored. It was offered by William J. Morrison, Jr., of Illinois in 1987 and the following year it would change hands just once further through local dealer Joe Marchetti's International Auto Ltd. to the present owner.

In this lengthy custodianship the car has shared its stable with a select handful of Italian and European thoroughbred machinery. As viewed today, clearly its paintwork was refurbished some time ago as suggested by the Registry and likewise the interior must also have been as it is today in black hide and shows some age and patina. In general the car has a nice, authentic, and gently aged feel to it, while remaining in healthy mechanical order.

Against the backdrop of current price points for this and other Italian marques, these pure V12 Ferraris represent a very attractive way to sample the legendary *cavallino rampante*.
\$200,000 - 250,000



2005 FORD GT

VIN 1FAFP90S85Y400754

Engine no. 1FAFP90S85Y400754

5,408cc Supercharged DOHC V8 Engine

Electronic Fuel Injection

550bhp at 6,500rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One owner and fewer than 900 miles from new
- Offered with the original window sticker, owner's and workshop manuals
- Never painted or damaged
- Desirable factory options fitted
- A California car from new

**THE FORD GT**

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



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

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

With vicious performance on tap, the Ford GT will accelerate from 0-60 in about 3.5

seconds, and march on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant blue chip collector's car.



THE MOTORCAR OFFERED

Even though the first Ford GT is hardly 10 years old today, it is increasingly difficult to find a car that has been in the same hands since new. Presented here is a true one-owner Ford GT with less than 900 miles from new. Having been originally allocated to Pacific Ford in Long Beach, California, the GT was quickly purchased by the Bay Area original owner-consignor on June 7, 2005 through South City Ford in South San Francisco, California; the dealership's owner was a personal friend, undoubtedly making it easier to get his hands on such an automobile!

The sensational new GT was finished in Mark IV Red Clearcoat with the optional painted white racing stripes over Ebony Leather interior. It was fitted with the optional lightweight forged aluminum wheels, red painted brake calipers and an optional premium McIntosh Audiophile system with CD player.

The GT has been carefully stored during the past decade, accruing very few miles. Offered with its factory owner's manual, a workshop manual, wiring diagrams, Service Information CD-ROM, as well as an original factory car cover and the original dealer's window sticker, it will be hard to find a better kept example of the Ford GT. Already considered among the finest collector's motorcars, one can just imagine what kind of attention this modern supercar will command in a few decades time.

\$225,000 - 275,000



1958 AC ACE ROADSTER

Chassis no. AEX 1012

Engine no. CLB 2389 WTEN

1,991cc SOHC Inline 6-Cylinder Engine

3 SU Carburetors

102bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- *Beautifully presented example of the classic AC Ace*
- *Restored by Motion Products and SLR Automotive*
- *Colorado Grand veteran*
- *US delivered, factory left hand drive example*
- *Offered with substantial history file*



THE AC ACE

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

An influential and widely imitated design, the AC Ace (and its Cobra derivative) could trace its origins back to a one-off sports-racer built by chassis engineer John Tojeiro for Cliff Davis in 1952. The success of Davis' Tojeiro sports-racer prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace.

The Tojeiro's pretty Ferrari 166-inspired *barchetta* bodywork was retained, as was its twin-tube ladder frame chassis and Cooper-

influenced all-independent suspension. The power unit, however, was AC's own venerable 2.0-liter long-stroke six. Designed by AC co-founder John Weller, this overhead-camshaft engine had originated in 1919, and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

Nevertheless, in tuned Bristol-engined form the Ace enjoyed great success in production sports car racing, winning its class at the Le Mans 24 Hours in 1959.

THE MOTORCAR OFFERED

AC Ace registrar Alex Grenfell has kindly confirmed that this Ace left the AC works in November of 1958. Configured as a left hand drive Roadster, it was exported to the US, where the San Carlos, California based distributor, Competition Motors, took delivery. The car was originally finished in *Rouge Frise* over a beige leather interior, and was fitted with black soft-top and tonneau.

According to previous owners, the Ace was sold new by Competition Motors to a Mr. David Derma of San Francisco, California. Mr. Derma is believed to have kept the car for about two decades, before selling it to a Mr. Ron Cziska. In 1992, Mr. Ron Leonard of Durango, Colorado purchased the Ace, at which point it is believed to have had just over 17,000 original miles from new, and remained largely original throughout with its factory applied



paint and interior intact. A broken timing chain tensioner had caused the car to be taken off the road years earlier, so Mr. Leonard soon embarked on an engine rebuild to bring the Ace back to running condition. During the overhaul, the compression was slightly raised, and new valves, bearings and a new timing chain was installed. The car was showing its age, so the decision was made to refinish the exterior in black, re-chrome the bright work where necessary, restore the wire wheels and fit a new set of period-correct Michelin X tires. The original upholstery was retained, but carpets were replaced. Furthermore, the complex rear suspension was refurbished with new pins and bushings.

Mr. Leonard would keep the Ace until July of 1995, when a Mr. Bruce Toppan of Menasha, Wisconsin, acquired the car. While with

Toppan, local Wisconsin restorer Wayne Obyr and Motion Products installed an overdrive and taller 3.9 rear end gears for more comfortable highway drivability. Mr. Obyr's team also installed a new leather interior, top and tonneau, and refurbished numerous mechanical aspects of the car. Soon after the work was completed, Mr. Toppan exercised the Ace on the Colorado Grand 1000-mile rally through the Rocky Mountains. Toppan later sold the car to a Mr. Dave Allison of Dunn, North Carolina, with whom it would remain until purchased by consignor. While in Allison's ownership, the AC suffered damage to its nose, and was consequently repainted by the restoration specialists at North Carolina's SLR Automotive Restorations.

A wonderful classic for rallies and driving events, these early Ace Roadsters are the

initial and purest form of AC's sports car, the car that would become the Shelby AC Cobra just a few short years later. The AC is offered with a spare set of wheels and tires, a hand crank, many spare parts and a substantial history file that includes old registration cards and many restoration receipts, carefully documenting the work performed by Motion Products and SLR Automotive Restorations. Elegant and sporty, with a well-documented provenance, this Ace must be one of the best-prepared examples available today.

\$320,000 - 360,000

Please note that this vehicle is titled as a 1959.

1967 FERRARI 330GTC

Coachwork by Pininfarina

Chassis no. 10007

Engine no. 10007

3,967cc SOHC V12 Engine
 3 Weber Carburetors
 300bhp at 7,000rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Exquisite nut-and-bolt restoration completed in 2014*
- *Presented in its factory delivered livery of Celeste Chiaro Metallizzato over beige*
- *Matching numbers example with well-documented ownership history*
- *Ideal for Concours exhibition or high-speed tours and rallies*
- *Offered with books, tools, history file, and factory build sheets*

**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 and 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

As the interest for superbly refreshed 330GTC examples continues to grow, Maranello connoisseurs would be wise to take note of this exhaustively refurbished example, which was recently restored over an eighteen-month period by a multiple Platinum Award-winning Ferrari specialist.

Chassis no. 10007 was completed at the factory in May 1967, recorded as Pininfarina job no. 255, and finished in the elegant livery of *Celeste Chiaro Metallizzato* over a beige leather interior with blue carpeting, a beautiful color scheme that the car still wears today. Desirably equipped with air conditioning, a chromed front grill guard, and instruments in metric, this car was sold directly from Ferrari S.p.A. to its first owner of record, a Mr. Persson of Brussels, Belgium. The GTC was registered on Italian tourist license plate number EE 2489,





presumably so Mr. Persson could accept delivery of the car in person at the factory in order to drive it back to Belgium.

According to factory records, in August 1967, 10007 returned to Maranello for service by the *Assistenza Clienti* service center, at which point the odometer displayed 9,455 kilometers. The car again returned to Maranello for similar services during each of the next two years, in September 1968 and in May 1969, before being exported to the United States in the 1970s. Ferrari Owners Club records show that member Orvin L. Middleton, an engineer residing in Santa Barbara, California, had acquired the 330 by the early 1980s.

Liquidating the undervalued GTC from his collection in 1986 in favor of a 250 GT Lusso, Mr. Middleton offered the car for sale and it

was purchased by another Ferrari Owners Club member, Reed L. Harman of Rancho Palos Verdes, California. By this time chassis no. 10007 had been painted in the more traditional *Rosso Corsa*, and was fitted with a black interior. Mr. Harman kept the GTC well into the 1990s before selling it to Michael McClure, a marque enthusiast based in San Bruno, California. Mr. McClure then presented the car twice at the Concorso Italiano in Monterey, once in 2004, and again in 2011.

Acquired more recently by the consignor, 10007 was treated to an eighteen-month nut-and-bolt restoration by Exclusive Motorcars in Los Angeles, whose prior Ferrari restorations have resulted in multiple FCA Platinum Awards. The car was carefully disassembled, and Coach Craft in Fillmore, California, was entrusted to apply a new finish in the authentic original shade



of *Celeste Chiaro Metallizzato*. Proper beige leather interior hides and complementary blue carpets were sourced from the highly respected HVL in the Netherlands and installed in-house at Exclusive Motorcars, while all brightwork was re-chromed by De la Torre in Los Angeles.

Mechanically, the engine was outsourced to Gran Turismo, also of Los Angeles, for a complete rebuild. Since the engine work was completed, only approximately 300 miles have accrued for testing purposes. During restoration, the transmission synchros were replaced as needed, and the suspension, brakes, and undercarriage were all properly rebuilt and refinished to FCA standards.

Completed in the summer of 2014, the exquisite restoration is fully documented with invoices, and promises to earn chassis no. 10007

newfound attention as a potential platinum-level GTC. The car's authenticity is rounded out with accompanying items like books, tools, and factory build sheets. Ideally suited for touring events like the Copperstate 1000 or for the thrill of competitive exhibition, this painstakingly restored 330GTC stands out at the top.

\$800,000 - 950,000



275

1954 NASH-HEALEY LE MANS COUPE

Coachwork by Pinin Farina

Chassis no. 3122

Engine no. NHA 1461

252ci OHV Inline 6-Cylinder Engine

Twin Carter Carburetors

140bhp at 4,000rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension – Solid Rear Axle with Coil Springs

4-Wheel Drum Brakes

- One of 507 Nash-Healeys produced
- A rare, coachbuilt European-American hybrid
- An underappreciated model with competition heritage
- Eligible for numerous vintage rallies and tours
- Numerous original features and details



THE NASH-HEALEY

Late in 1953, Nash-Healey introduced a handsome new coupe model with the name "Le Mans." It was more than an honorary title. Nash-Healeys had competed in the Le Mans 24 Hours since 1950, when Tony Rolt and Duncan Hamilton entered a prototype model in the famed French endurance race. It finished fourth of 29 to cars complete the race. Clothed in lightweight aluminum bodies, there were four of these racers, which had Nash Ambassador engines, upgraded with aluminum high-

compression heads, special manifolds and twin SU side-draft carburetors.

In 1951, Rolt and Hamilton were fourth in class and sixth overall, behind a Jaguar but ahead of two Ferraris. The following year, with Leslie Johnson and Tommy Wisdom driving, Nash-Healey finished third overall behind two works Mercedes 300SLs, taking first-in-class from Luigi Chinetti's Ferrari and beating Briggs Cunningham's C4-R by a full ten laps. Additionally, they earned the Rudge-Whitworth Cup for the best performance over two consecutive years and the Motor Gold Challenge Cup. Johnson also contested the Mille Miglia that year, with motoring correspondent Bill McKenzie as passenger. They managed seventh overall, in a race won by Ferrari.

For 1953, Johnson again took the helm, but partnered with Bert Hadley. Starting from 27th place, Johnson and Hadley managed to advance to 11th by race's end, despite the fact that they had achieved a higher average speed than in 1952. By this time, however, Nash Motors was busy with the merger negotiations that led to American Motors, and further racing was discontinued.

Nash-Healey Roadster production ended in 1953. The final 90 cars built in 1954 were all Le Mans coupes.





THE MOTORCAR OFFERED

This Le Mans Coupe, a 1954 model, bears Pinin Farina body number 13616 as indicated by its plaque affixed by the Italian *carrozzeria*. While little is known of its earliest days, it is reported by the vendor that this car was found in Indiana, where it was apparently left at the Indianapolis Motor Speedway; according to the story, it had sat there since the 1970s with a frozen engine. It retains old Indiana license plates and AAA stickers attesting to its Midwest origin.

It presents as a very authentic example, showing the patina of age on its exterior. It appears that at some point long ago the car was repainted and the seat recovered, and some paint loss was noted upon recent inspection. However, much of the interior and many of the finishes on the car remain original.

A sympathetic restoration has focused on preserving the car's patina; the engine and drivetrain have been recently restored while the rest of the car has been left largely undisturbed. A notebook containing a number of invoices and receipts document and detail this work (well in excess of \$40,000), while a book of photos documenting the process will also be included.

The Coupe retains its correct wire wheel covers over red steel wheels, as well as its original dashboard-mounted radio. The engine, the later 252 cubic inch overhead valve six, is tidy and correctly detailed with appropriate "Le Mans Dual Jetfire" graphics.

A Nash-Healey offers an enticing tour car alternative: a car with sporting as well as design pedigree, low production numbers,

and a thrilling driving experience. Rarer than a Gullwing, and eligible for many of the same events, this intriguing international hybrid looks like a lot of car for the money today.

\$90,000 - 120,000

Without reserve

Please note that the make listed on the title for this vehicle is American.



276

From the Robert Ullrich Collection

1911 BUICK MODEL 38 ROADSTER

Engine no. 460

318ci Side-Valve Inline 4-Cylinder Engine
Single Marvel Carburetor
48bhp at 1,200 rpm
3-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
Rear Mechanical Brakes

- Believed to be the last surviving Model 38 Roadster of 153 built
- Properly maintained by enthusiast owner
- A powerful, fast, and well-balanced sports model
- Sporting Roadster coachwork
- Finished in original colors of blue and gray



THE EARLY BUICKS

By 1911, the company founded by David Dunbar Buick, the Buick Manufacturing Company of Flint, Michigan, was an important player in the US auto industry, both in sales numbers and success in competition. After going through numerous reorganizations and changes of management, Buick had really stepped up its game with the involvement of super-salesman William C. Durant in 1904. Durant used Buick as one of the cornerstones of his new General Motors Corporation, and it remains so today.

Buick produced 13,389 units in calendar year 1911, making it one of the industry's major producers. The 1911 Buick line was wide-ranging – from a tiny 2-cylinder chain-drive roadster, through 10 different series and models, all of those larger automobiles with 4-cylinder engines. The Model 38 Roadster was

a larger version of the Models 26 and 27, built on a 116-inch wheelbase. Front and rear tracks were equal at 56 inches. Its cast-iron engine block was of 318 cubic inch displacement (4 ½ x 5 inch bore and stroke) and developed 48bhp. Although a mere 19hp was actually available at the rear wheels, the Model 38 had very good power and performance for its size. It featured mechanical valve lifters and a single Marvel carburetor. There was shaft drive from the 3-speed transmission and a multi-disc clutch to the rear axle. Steering was by worm and nut. A top and windshield were optional. The Model 38 Roadster featured a large, 27-gallon rear-mounted gas tank, a blue body, and gray wood-spoked artillery wheels. Weighing 2,650 pounds, the Roadster was priced at \$1850. Just 153 examples were built.





THE MOTORCAR OFFERED

Though the history of its earliest days remains to be uncovered, we know that this wonderful, extremely rare Model 38 Buick was acquired by Brass-era car enthusiast Robert Ullrich in 1997. It had previously been in the care of well-known collector Harry Johnson of Reno, Nevada.

Its wood-spoked, artillery-style wheels of correct specification were recently replaced. The cockpit is highlighted by a beautiful wood-rimmed steering wheel, a Splitdorf-controlled ignition system for the high-tension magneto, and a large Warner Auto-Meter speedometer and odometer that records both trip and overall mileage. The car is finished in attractive blue paint with black tufted leather upholstery.

Believed to be the last Model 38 Roadster surviving out of the production run of 153 cars, this example stands as a testament to the

quality that defined the Buick marque in its early years. Its sporting Roadster body style sets it apart as a rare example of one of America's first performance cars. A rare and possibly unique Buick, this wonderful Model 38 is offered with a spare engine and will surely be a highlight and a point of pride in any serious collection of Brass-era motorcars.

\$60,000 - 90,000
Without reserve

Please note that this vehicle is titled under its engine number.



277

From the Robert Ullrich Collection

1899 LOCOMOBILE STEAM RUNABOUT

Chassis no. 2258

2-Cylinder Double-Acting Steam Engine
Approximately 20bhp
Sprocket Rear Axle with Chain Drive
4-Wheel Leaf Spring Suspension
Rear Band-Type Brakes

- A delightful steam buggy from the earliest days of America's automobile industry
- A Stanley Steamer in all but name
- In the owner's collection for more than 20 years
- Properly maintained and operational
- Motor internals upgraded for reliability



THE LOCOMOBILE STEAM CARS

The Locomobile owes its genesis in large part to the Stanley brothers, of steamer fame. One of Locomobile's co-founders, John Brisben Walker, the publisher and editor of *Cosmopolitan* magazine, persuaded the Stanleys to sell him their steam car business, which then comprised a single completed car and 199 orders, for the handsome price of \$250,000. Walker then sold a half-interest in the new company for an equal amount to an asphalt millionaire, A.L. Barber. According to *The Standard Catalog of American Cars*, Locomobile took over Stanley's production line at Watertown, Massachusetts, renaming the little steamers "Locomobile".

The two partners had a falling out within weeks, and severed their business ties. Barber retained the Locomobile name and Watertown plant, and eventually acquired other factory

locations. By 1902, more than 4,000 units had been manufactured.

Locomobile ceased steam car production in 1904, switching to gasoline engines. By the 1920s, Locomobiles were large, luxurious, and fast, known for their performance and quality. Unfortunately, that part of the auto industry was the first to feel the effects of the Great Depression. The company closed its doors in 1932, after its parent company, Durant Motors, failed. Many observers consider the Runabout the first mass-produced steam car, while noting that it was really a Stanley in all but name. It used a very simple motor that was directly attached to the axle sprocket. The chassis itself was basic as well; a wood frame and body with buggy-type suspension, spidery wire wheels and tiller steering.

THE MOTORCAR OFFERED

Here is a charming example of an early Locomobile steam Runabout. Several thousand of these little cars were produced from 1899 through 1903. This Runabout has been in the collection of Oregon steam enthusiast Robert Ulrich since 1991, when it was purchased from the widow of former NBC orchestra leader David Rose in Los Angeles. Mr. Ulrich, a devoted steam car enthusiast, upgraded the motor's rod bearings and restored the seatback. Presented in largely original cosmetic condition, it is said to run very well, and is used regularly in steamer tours.

\$30,000 - 50,000
Without reserve

278

From the Robert Ullrich Collection

C.1905 REO RUNABOUT

Chassis no. 3106

2-Cylinder L-Head Engine
Single Carburetor
15bhp
2-Speed Planetary Transmission
4-Wheel Leaf Spring Suspension
Rear Band-Type Brakes

- Matching numbers example
- Wood body and fenders on a steel frame
- Correctly rebuilt from a disassembled car
- Maintained in running condition
- Completed a 5-day classic car tour



THE REO

The REO – its initials representing those of company founder Ransom Eli Olds – emerged in 1905, after Mr. Olds had departed (“retired”) from the Olds Motor Works the year before in a squabble with his business partners. They wanted Olds to move beyond the firm’s popular but rather primitive curved-dash buggy and start building larger and more powerful automobiles; Mr. Olds did not. After a bitter court fight, they managed to keep the rights to his name, but not his initials, and REO went on to become a manufacturer of some note, setting up shop in Lansing, Michigan.

The first REO was completed in October of 1904, a two-cylinder Tonneau of some 16 horsepower priced at \$1,250.00, and was well received on its unveiling at the New York Auto Show. The twin was soon followed by a less-expensive single-cylinder Runabout. In following

years, Ransom Olds watched the success of the Ford Model T, which convinced him to expand his line to include four-cylinder models. Historians Beverly Rae Kimes and Henry Austin Clark, in their seminal *Standard Catalog of American Cars*, would write that the 1909 REO 35hp was “a honey”, featuring shaft drive, a multi-disc clutch, and left-hand steering through a worm-and-sector box.

REO would go on to produce many excellent automobiles, until, in 1937, beset by the financial woes that had afflicted many auto manufacturers during the Great Depression, Ransom Eli Olds left the company he founded.

THE MOTORCAR OFFERED

This pretty little REO Runabout is believed to be from the company’s first year of production. It was purchased from Don Short of Port Ludlow, Washington, in mostly complete but disassembled condition by the current owner and consignor, classic car enthusiast Robert Ullrich, of Mosier, Oregon. Mr. Ullrich reassembled the car and put it into correct running order. In 2002, this fine little REO completed the five-day “Tour of The Century” from Spokane, Washington, to Seattle, commemorating the 100th Anniversary of the American Automobile Club of America. This delightful brass-era REO should therefore provide many more enjoyable miles of touring for its next owner.

\$35,000 - 45,000
Without reserve

1908 STANLEY MODEL K SEMI-RACER

Chassis no. 3810

Engine no. 22388

2-Cylinder Double-Acting Steam Engine

Approximately 25bhp

Chain-Driven Rear Differential

4-Wheel Leaf Spring Suspension

2-Wheel Mechanical Brakes

- Restored to rare K Semi-Racer specification
- A fine example of a sporting Stanley steamer
- Fitted with a later Model 740 motor and a new boiler
- A standout on Brass-era tours
- Presented in original color scheme

**THE STANLEY MODEL K**

At the turn of the 20th century, steam cars looked like the most promising technology for the new-fangled horseless carriage industry. Clean, virtually silent, and relatively easy to operate once they warmed up, all it took was a little patience, and access to a water supply. Until the evolution of the gasoline engine and electric starting made steam obsolete, even with the invention of the flash boiler - which almost eliminated slow startups - a broad range of steam car manufacturers vied for the public's dollars and attention. Certainly the best known, if not the most common steamers, came from the Massachusetts workshops of former photographic equipment makers F.E. and F.O. Stanley. The Stanley brothers - identical twins - produced a wide range of steam automobiles between 1896 and 1924. Only the Columbia Automobile Company's high-quality electrics outsold them from 1899 to 1905. The Stanley

brothers built and sold several hundred of their first model in 1898 and 1899. After F.E. and his wife drove one to the top of Mount Washington in New Hampshire in 1899, other interested parties took notice; one was Locomobile, which purchased rights to the design. The Stanley brothers used the proceeds to found their own eponymous firm in 1902, and began producing more advanced models.

Stanleys were powered by a double-acting two-cylinder engine, and benefitted from the use of a fire-tube boiler that was reinforced with piano wire and fitted with a safety valve. Because Stanley's early motors did not incorporate any sort of recovery system, vented steam was lost to the atmosphere. After 1914, that issue was resolved with a fairly efficient condenser system, which greatly increased the distance travelled

without stopping for a refill of water. The earliest cars were buggy-like, with their boiler and valve controls under the seat, but eventually came to look much like conventional automobiles, having the boiler and motor under a boxy, coffin-like nose and the drive taken to the rear wheels.

The Model K Semi-Racer was introduced in 1907 on a 100-inch wheelbase steel frame, and featuring an attractive wooden body. It was a very sporting automobile, described by some as the road-going version of Stanley's streamlined racing car called the "Woggle-Bug", which was driven by a company employee to a staggering 127 mph on the sand at Daytona Beach, Florida. That Stanley established a world's record for the flying mile - 28.2 seconds - along with a new World Land Speed Record. The Model K was a very







Robert Ullrich and the team,
Hood River, Oregon, June 2014



THE MOTORCAR OFFERED

attractive automobile, with smartly-curved fenders and a pair of deep bucket seats for driver and one passenger alongside, and often with an additional "mother-in-law" seat on the rear turtledeck. Only 25 Model Ks were built, and today only three original examples are known to survive; these three cars are well documented in the Stanley Registry. They are the most prized and highly valued of the Stanleys thanks to their sporting specification.

This Stanley has been in the collection of steam car enthusiast Robert Ullrich since the early 1980s, when its chassis and associated running gear were acquired in non-running condition from collector Robert Burch in California. Mr. Ullrich believes the Semi-Racer body was one reproduced years ago. Ullrich replaced its worn-out engine with a 20hp "closed" motor (with Stanley's usual 4-inch by 5-inch bore and stroke) from a later Model 740 and purchased a new 30hp boiler from Bourdon Boiler Works in Vermont, well-known in the steam car community for its accurate and well-made reproductions. The new boiler is correctly wrapped in three layers of piano safety wire, just like the original.

Ullrich's Semi-Racer uses all original parts aside from the aforementioned modifications; the running gear is all Stanley, and overall it

presents as a highly accurate representation of the coveted Semi-Racer model. The body and chassis were stripped and repainted in typical Model K colors of dark green with yellow frame, wheels, and trim. Upholstery is tufted black leather. As offered today, this fine Stanley has all the presence one would expect of such an automobile, and a driving record to back it up; the Stanley is a veteran of many steam car tours, most recently to Stanley, Idaho.

This lovely Stanley presents a rare opportunity to acquire a beautifully restored early steamer with a racing heritage, still capable of delivering amazing performance on the road.

\$150,000 - 200,000

Without reserve

1910 KISSEL KAR MODEL D-10 50HP TOURING

Chassis no. 1353

532ci L-Head Inline 4-Cylinder Engine
 Single Carter Carburetor
 50bhp
 4-Speed Manual Transmission with Overdrive
 4-Wheel Leaf Spring Suspension
 Rear Drum Brakes

- A rare survivor from a well-respected manufacturer
- Very attractive color scheme
- Regularly maintained and driven
- Able to keep up with today's traffic
- Well-known in the antique car community

**THE KISSEL KAR**

One of several businesses created in the early 1900s under the ownership of the entrepreneurial Kissel family of Hartford, Wisconsin was the Kissel Motor Car Company. The first Kissel Kar ("Kar" would be dropped after World War 1 because of its Germanic tone) was manufactured in 1905, a four-cylinder runabout with shaft drive. The Standard Catalog of American Cars notes that volume production began in 1906, with those models being offered for sale the following year. The earliest cars

were bodied by a sleigh manufacturer, and were powered by Beaver engines, but soon the Kissels were making everything themselves.

By 1909, there were Kissel Kars available in several sizes and models priced from \$1350 to \$3000, and a six-cylinder model was soon introduced. For 1910, Kissel offered the LD-10, a 4-cylinder 30hp 5-passenger Touring car, alongside the D-10, with a 50hp four and offered either as a 4-passenger Toy Tonneau or the 5-passenger Touring as seen here. A larger F-10 model, also powered by a 50hp 4-cylinder, was offered with a choice of 7-passenger Touring or 4-passenger Toy Tonneau bodies; the even larger 6-cylinder Model G-10 offered a staggering 60hp in either the larger Touring or Toy Tonneau body styles.

Various sources differ on the wheelbases

offered by Kissel; they reportedly range from 112 to as long as 132 inches, depending on the model. The D-10 is understood to have been built on a 120-inch wheelbase frame, and had a huge, 532 cubic inch engine, its cylinders cast in two pairs.

Although Kissel built high-quality automobiles, it struggled through the late 1920s and filed for bankruptcy in 1930, its last efforts being large 6- and 8-cylinder vehicles for the 1931 model year.





THE MOTORCAR OFFERED

Little is known of the earliest history of this interesting Kissel Kar D-10; it was acquired by the current owner and consignor, Mr. Robert Ullrich, around 2005 from Bill Galarte of Soledad, California. It is used, like all the other antique cars in his collection, on a regular basis and is said to be in sound running order. During Ullrich's ownership, the Kissel Kar has participated in tours with the Horseless Carriage Club of America.

The D-10 offers an interesting transmission design; the first three gears of the four-speed box are fully capable for lower-speed touring, while the 4th gear is a steep overdrive of 17 percent. The owner says that overdrive top gear allows the car to cruise quite comfortably at speeds of 60-70 mph. Finished in bright red with red leather upholstery, and a tan top and boot, this

delightful old Kissel Kar is a joy to behold. It features large brass acetylene headlamps and accessory lights, windshield frame, and other items, and there is a large wicker trunk basket behind the body.

This handsome old Kissel Kar would make a fine addition to any collection of early American automobiles, and its next owner will enjoy taking it out on tours with fellow enthusiasts. For the Brass-era enthusiast, there are few better examples available.

\$60,000 - 90,000

Without reserve

Please note that this vehicle is titled with chassis number 101353.



281

From the Robert Ullrich Collection

1930 FORD MODEL A VICTORIA COUPE

Coachwork by Murray

Chassis no. A3325505

200ci L-Head Inline 4-Cylinder Engine

Single Carburetor

40bhp at 2,200rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- Full body-off restoration
- Handsome color scheme with correct interior
- Dual side-mount spare wheels
- Many attractive period options
- Part of an important collection of early American cars



THE FORD MODEL A

Henry Ford's immensely popular Model T is said to have put America on wheels, but the succeeding Model A, introduced in late 1927, would prove just as popular. Stylish and low-priced, the Model A was offered in a wide variety of body types: two- and four-door sedans, Town sedans, Convertible sedans, coupes, cabriolets, roadsters, phaetons, sedan deliveries, pick-ups, station wagons; and the handsome Victoria coupe. Victorias, named after a type of carriage, were a cross between a four or five-passenger two-door sedan and a coupe with room for four and some luggage space behind the back seat.

The design was widely adopted among luxury carmakers such as Packard, Lincoln, Cadillac, REO, and numerous others. The cabin design was especially attractive on a long-wheelbase automobile. While Ford could not

boast the long and classic lines of the long-wheelbase luxury category, it found a steel body fabricator that would do a masterful job creating a graceful Victoria coupe body for the Model A beginning in 1930 and lasting through 1934. That company was The Murray Corporation of America. Murray had come out of receivership a few years earlier, and had important contracts to provide bodies for such makes as Hupmobile, King, Marmon, Moon, and Willys-Knight. However, with Ford Motor Company tooling up for its new Model A Victoria, it soon became Murray's largest and most important customer.

THE MOTORCAR OFFERED

Pacific Northwest vintage car enthusiast Robert Ullrich, owner of this very attractive 1930 Model A Victoria, purchased it in 2005 from Oregon resident Evelyn Kallstrom. Evelyn's husband, Bob, had previously completed a frame-off mechanical and cosmetic restoration of the Victoria. It is presented in dark maroon with red wire wheels and accent striping, black fenders, a tan fabric roof panel, correct mohair interior, non-standard dual side-mount spares (a folding trunk rack takes the place of the stock single spare wheel carrier), and numerous accessories. This car is said to be in good running order but has seen little driving in recent years.

\$25,000 - 35,000

Without reserve

Please note that this vehicle is titled as a 1931 and with number A1690463.

282

From the Robert Ullrich Collection

C.1905 REO ROADSTER

Chassis no. 4005

Engine no. 4005

90ci L-Head Single-Cylinder Engine

Single Carburetor

7 1/2bhp

2-Speed Planetary Transmission with Chain Drive

4-Wheel Leaf Spring Suspension

Mechanical Brake

- Matching numbers example
- Very rarely seen Brass-era motorcar
- Fully restored example
- Many show and Concours awards including Hershey
- Frequently exercised



THE REO MOTOR CAR COMPANY

The birth of the REO Motor Car Company in 1905 was fraught with angry claims, counter-claims, and lawsuits. Ransom Eli Olds, creator of the very popular Curved-Dash Oldsmobile, one of the earliest horseless carriages, became upset and left the Olds Motor Works in 1904 when his business partners wanted to drop their basic model and build larger and more expensive automobiles.



Olds soon launched another company using his name. His former partners cried foul, claiming they had purchased the rights to his name – which was true - but since they hadn't also purchased his initials, Olds was thus able to strike out on his own again. His first car, a two-cylinder, 16hp 5-passenger Tonneau, appeared at the New York Auto Show and proved an instant success.

A smaller one-cylinder Runabout followed, then other models. REO soon became known for their very high quality vehicles and introduced many advanced features over the years.

THE MOTORCAR OFFERED

This handsome little REO Roadster is believed to be from the company's first year of production. It has been in the Pacific Northwest collection of classic car enthusiast Robert Ullrich since 2006, when he purchased it from noted Southern California collector Robert Ricewasser. This is a well-known car in the vintage car community; it has been shown many times and won a number of awards, including a class win at Hershey, Pennsylvania. Mr. Ullrich has used it frequently in classic car club tours during his ownership.

Presented in bright red with black fenders and trim, this delightful right-hand drive REO Roadster features a tufted black leather seat. Already a show winner, this fine old brass-era sportster should provide its new owner many more days of enjoyable touring.

\$25,000 - 35,000

Without reserve

Please note that this vehicle is titled as a 1906.

283

From the Robert Ullrich Collection

1958 BMW ISETTA 300

Chassis no. 499930

298cc OHV Single-Cylinder Engine

Single Carburetor

13bhp at 5,200rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- A charming example of an important post-war German micro-car
- Huge fun-for-dollar ratio
- A very original, low-mileage example
- Factory maintenance manual included
- Turns more heads than a Ferrari

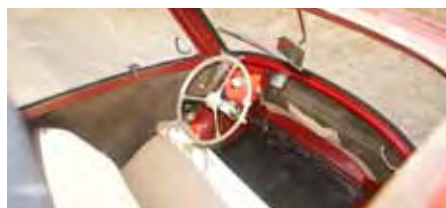


THE BMW ISETTA

The tiny Isetta 300 is said to have been the car that saved war-devastated Bavarian Motor Werkes of Munich, then facing the gloomy prospect of a possible takeover by Mercedes Benz. Built under license from Italy's ISO S.p.A., the much-loved "Rolling Egg" Isetta (Little Iso) with its strange front-opening door and pivoting steering wheel proved popular in Germany, especially with postal carriers, and many were exported to the United States. Isettas were fitted with a sliding fabric roof panel - in case

the front door was blocked or damaged - and sliding glass side windows. Able to carry a driver and one passenger in something approaching comfort, the Isetta's main attribute was its terrific fuel economy, about 50mpg, at a time when gasoline prices were soaring due to conflicts in the Middle East.

Renzo Rivolta's unique design first came to market in 1955 as the Isetta 250, but was upgraded the following year with a 298cc engine and a bit more power. Later on, BMW produced a larger version with a 600cc engine. Very maneuverable and easy to park, the Isetta was more than a novelty, and today is a must-have in the micro-car collector community.



THE MOTORCAR OFFERED

This attractive US specification example, in very original condition, has been part of a Pacific Northwest collection since 2000. The owner and consignor says simply, "I just like unusual cars". Offered with what appears to be its factory-applied red paint with a white fabric sliding-top, this German micro-car is said to run well. Although it shows the expected wear and tear of more than 50 years of occasional use, the body appears to have suffered no damage, and is cosmetically acceptable for a "driver". The consignor says the car has been fitted with a new gas tank and reproduction hubcaps, several of the originals have been lost over time.

Good Isettas have been appreciating in value in recent years, with owners delighting in the way these little cars turn heads and ignore gas stations.

\$30,000 - 40,000

Without reserve

284

From the Robert Ullrich Collection

1922 STANLEY MODEL 740 2-PASSENGER ROADSTER

Chassis no. 22288

2-Cylinder Double-Acting Steam Engine
Approximately 25bhp
Direct Drive via Spur Gear to Differential
4-Wheel Leaf Spring Suspension
2-Wheel Mechanical Brakes

- A rare example of a late Stanley
- One owner for almost 60 years
- Upgraded boiler
- Desirable wire wheel option
- Properly maintained and driven regularly



THE STANLEY MODEL 740

By the late 'teens and early 1920s, the automobiles manufactured by the Stanley Steam Automobile Company of Newton, Massachusetts, looked more conventional than not. Their boilers and cylinders were now mounted ahead of the firewall and the cars had what appeared to be ordinary radiator shells with filler caps. Stanley itself, however, was in trouble by that time.

The introduction of the Kettering electric self-starter on the 1912 Cadillac meant that it was now easy to jump into any car so equipped (other manufacturers were soon to follow by installing their own electric starters) and just drive away in moments. Steam became a less attractive mode of transport, and by 1923, Stanley was in receivership. Its assets were sold off the following year.

THE MOTORCAR OFFERED

This 1922 Stanley Model 740 Roadster has been in Robert Ullrich's custody since the 1950s, when he discovered the car in Culver City, California. The seller, Bill Wright, told him the car had been stored in a garage since 1932. Ullrich, a refrigeration mechanic by training and a self-described old-school hot-rodder and tinkerer, had a budding interest in steam, but had never seen a steam car before. Hauling the old car home, he was determined to get it running again, which turned out to be a relatively uncomplicated process. Along the way, he replaced the original 20hp steam boiler with one from a 30hp model.

Presented here in what is believed to be its original black paint, and fitted with wire wheels - an expensive option when new - this Model 740 Stanley Roadster has been maintained properly and is driven regularly on tours. Its

rarity and condition would make it an attractive addition to any collection of important American steam cars.

\$80,000 - 120,000

Without reserve



285

From the Robert Ullrich Collection

1910 WHITE MODEL O-O 5-PASSENGER TOURING

Chassis no. 00306

Engine no. 0167

2-Cylinder Compound (High/Low) Steam Engine

Water-Tube Flash Boiler

Approximately 20bhp

2-Speed Transaxle

4-Wheel Leaf Spring

Rear Drum Brakes

- *An important motorcar from the pioneer days of American motoring*
- *Extremely rare and desirable*
- *Owned by a devoted steam enthusiast for over 20 years*
- *Properly maintained*
- *Regularly driven on tours*



THE WHITE STEAMER

White Steamers were manufactured in Cleveland, Ohio, from 1900 until 1910 by the White Motor Company. Thomas White and William Grout had gone into business as a manufacturer of sewing machines in Massachusetts before the Civil War, later moving the firm to Ohio. Around 1900, White's sons Rollin, Windsor, and Walter entered the steam automobile industry, producing four automobiles and one truck. Rollin White had already invented the semi-flash boiler, at that time an important advancement in steam technology.

According to the *Standard Catalog of American Cars*, the firm had produced 193 vehicles in 1901. In 1906, White's automobile division began operating separately from its parent sewing machine business. White steamers were of excellent quality, and many

were purchased by prominent individuals, including President Taft and John D. Rockefeller. In fact, a White was the only automobile present in the 1905 inaugural parade of President Theodore Roosevelt.

In 1910, White made a successful foray into the manufacture of gasoline-powered vehicles, selling nearly as many of those as it had of steam cars. The numbers were fairly even again in 1911, but that was the final year for White steamers. By 1911, White had handily surpassed Stanley as the largest manufacturers of steam automobiles, delivering over 9,000 examples to Stanley's total of 5,200, despite costing significantly more.

White steamers featured a complex, "Compound" two-cylinder system in which water was flash-heated in a boiler, then



THE MOTORCAR OFFERED

compressed in one cylinder, and then injected into a second cylinder at high pressure. White steamers also used a rear transaxle that incorporated two forward speeds plus neutral; the neutral allowed an operator to warm up the car at rest. In 1918, when White ceased production of automobiles to concentrate on commercial trucks, it had produced more than 9,000 steam-powered cars. Although many were built, White steamers are rarely seen today. Whites are viewed by many as the finest of the early steam cars, well-built and costly when new, and greatly appreciated today.

This wonderful and evocative Model 0-0 5-passenger steam touring car has been in the collection of steam enthusiast Robert Ullrich since the 1990s. This big touring car harkens back to the pioneer days of American motoring, and has been carefully maintained and driven regularly by its owner.

In very fine condition throughout, the White is finished in a dark Maroon with a black leather tufted interior and fabric top. Its conventional-looking radiator was actually an integral part of the innovative dual-condenser steam power system, which allowed for longer distances traveled between refilling the boiler. Utilizing this technology, the White was truly ahead of its time; Stanley would not introduce such a system for a number of years to come.

Featuring artillery-style wooden wheels, dual Solar brass sidelights, brass headlamps and a single brass rear taillamp, as well as brass steam-pressure gauges for the driver to monitor, the White is a resplendent picture of the early days of American automotive adventuring. It would be a fine and impressive addition to any collection of early American steamers.

\$125,000 - 175,000
Without reserve

Please note that this vehicle is titled with engine number 167.

1954 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198.040.4500130

Engine no. 198.980.4500145

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

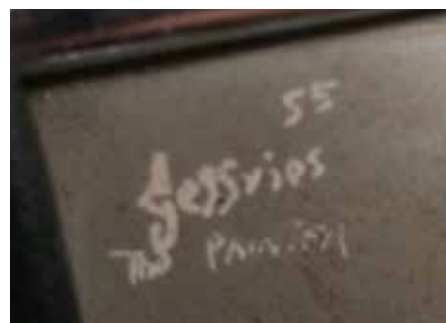
240bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Early production Gullwing, factory delivered with Rudge wheels
- Owned new by singer Pat Boone
- Low-mileage, matching numbers example
- Just two owners from new
- In collection of current owner more than 50 years

**THE MERCEDES-BENZ 300SL GULLWING**

Instantly recognizable not only by automobile buffs, but virtually anyone on the planet, the immortal 300SL (for *Sports Leicht*) Gullwing coupe arguably competes for the title of "Greatest Sports Car of the 1950s", and surely qualifies for anyone's Top 10 list of the greatest automobiles of all time. A period favorite of wealthy celebrities, it ranks today among the most valued and collectable sports cars ever produced.

The 300SL coupe was the direct descendant of Mercedes Benz' Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes Benz historian W. Robert Nitzke writes that company management wanted to jump back into Grand Prix racing, where it

had been so successful before the war, but lacked the time necessary to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series. Because the engine and drivetrain were relatively heavy, the chassis would have to be very light. Test Department manager Rudy Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: There was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to raise the entry so that the

doors cut into the roof, but that meant hinging them from the top, thus giving birth to this car's timeless signature design feature. The steering wheel was hinged to allow the driver easier access. To reduce the frontal aspect, the tall engine was laid over at a steep angle.

The existence of the new 300SL coupe was first reported in January of 1952, when *Auto Motor und Sport* wrote that an aluminum-bodied prototype, fitted with twin Weber carburetors, had tested at Hockenheim the previous December. Factory driver Karl Kling had achieved lap speeds of over 118 mph and top speeds of about 150, impressive numbers for the day. The 300SL's first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco's open Ferrari, while Rudy Carraciola was fourth, the two Gullwings being split by a Lancia. The third coupe had gone



off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Carraciola having crashed in what would prove to be his last race.

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea in its pocket for future use. After the grueling 24 hour epic, a pair of 300SLs had finished in the top two positions...and were then *driven* back to the factory! Four topless roadsters were entered at the German Grand Prix, where both a new fuel injection system and even a supercharger were tested; all four, however, ran with standard engines and claimed the top four finishing positions. A pair of coupes

and a pair of roadsters crossed the Atlantic to compete in the third Carrera Panamericana sports car race in Mexico in November 1952. There, Karl Kling and Hermann Lang captured the top two positions, beating a Lancia and three very fast Ferraris.

Mercedes Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car, but the SLs weren't done; they reappeared in 1955 as the airbrake-equipped 300SLR, utilizing that feature and a great many more of the advancements successfully tested on company's Formula One racing cars. The year would bring triumph and tragedy; 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia – where Stirling Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour - the Nurburgring, Spa, Zandvoort, Aintree,

Kristianstad, Monza, Dundrod, and Sicily's Targa Florio. The only setback, and one that would have devastating consequences, occurred at LeMans, where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes Benz to withdraw from racing for many years.

New York imported auto entrepreneur Max Hoffman is credited with urging Mercedes Benz to build a production sports car based on the 300SL. Nitzke writes that the company was reluctant to take such a step, but Hoffman's firm order for 1000 units settled the question. The 300SL Gullwing in final form was unveiled at the New York International Motor Sports Show in early February, 1954, and actual production began that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection.



THE MOTORCAR OFFERED

The engine now produced 240 horsepower, and while heavier than the racing model, was capable of reaching 60 miles an hour in less than nine seconds, 100 mph in 18 seconds, and could easily top 75 in second gear. It was, claimed the factory, “the fastest German production sports car”.

Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers, and in 1957, the elegant and improved 300SL roadster appeared, proving even more successful from a sales standpoint, with 1,858 units produced.

This early US specification 1954 300 SL Coupe has a fascinating early Southern California celebrity history, having been originally purchased from Mercedes Benz of Hollywood by singer, film, and television entertainer Pat Boone. It was originally delivered with Code 180 Metallic Silver paint, red plaid cloth/leatherette upholstery, and painted optional Rudge center-lock wheels with chromed knock-off hubs.

Apparently preferring blue to silver, it is understood that Boone took the car to customizer Dean Jeffries in North Hollywood for a new coat of paint. Jeffries rose to fame during this period doing custom paint jobs for a clientele that included the likes of James Dean and Lance Reventlow. His early projects included painting “*Little Bastard*” on the back of Dean’s Porsche 550 Spyder, and painting the Scarab sports cars for Reventlow. The 300SL

still retains Jeffries’ signature on the dashboard, as well as his tagline: “The Painter”.

In the late 1950s, Boone sold the car back to the same dealer for a newer model. It was promptly acquired by a young Los Angeles refrigeration contractor, Robert Ullrich, who put the Gullwing to use as a daily driver. Mr. Ullrich, who describes himself as an old-school Southern California hot-rodder, had the Gullwing painted again in a very flattering shade of white during the early 1960s; it wears this coat of paint to this day. The car was also fully reupholstered in black leatherette by another famed SoCal customizer, George Barris.

For many years, Mr. Ullrich used this 300SL as a daily driver. Since retiring to the Northwest, it has seen less use, with the owner spending



more time with his other classic brass cars and steamers on club events and tours.

Although it had been properly maintained all its life, a few years ago the car was sent to noted Mercedes Benz expert Tom Daniels in Aurora, Oregon for a mechanical overhaul, which included a rebuild of its Bosch mechanical fuel injectors by a specialist in San Francisco, plus a new ignition distributor, and a complete brake system rebuild. All of the brightwork was polished and replated. Donn Snyder of Boring, Oregon, recently installed a new flywheel ring gear. The car has been fitted with a new fuel tank and recently a new battery, and is supplied with its correct spare wheel, jack, and factory shop manual. The odometer indicates just under 75,000 miles, which the owner says is original and correct. This white Gullwing, resplendent with its authentic patina of age,

so impressed Mercedes Benz executives that they arranged to borrow it from Mr. Ullrich in 2004 for use in the marketing campaign for the new SLK 230 convertible.

300SL Gullwing Coupes have risen steadily in value and demand over the past decade, with serious collectors adopting the opinion that their stables are incomplete without having at least one 300SL on hand. Their relative rarity and competition pedigree make them welcome today at the majority of classic car rallies and high-speed tours. Gullwings offer a thrilling driving experience, and this is a true “driver” example that has seen regular use over the last 55+ years. It has a remarkable provenance of long-term ownership and an early California history during which time it was associated with some of the most influential names in show business and California car culture.

In short, it is a very special Gullwing, with a unique provenance.

The proceeds of this automobile's sale will be donated to the Immanuel Lutheran Church in Hood River, Oregon, which in turn will use the funds to support the Immanuel Orphanage of Guatemala, benefitting homeless children and providing child care services.

\$900,000 - 1,300,000

Without reserve

Please note that this vehicle is titled as a 1955.

The ex-Isabella Quarantotti and Donatello Mennini

1949 MASERATI A6 1500/3C BERLINETTA

Coachwork by Pinin Farina

Chassis no. 086

Engine no. 086

1,488cc SOHC Inline 6-Cylinder Engine

3 Weber 36 DO2 Carburetors

Approximately 100bhp at 4,700rpm

4-Speed Manual Transmission

Front Independent Coil Spring Suspension – Live Rear Axle

- *The first of just ten examples factory-equipped with triple Weber carburetors*
- *Raced in period and the 2006 Mille Miglia Storica*
- *Well-documented history*
- *Sensational five-year restoration completed in 2014*
- *Accompanied by extensive historical documentation, FIA and FIVA passports, tools and numerous spares*



THE MASERATI A6 1500

The A6 1500, named for founder Alfieri Maserati and the car's 1.5-liter six-cylinder engine, was the first of the Trident's postwar sports cars and the last designed by the Maserati brothers. As the company's initial foray into road car production, the A6 1500 is the progenitor of a legendary line of six-cylinder road cars and sports-racers, not least the venerable 300S.

Like the contemporaneous Cisitalia 202, the all-aluminum Pinin Farina coachwork was a

breakthrough in modern design, incorporating elegant hidden door handles and the classic Maserati grill.

The thoroughbred A6 1500 is powered by an aluminum / magnesium derivative of Maserati's 6CM Grand Prix engine, in an innovative tubular chassis carrying an interior of surprising refinement, a combination of performance and luxury that set the pattern for Maserati road cars of later years.

THE MOTORCAR OFFERED

Chassis 086 was produced around the midpoint of the series of sixty-one A6 1500s built between 1947 and 1951, and is particularly noteworthy as the first car to be fitted with triple Weber carburetors. This desirable enhancement considerably raised power from the single-carbureted base version, and signaled the marque's refocusing on performance instead of accommodating postwar low-octane fuel constraints. Only nine other A6 1500s were similarly equipped during production with competition-grade power, of which just one other is known to still survive in an Italian museum.

Sent to Pinin Farina on December 11, 1948, for their handsome fastback coachwork, this car returned to Maserati in July 1949 and was personally evaluated the following month by the factory's famed chief test driver, Guerino





086 at the Salita del Castellaccio race, Tuscany, Italy, September 1953.



Bertocchi. On September 14, s/n 086 was consigned to dealer Peppino Santi of Rome and one day later a factory invoice was issued to the first owner of record, Isabella Quarantotti, an aristocratic writer and playwright perhaps best known for her collaboration with film director Vittorio de Sica.

Although registered in Italy at Ms. Quarantotti's residence in Positano, her new Maserati was delivered to a garage near the hotel in Paris where she was living with her future second husband, English poet Alexander Ronald "Alec" Smith. The couple were at that time acquiring a number of high-performance sports cars, including a pair of Alfa Romeo 6C 2500s. Although one of the Alfas was a *competizione* version, Quarantotti and Smith explored entry of the Maserati into the 18th Le Mans 24 Hours, receiving an invitation letter from the Association

Sportive de l'Automobile Club de l'Ouest. It is not known why 086 did not ultimately participate in the race, but had it done so, it would have been the first Maserati at Le Mans.

In late December 1950, the A6 1500 was purchased by Donatello Mennini, a textiles entrepreneur and champion skier and soccer player from Tessilprato. Maserati records indicate that Mr. Mennini returned the car to the factory for servicing, and by April 1952 the A6 had been sold to Celestina Basini of Firenze.

A little more than one year later, on July 12, 1953, the car was registered to its next owner, U.S. Army officer Larry James Pichichero of Ohio, who was stationed in Livorno. Taking advantage of the car's high state of tune, Pichichero entered several races where his friend and fellow army officer, Thomas "Tony"

Martin, took on driving duties. As reflected by period race forms that are included in the car's encyclopedic file of documentation, the first of these races was the 2nd Salita del Castellaccio on September 20, 1953, followed by the 1st Coppa Commandante Giovanni Braccini at Saline di Volterra a week later. Wearing number "102," the Maserati was photographed at the latter race's paddock amongst a bevy of rare postwar sports-racers, including two of the three original Abarth 205s.

In late 1957, California gunsmith Ernest Nanson was vacationing in Italy and spotted 086 on a sales lot. After purchasing the car as transport for the remainder of his European stay, Mr. Nanson imported it to the United States and retained possession until shortly before his passing in 1979, concluding a 22-year ownership.



In August 1981, the handsome Maserati was purchased by William McKinley of Sacramento, California, who commissioned a full restoration from Brian Moore's Performance Painting in nearby Rancho Cordova. Moore, the future founder of the Niello Concours d'Elegance, received mechanical assistance from Tex Countryman, while Maserati specialist Paul Merrigan also contributed his expertise. The car was thoroughly refurbished and repainted red.

Following restoration, 086 ran the Monterey Historics in August 1983, and the following June it took home Best-in-Show and the People's Choice Award at the 6th Maserati International Meet at Lake Tahoe. Additional awards in 1984 included third-in-class at Pebble Beach and first-in-class at the Newport Beach Concours d'Elegance, while the car

received further acclaim when featured on the front and back covers of *Viale Ciro Menotti, the Magazine for Maserati Enthusiasts*.

Offered by McKinley at the 1985 Monterey Sports Car Auction, the A6 was acquired by a British collector who, in turn, sold the car in May 1987 to Dominos Pizza founder Tom Monaghan. Shortly thereafter, 086 was featured in *The Great Book of Sports Cars* (by Dean Batchelor, Chris Poole, and Graham Robson), as representative of Maserati's first hand-built road cars.

Passing through the esteemed Blackhawk Collection of Danville, California, the Maserati was purchased in 1990 by Fernando dos Santos Martins of Lisbon, Portugal. He apparently drove 086 very little over the course of his ensuing twelve-year ownership, but while



in his collection the car was featured in a major article in the June 2001 issue of *Retroviseur*, a French vintage automotive magazine.

In 2005, the superb A6 1500 was purchased by Bill Noon of Symbolic Motors in La Jolla, California, who quickly obtained an FIA Historic Technical Passport and a FIVA identity card. Despite being virtually untouched for more than twenty years, 086 was actively campaigned by Mr. Noon in numerous Concours and competition events, including the 2006 Mille Miglia Storica.

Purchased in 2009 by the consignor, 086 was presented that June at Le Belle Macchine d'Italia in Pennsylvania, an appropriate venue given the event's guest of honor, esteemed Maserati S.p.A. archivist Ermano Cozza. Following this appearance, the consignor

pursued a research-intensive nut-and-bolt restoration that has taken five years to finish. Final assembly was performed by the highly regarded outfit, Steel Wings, while the interior has been completed to an exceptional level of detail by 13-time Pebble Beach award winner Gary Maucher.

Today chassis no. 086 stands much as it was first delivered, with Positano license plates and French-specification yellow Marchal headlamps. The exceptional authenticity and quality of its restoration, at an expenditure of more than \$350,000 (notwithstanding having started with a fully operational vehicle), should ensure welcome at any level of Concours. Equal attention has been devoted to improving the already enviable reliability record of 086 in events, in particular through hidden modernization of the electrical system.

Early Maseratis are considerably more rare than Ferraris of comparable vintage, although Ferrari was just starting production at the time when chassis 086 emerged from the shop of its legendary racing forebears. The consignor believes the Maserati to be a far more enjoyable car to drive, with its lighter weight, better balance and more sophisticated coil-spring suspension. Here today, 086 is ready to provide its new owner with immediate access to events of the highest caliber, or simply the joy of experiencing a genuine example of a landmark achievement by one of Italy's greatest marques.

\$550,000 - 650,000

Please note that this vehicle is titled with chassis number MAS08649.

1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111027.12.004323

Engine no. 116980.12.005541

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*
- *Desirable 3.5 V8 with floor-shift and air conditioning*
- *Factory livery in Tunis Beige over Cognac*
- *One of the last great classics from Mercedes-Benz*
- *Offered with factory records, books and tools*



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 ultra-luxurious 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 torque 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

Completed at the Mercedes-Benz's Stuttgart factory in June of 1971, this 280SE 3.5 Cabriolet was prepared for the US market, and finished in DB462 Tunis Beige over a Cognac leather interior.

The elegant and sophisticated V8 Cabriolet is believed to have stayed with its first owner until 1995, at which time it only 42,000 miles were recorded on its odometer. The second owner, Tenaflly, New Jersey resident Mr. Edward Turen, would keep the 280SE until 2010, at which time the Mercedes was purchased by its third and most recent previous owner, a Mr. Jagindar Singh Dhillon of Victoria, British Columbia.

Today this beautifully presented, top-of-the-range V8 Mercedes Cabriolet shines in its factory-correct, although refinished Tunis Beige

over Cognac upholstery. One of approximately 800 examples of the luxurious 280SE 3.5 specified for the US market, this car is equipped with the desirable floor-mounted gear lever, air conditioning, power windows and the classic Becker radio.

The car's comprehensive history file includes copies of the Mercedes-Benz factory build records, receipts from service and maintenance work dating back to the 1990's, the original owner's manual and factory warranty card among other factory pamphlets. A tool roll and jack are neatly situated in the trunk.

These incredibly high quality, stylish V8 powerhouses are the last of the classic, hand-built cars to come out of the Mercedes workshops in Stuttgart; they offer timeless

styling and extreme luxury in a very usable package. With fewer than 63,000 miles from new, this Tunis Beige Cabriolet must be one of the finest examples on the market today.

\$240,000 - 280,000



289

The fifth from last

1966 FERRARI 275GTB

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 08933

Engine no. 08933

3,286cc SOHC V12 Engine

280bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Superb restoration by marque experts Patrick Ottis and Brian Hoyt completed in 2014*
- *Presented in the rare factory-delivered livery of Verde Scuro over beige*
- *Matching numbers example with well-documented ownership history*
- *Desirable long-nose, torque tube late production example*
- *Offered with manuals, history file and Ferrari Certificate of Authenticity*



THE FERRARI 275GTB

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.

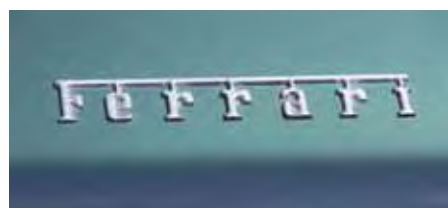
The 275 GTB has other distinctive attributes, not least its place as the first fully independent suspension transaxle-equipped Ferrari road car, and for the power and tractability of its 3.3-liter 60° V12 engine developed from the 1½ liter Colombo "short block" originally designed in 1947. The engine was mounted low and further back, taking advantage 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 front-end 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.

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.





car over the next few years, arranging a sale to an unknown buyer in 1988 before selling it once again in 1994 to Scott Cote, the manager of Ferrari of San Francisco.

In 1999, 08933 was acquired by Symbolic Motors in La Jolla, California. Seven months later the GTB was sold to Cary Robinson of Cherry Hills, New Jersey, and the new owner exhibited the car at several Concours d'Elegance events during the following year, including Amelia Island, Radnor Hunt, and the Reading Ferrari Concours d'Elegance (where it garnered an FCA platinum award as well as the Francesco Barraca Award). One year later Reading recognized the berlinetta's brilliance by honoring it as the featured poster-car for the 2002 event. In August 2003, this special 275 was purchased by the consignor, an enthusiast in Sausalito, California, who

intended to use the car for touring the Napa Valley's famed vineyards. Before long though, the owner realized what a special car he had purchased, and increasingly became convinced that only a full restoration to utterly original factory specifications would suffice. As a Northern California resident, the consignor had some of the world's finest Ferrari craftsmen at his disposal, and he soon retained the respected Patrick Ottis to perform a complete mechanical restoration.

Brian Hoyt's Perfect Reflections was entrusted to refinish the striking bodywork, using original Scaglietti paint chips to match the rare *Verde Scuro* color. The interior was reupholstered in proper beige leather by Ken Nemanic, while all of the brightwork was re-chromed by Christensen Plating. The exhaustive restoration was captured with over

1,500 photographs that are included in the car's deep file. The consignor then bolstered the impressive documentation by obtaining a certificate of authenticity from the Maranello factory, a precursor to today's revered Ferrari Classiche authentication.

Only minimally driven since the exacting refurbishment was completed early this year, this 275GTB remains perfectly suited for a fresh run at FCA competition or many other Concours d'Elegance. Boasting a rare livery and expert restoration, the well-maintained berlinetta is accompanied by original manuals and period documentation, promising to turn heads on show fields or raise the driver's pulse with its visceral performance.

\$2,600,000 - 3,200,000

Please note that this vehicle is titled as a 1967.

1967 AUSTIN-HEALEY 3000 MKIII BJ8

Chassis no. HBJ8L/41015
Engine no. 29K/RU/H15678

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

- *Highly original example with great patina*
- *Recently mechanically refurbished*
- *A Big Healey with personality*
- *In same ownership for many decades*
- *Offered with history file and Heritage Trust Certificate*



THE AUSTIN-HEALEY 3000

With the introduction of the final 'Big Healey' 3000 MkIII 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 MkIII. 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 MkIII was introduced in 1964, 'Phase II' upgrades were added that would further enhance the ride and handling of all subsequent MkIII 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

Built during the summer of 1967, this charming 3000 MkIII BJ8 is really one of a kind. Believed to have been purchased new by a South Carolina sports car enthusiast, the blue Healey was parked in a barn during the early 1970s, and was left there until 2010.

It was pure luck how the previous owner stumbled across the car. Himself a restorer from the Landrum, South Carolina area, one day he was fueling up an old MG that he was in the process of restoring, when the daughter of the supposedly original owner of this Healey pulled up and asked if he knew how to work on vintage British sports cars. Soon after, the restorer found himself in an old barn, where this very 3000 MkIII BJ8, along with an MGA Roadster, had sat idle for decades. Both cars were complete and highly original, and truly the definition of the term 'barn find'.



After being retrieved from its old hiding place, the Healey received a thorough mechanical and cosmetic refurbishment, where every effort was made to leave the car as original as possible. The work included replacement of the exhaust system, a full brake service with new hoses and rebuilding of the hydraulic components, cleaning of the radiator and replacement of coolant hoses and the water pump, cleaning of the fuel system and rebuilding of the carburetors. The car was fully serviced and lubricated, the overdrive system repaired, while the wire wheels were restored and mounted on new tires. The carpets were replaced, but the balance of the interior was left original.

The car's exterior and interior has a lovely patina today, which really gives the car personality. Many years ago, *Candlewood*

Kennels was painted on the doors, which is believed to have been the name of the first owner's Kennel station. Offered with a history file, which includes photos of the car in the barn where it sat, many photos of the refurbishment process, receipts and its Heritage Trust Certificate, this charming 3000 MkIII BJ8 really stands out, and is one of the most original examples that we have ever been privileged to offer.

\$60,000 - 80,000
Without reserve



1969 FERRARI 365GT 2+2

Coachwork by Pininfarina

Chassis no. 12065

Engine no. 12065

4,390cc SOHC V12 Engine
 3 Weber Carburetors
 320bhp at 6,600rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Multiple FCA Platinum Award Winner*
- *Enthusiastically driven, including trips across the United States*
- *Matching numbers example presented in factory-delivered livery*
- *Well-documented ownership history*
- *Offered with books, tools and extensive history file*

**THE FERRARI 365GT 2+2**

By the mid-1960s, fifty percent of all Ferraris produced were being built with four seats, and following on from the success of its first such model, the 250 GTE of 1960, Ferrari introduced the 330GT 2+2 in January 1964. Its replacement, the 365GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and as well as featuring independent suspension all round (for the first time on a Ferrari 2+2) boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from

noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.

Developing 320bhp in its 365GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox, while the car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all round. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by *Car* magazine as 'the most civilized Ferrari yet.'

THE MOTORCAR OFFERED

Completed in the spring of 1969, the stellar example offered here, chassis number 12065, was the 342nd example built in the series. The new Ferrari was finished in the same livery it sports today, *Celeste* blue over a black interior, and was on May 17, 1969 sold directly by Ferrari SpA to the first owner, Mr. Renato Giambertone of Palermo, Italy. Giambertone kept the 365GT 2+2 until October 1970, when the car was sold to second owner Mrs. Sara Elena Pela of Padova, Italy.

12065 left Italy for the US in July 1972, where it was advertised for sale in the *New York Times* later that month, before being purchased by Farmington Hills, Michigan resident Tord Smedberg. Smedberg is believed to have kept the car until the mid-1970s, before selling 12065 to Ferrari Owners Club member Barry Kirschner of North Woodmere, New York. By the early 1980s the Ferrari was owned by David Miller of



New York, New York, who in turn sold it to Philip Goutell, proprietor of Used Ferraris, Inc. Stan Zagorski, also a New York enthusiast, later owned the 365, and after several subsequent changes of ownership it was acquired by its current Maryland-based Ferrari enthusiast owner in the early 2000s.

Soon after his new purchase, the consignor started campaigning 12065 at FCA events, garnering award after award, and scoring the first of many Platinum Awards at the 2007 FCA International Meet. Even though the quality of the car's cosmetics and mechanicals were already to a Platinum level, 12065 was re-trimmed, refinished in the original *Celeste* Blue, and refurbished mechanically between 2007 and 2012, in order to leave no stone unturned for Concours showings. After the work was completed, 12065 earned another FCA Platinum Award at the esteemed and highly competitive Cavallino Classic Concours

d'Elegance. 12065 has to date earned no less than three FCA Platinum Awards, three FCA Best in Class Awards, and four FCA Special Merit Awards. Maybe even more noteworthy is the fact that 12065 has been driven regularly on tours and events, even crossing the United States a few times.

An outstanding example in and out, 12065 still retains its original matching numbers engine, and is offered with tools, books, and an extensive history file that includes copies of the car's early Italian registration papers and Marcel Massini's history report. With a well-documented ownership history since new, multiple FCA Platinum Awards and miles of enjoyment covered in its present ownership, 12065 must be one of the finest examples of these fast-appreciating Grand Touring Ferraris available.

\$200,000 - 250,000



1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198042.7500242

Engine no. 198980.7500257

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Exquisitely restored, matching numbers example*
- *Long-time California car*
- *Eligible for some of the finest tours and driving events*
- *Sophisticated German engineering in sporting package*
- *Offered with Mercedes-Benz build sheets 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 byproduct 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 215bhp to 225bhp (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 model-run of under three years, the Roadster stayed in production until early 1963, by which time 1,858 had been built.



THE MOTORCAR OFFERED

Completed at the Stuttgart-based Mercedes-Benz plant in September of 1957, this superb example, first production-year 300SL Roadster was built as a US market car, with sealed beam headlights and gauges reading in English. The new Roadster was finished in the attractive color of DB166 Grey-blue, trimmed in red leather, and neatly finished with a grey soft top. Optioned with a Becker Mexico radio, the stylish Mercedes-Benz was shipped off to the United States, where South Bend, Indiana-based Studebaker/Packard would act as the distributor.

The car's first registered owner listed is a Mr. George Reifenberg of Richmond, Indiana. From the Midwest, the 300SL traveled to California, where it was later owned by Mr. Randy Reiss of Studio City, a renowned collector of exceptional European sports cars. In the early

1990s the car received a thorough mechanical re-commissioning by noted 300SL expert Scott Grundfor. The Roadster is reported to have been a low-mileage, carefully preserved car at the time, still intact with its matching numbers engine, and with very good panel fit and finish.

The 300SL remained in California, where it was later owned by a Mr. Howell D. Wood of Montecito, and driven on at least one edition of the California Mille. While in the current ownership, the car has been treated to an extensive cosmetic restoration by Tom Drummond's Quality Restoration Services in Newport Beach, California. After a bare-metal strip down, the Roadster was refinished in black, and beautifully trimmed with a light-brown *Bamboo* interior. The gauges were restored, and all chrome and bright work re-finished to factory correct specifications. The

300SL's mechanical systems were serviced and evaluated, and it was deemed that Mr. Grundfor's work back in the early 1990s was standing the test of time well.

One of the early-production 300SL Roadsters, this stunning example features unique details such as the Gullwing grill treatment, and the absence of passenger door lock. A superb example of Mercedes-Benz's racing-derived 300SL, this matching numbers Roadster is ready to be enjoyed on tours and rallies or entered in competitive Concours judging.

\$1,150,000 - 1,400,000

1964 MERCEDES-BENZ 220SE CABRIOLET

Chassis no. 111023.10.037188

Engine no. 127982.12.004518

2,195cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

120bhp at 4,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- *Beautifully presented in and out*
- *Factory 4-speed manual delivered new to Switzerland*
- *Presented in factory-delivered livery of Light Blue over Cognac*
- *Serviced and maintained by renowned specialist Scott Grundfor*
- *Documented by factory build sheets*



THE MERCEDES-BENZ 220SE

Mercedes-Benz debuted four typically well-engineered new models at the Frankfurt Show in 1959 - the 220SE among them - all of which shared the same basic unitary-construction bodyshell and all-round independent suspension. Longer than their predecessors, the restyled newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window, vertically positioned twin headlamps and discrete tail fins, giving rise to the "Fintail" nickname.

The new 220SE was the range topping single-overhead camshaft six cylinder, boasting fuel injection and increased compression ratio of 8.7:1, raising maximum output to a healthy 120bhp from 2,195cc. Top speed was a touch under 110mph, with 60mph attainable in under 13 seconds. The 220SE was distinguished from its less expensive siblings through the use

of additional chrome and twin rear bumpers. The new model range was generally a better handling, faster, better made car than the outgoing Pontons, with the option of power steering and Hydrak automatic clutch. The latter proved less than popular and a proper four-speed automatic transmission was made available from 1961. The interior was typical Daimler-Benz, with form following function, and was beautifully finished. Details like the ribbon speedo may seem quirky today but they were all the rage in period.

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz factory in 1964, this elegant 220SE Cabriolet was built to European specifications and equipped with the desirable four speed manual transmission. The exterior color chosen was the striking DBG334 Light Blue, and the interior was clad in Cognac over tan carpets.

The 220SE's first owner, a resident of Zurich, Switzerland, is believed to have kept the blue Mercedes-Benz for about a decade, using it sparingly and only during fair weather conditions. In March of 1974, the 220SE was purchased by its second owner, a Mr. Silverstone of Palos Verdes, California. Silverstone imported the car to California that same year, and would retain the striking Cabriolet in his collection for nearly 40 years. Mr. Silverstone used the 220SE, alongside his 300SL Gullwing, for special outings, and on



several occasions to commute between his homes in Palo Alto and Palm Springs.

A cosmetic restoration was performed in the early 2000s, during which time the car's exterior was refinished in the original light blue color, the chrome and trim refinished, and the interior redone in the correct Cognac. The Mercedes has since benefitted from regular maintenance by renowned Mercedes-Benz specialist Scott Grundfor of Arroyo Grande, California.

Fitted with color coded hub caps and a neatly contrasting, dark blue convertible top, this exceptional 220SE Cabriolet retains its old blue California plates dating back to when the car arrived here in the late 1970s. It should be noted, that the car's engine was replaced at some point in time. Fitted with a classic

Becker Europa radio, and accompanied by copies of the Mercedes-Benz factory records, books and tools, this fine Mercedes-Benz would be a enjoyable and usable addition to any collection.

\$90,000 - 120,000
Without reserve



1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113600287

Engine no. 6630284 (see text)

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Documented Touring specification model with desirable options
- Original color scheme and one of the first 500 homologation cars
- Known history since 1970s in Japan
- Eligible for numerous events including Tour Auto
- Single Japanese ownership for 30+ years



THE PORSCHE CARRERA RS 2.7

The Carrera RS was launched in 1972 as a homologation special to satisfy requirement for the Group 3 international racing class the following season, one of the most fiercely contested and most important GT categories in Europe. Porsche initially planned to build just 200 cars, expecting little response from clients, but this was quickly revised upwards as it became apparent that the model would be a runaway success both on the road and the track. Some 1,500 cars were eventually built before production ceased in 1973, and from the day the last car was built the Carrera RS has come to be regarded as the high point in 911 evolution. A combination of ultra light weight (900kg in racing trim), a free-revving yet torquey 2.7-liter engine developed specially for the model, fantastic brakes and super responsive handling blend to form a perfect road/race GT which was voted by former Formula 1 World

Champion John Surtees (amongst others) as the greatest driver's car of all time.

Visually, the RS Carrera featured its distinctive striping and its trademark rear *burkel* or ducktail, as well as flared rear wheel arches to accommodate wider wheels. Numerous other deletions were all in the name of reducing weight, and a tweaked suspension added to the package. Overall, the style of the RS matched its performance in terms of being a trend-setter.

THE MOTORCAR OFFERED

Undeniably one of the most desirable sports driving cars of its era, the Carrera RS 2.7 has become a legend. This particular car has its own unique and interesting history, beginning with its specification from the factory. As noted in the seminal work on the model, *Carrera RS* by Gruber/Konradshiem, Porsche 911 Carrera RS #9113600287 was equipped as an M472 Touring model and fitted with options including a retractable seatbelt (419), electric antenna stereo (440), electric window (651), and was finished in Grand Prix White with red Carrera script (2225). It is noted to have left the factory with Light Black interior (11) and fitted with Lightweight seats (421).

Being one of the desirable first 500 examples produced, 9113600287 benefits from being built under the initial homologation directives, and features the thinner gauge sheet metal used in



the bodywork, and thinner side windows.

The Carrera RS was exported to Japan in May 1977 through a dealer based in or near Kyoto. The dealer sold the car to a private individual later that year, who registered the car in Kyoto on license plate 'KYO 33 SE 79-44'. This license number is specific to the Kyoto Prefecture of Japan, while the '33' signifies that the car is over two liters in engine displacement. An old copy of a Japanese title shows that the car was registered in Japan for the first time in December of 1977.

Somewhat surprisingly, the Carrera retained this registration mark until it finally changed hands in 2009. It is understood that the car had only one owner from 1977 to 2009, as in Japan the license plate registration changes upon transfer of ownership of a

vehicle. Additionally, plates are affixed using a tamper-proof bolt sealed by the Japanese government official alloy seal which is broken if the plate is ever removed. These bolts can only be resealed by the Japanese Department of Transportation and when this happens, new plates are typically issued. Therefore, the car's vintage style Kyoto plates that it wore until 2009 are evidence of its long-term single ownership. Period photographs taken during its time in Japan in the early 1990s show the RS parked on the street in Kyoto like any other car, at a time when such things would not be considered uncommon!

Upon discovery in 2009, the Carrera RS was found to be largely complete yet lacking its original Type 911/83 engine. The long-term previous owner recalled that after an engine fire circa 1990, the original engine was discarded







and a 3.0-liter 911SC motor had been installed in the RS in order to keep it on the road. While this would never happen today, in 1990 a Carrera RS was not yet seen as the blue chip collectible it has now become, and such a fate was hardly inconceivable.

With a desire to restore the car to its factory Carrera RS 2.7 configuration, the previous owner sourced a correct Carrera RS Type 911/83 engine case in Germany and commenced with a complete engine overhaul. This correct-type replacement engine was then stamped with the RS's original engine serial number and installed in the car.

Cosmetically, the car was stripped to bare metal and completely disassembled before being painted in its factory correct original color scheme. The interior was also restored

to very good cosmetic standards; the RS's lucky occupants will enjoy the lightweight style seats along with the rare option of power windows. The front trunk features the correct plastic fuel tank and collapsible spare tire, date coded December 1972. Importantly, the RS retains its jack, tool roll, and original equipment air compressor.

Today, with its correct type engine and presented in its factory delivered color scheme, this Carrera RS, with its long list of factory options, represents an ideal candidate for the collector seeking a car to drive on rallies and tours. It would be a great choice for events like the Tour Auto that put the focus on the driving, and should acquit itself admirably, in keeping with the Carrera RS legend. It is, in short, an icon.

\$475,000 - 600,000



1967 JAGUAR E-TYPE SERIES 1 4.2-LITER ROADSTER

Chassis no. 1E15082

Engine no. 7E12726-9

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

- *Highly original example with fewer than 64,000 miles from new*
- *Matching numbers E-Type presented in factory-delivered color combination*
- *Few owners since new*
- *Rally and Concours d'Elegance veteran*
- *Accompanied by hard top, books, tools, history file and Jaguar Heritage Trust Certificate*



THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a 150mph top speed. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The E-Type's design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular space frame extended forwards to support the engine. The latter was the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the XK150.

An optimistic 265bhp was claimed but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly because it weighed around 500lb (227kg) 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.

The first significant up-grade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox

with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements.

The top speed remained unchanged, the main performance gain resulting from the larger engine being improved acceleration.





THE MOTORCAR OFFERED

According to this E-Type's Heritage Trust Certificate, it was dispatched from the Browns Lane Jaguar works in March of 1967. Denoted as a left hand drive Series 1 Roadster, this car is one of the last Series 1 cars built, and one of the very first to receive the transitional Series 1 ½ headlight treatment, dubbing it a Series 1 ¼ among Jaguar aficionados. The E-Type was finished in *British Racing Green* over a tan Connolly interior, fitted with a black soft top, and destined for Jaguar Cars of New York, where Mr. Howard F. Sargent of Goldsbow, North Carolina became the car's first owner in July 1967.

Howard Sargent, an Air Force pilot, is believed to have kept the Jaguar for decades in California while stationed at Edwards Air Force Base. The car later migrated to Salt Lake City, Utah, where its second owner offered it for

sale in 2004. Dr. Matthew Sell of Boise, Idaho found the highly original, 58,000 mile E-Type, and soon added it to his growing collection of European sports cars of the highest quality, where it has remained since.

Dr. Sell entered the car in the 2004 Portland, Oregon Concours d'Elegance, where second place honors were bestowed upon the green 'survivor' E-Type, and he also drove it on the 2005 Going to the Sun Rally in Montana, where the fast Jaguar could stretch its legs. The E-Type was toured again in 2008, this time on the Red Rock Rally in Utah.

With fewer than 64,000 miles from new today, this extraordinarily well-kept and highly original E-Type impresses even the most discerning collectors. With the exception of one exterior repaint and replacement of the seat covers and carpets, the

Jaguar remains original throughout. The factory-applied paint can still be found in compartments and jams, and door panels, dash, gauges, chrome and bright work all have a wonderful light patina. Fitted with a period Motorola radio, the E-Type is accompanied by the original seat covers and carpets (still in great shape), the original weather equipment, books and original warranty card, tools and Jaguar Heritage Trust Certificate. A more original and better-preserved E-Type will be difficult to find anywhere.

\$100,000 - 130,000
Without reserve

1970 PORSCHE 911S 2.2-LITER COUPE

Chassis no. 9110300054

Engine no. 6300088

2,195cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

180bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *A very desirable, matching numbers, low-mileage example in attractive colors*
- *Rebuilt engine and transaxle*
- *Largely original Tangerine paint*
- *Large file of receipts and documentation included*
- *Documented by its Porsche Certificate of Authenticity*



THE PORSCHE 911S

For the 1970 model year, or "C" series, Porsche enlarged the 911's original two-liter air-cooled flat-six engine to 2,195cc by increasing the cylinder bore to 84 mm, while retaining its 64 mm stroke. Larger valves (46 mm intake, 40 mm exhaust) and more aggressive cam profiles helped improve breathing. The resulting engine, in various stages of tune, produced an impressive 180 hp in the top-of-the-line 911 *Super*, along with 147 foot-pounds of torque

at 5,200 rpm. Those figures allowed the 2249-pound "S" to leap to 100 kph (62 mph) from a standing start in barely 8 seconds. A rev limiter helped prevent over-revving near the engine's 7300 rpm redline.

The "S" had a new, 225 mm clutch, and ventilated disc brakes all around ably handled deceleration chores. 1970 models also included a new steering column lock and full undercoating.

THE MOTORCAR OFFERED

Purchased new from Gateway Porsche-Audi in Portland, Oregon (MSRP \$8915.00, \$8939.90 delivered with tinted glass, radio, speaker, and retractable antenna), this lovely 1970 911S coupe, showing just 126,167 miles of use, has been well-looked-after by just a few careful enthusiasts, and has been in the possession of the current owner for the past 20 years. It has always been garaged, and is described as being an undamaged, rust-free example in excellent condition with largely original Tangerine paint. The black Leatherette interior also presents very well. The seat bottom cushions were rebuilt and new covers installed by Guy Recordon at Guy's Interiors of Portland, known for his Pebble Beach-quality work. The dark gray carpets were also replaced with factory materials.

Around 1994, the entire drivetrain was rebuilt by Heckmann and Thiemann, a well-known





Porsche specialty shop in Portland, Oregon. The car has accrued barely 14,000 miles in the years since. The overhaul of the 2.2-liter Type 911/02 engine included the Bosch mechanical fuel injection and an upgrade to modern oil-fed chain tensioners. New OEM pistons and cylinders were installed (the originals remain with the car). Also rebuilt were the five-speed manual Type 901/01 transaxle and brakes. New adjustable Koni shock absorbers replaced the factory originals and a new OEM exhaust system was installed.

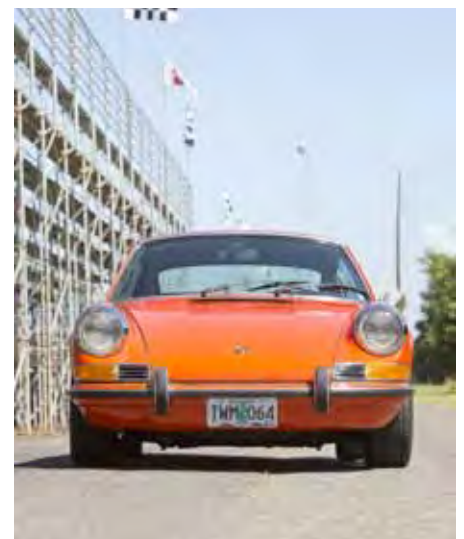
The car is fitted with Dunlop radial tires on its original Fuchs "Windmill" five-spoke light-alloy wheels. While records and receipts prior to 1994 are not available, the current owner has maintained a careful file of all repairs and maintenance since that time. The car

includes its original radio, an owner's manual, spare wheel, and jack.

This very attractive Porsche 911S coupe presents a great opportunity to acquire one of the best and most powerful early 911s in largely original form, retaining its original numbers-matching engine and drivetrain, and wearing its largely original factory Tangerine paint.

These early long-wheelbase, small-bumper 911s have been growing steadily in popularity and value for the past decade, and their driver-friendly packaging makes them a joy to use. Capable of brilliant acceleration, a real 140-plus mph top speed, and a thrilling exhaust note, the 1970 911S is a true high-performance automobile widely sought after by knowledgeable sports car enthusiasts.

\$175,000 - 225,000



297^Ω

1960 FERRARI 250GT SERIES II CABRIOLET

Coachwork by Pinin Farina

Chassis no. 1981GT

Engine no. 1981GT

2,953cc SOHC V-12 Engine

3 Weber Dual-Choke Carburetors

240bhp at 7,000rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- The 49th of only 200 Series II Cabriolets built
- Formerly part of the collection of Ferrari enthusiast Peter Groh
- Elegant color scheme, both as delivered and as now showing
- A matching numbers example
- The vehicle of choice for playboys and aristocrats alike



THE FERRARI 250GT SERIES II CABRIOLET

By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's ongoing stability. Thus the 250, Ferrari's first volume-produced model, was of critical importance, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than twenty cars. The Europa was superseded by the 250GT in 1954, the latter featuring a lighter and more-compact Colombo-designed 3-liter V12 in place of its

predecessor's bulkier Lampredi unit. Power output of the single-overhead-camshaft all-aluminum engine was 220bhp at 7,000rpm. Shorter in the wheelbase (by 200mm) than the Europa, the 250GT chassis followed Ferrari's established practice, being a multi-tubular frame tied together by oval main tubes, though the independent front suspension now employed coil springs instead of the previous transverse leaf type. A four-speed, all-synchromesh gearbox transmitted power to the live rear axle, while hydraulic drums all round looked after braking. Four wheel disc brakes arrived late in 1959 and a four-speed-plus-overdrive gearbox the following year.

Multiple *carrozzerie* offered different body styles on the 250GT chassis, with Scaglietti and Pininfarina producing elegant open-top Spider and Cabriolet models. Exhibited at

the 1957 Geneva Salon, the Pininfarina's first 250GT Cabriolet was snapped up by Ferrari works driver Peter Collins, who later had the car converted to disc brakes. After a handful of alternative versions had been built, series production began in July 1957, around 40 250GT Series I Pininfarina Cabriolets being completed before the introduction of the Series II in 1959.

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





THE MOTORCAR OFFERED

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

1981GT was assembled in Maranello and then sent to Pinin Farina's works in Torino for the fitment of its sleek Cabriolet body. Arriving in Torino on May 11th, 1960 and completed in less than two months, on July 2nd, this *Azzurro* metallic over vinyl and leather *Naturale* Cabriolet, the 49th of 200 Series II Cabriolets built, was sold new to Contraves Italia S.p.A. in Rome, Italy.

Little of 1981GT's early history is currently known, but at some point later in its life the striking car was repainted in the current dark red reminiscent of *Rosso Rubino* over black hides and a tan convertible top. By the mid-1980s, the Cabriolet had found its way to Switzerland in the ownership of vintage racer Kurt Bohrer. During Mr. Bohrer's ownership, receipts show regular mechanical maintenance as well as a September 1986 "complete engine

overhaul" at 51,802km and another overhaul in August of 1987, a mere 6,448km later.

By 2006, 1981GT had entered the formative collection of German enthusiast Peter Groh. Groh enjoyed the car but rarely showed it. Appearing at the Techno Classica in Essen, Germany in April of 2010, it was acquired by the currently owner shortly thereafter.

Documented by copies of past receipts and registration documents as well as a report by Ferrari historian Marcel Massini, this Pinin Farina Cabriolet still shows very well today and is a lovely and presentable motorcar meant to be driven and enjoyed. Its fine condition is a testament to the gentle use and careful, meticulous maintenance that the car has received during its life. Showing just over 62,600kms on its odometer, it has covered a





mere 4,000km in the last 27 years, and retains its matching numbers engine. The elegant and understated color scheme it now wears amplifies the refinement of one of Ferrari's finest *Gran Turismos*. Turning the key brings the throaty Colombo V12 to life and a drive reveals the Ferrari to be well-suited to high-speed sweeping corners or blasting down the *autostrada*. Period-correct Michelin X tires shroud the chrome Borrani wire wheels, allowing for a smile-inducing performance in the curves; just enough grip, not too much!

With its ample trunk space, luxurious interior, and a long-legged V12 mated to an overdrive transmission there are few more comfortable and stylish conveniences with which to melt away the miles. Redolent of the *dolce vita* era, Ferrari's first production convertible was a natural choice for playboys and aristocrats, a

silver example serving as David Niven's personal conveyance in the original *Pink Panther* film and Dominican *bon viveur* and sometime racing driver Porfirio Rubirosa also choosing one as his personal transport. The chance to join this exclusive club is a rare one; 1981GT is certainly a stylish way to do so.

\$1,200,000 - 1,500,000



1935 ROLLS-ROYCE 20/25HP DROPHEAD COUPE

Coachwork by Thrupp & Maberly

Chassis no. GAF 81

Engine no. U2B

3,699cc OHV Inline 6-Cylinder Engine

Single Carburetor

Est. 55-65bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Matching numbers example*
- *Rare Thrupp & Maberly three-position coachwork*
- *Older cosmetic restoration*
- *Extensive factory records*
- *Well-documented example*

**THE ROLLS-ROYCE 20/25HP**

The 20/25 Rolls Royce, built from 1929 through 1936, became the company's most popular design prior to the Second World War, with some 3,827 examples delivered. The 20/25 succeeded the smaller-displacement 20 hp model. Initially built on a 128.7-inch chassis, the 20/25 was later offered on a "long" chassis of 131.9 inches, which was introduced in 1931. Later 20/25s featured a four-speed fully synchronized gearbox and a centralized chassis lubrication system.



The 20/25 was powered by a 3.7-liter inline, overhead-valve six with a cast-iron block. The engine had a separate aluminum crankcase containing a robust seven-main bearing crankshaft with vibration damper and a detachable cast iron cylinder head. The engine was lubricated by a pressurized system that also fed the rocker shaft and timing gears. Ignition was by independent coil, a centrifugal-advance distributor, and a backup magneto. An engine-driven water pump with fan cooled the engine, and a thermostatically-controlled system opened and closed the radiator shutters as required. Fuel was delivered via one single-jet carburetor.

While the 20/25's engine produced an estimated 65 horsepower, Rolls Royce never publicly advertised such numbers, stating only that it was "adequate". In order

to ensure reliability, the company carefully ran in every new engine on a dynamometer and kept careful records of each test and every part that went into the chassis. The transmission with its single dry-plate clutch was bolted to the rear of the engine block, with a floor shift installed to the right of the driver's seat. The rear axle was of the full-floating type. Large four-wheel drum brakes were servo-assisted.

As was standard practice for the period, the completed chassis would be delivered after testing to a coachbuilder selected by the customer from catalog illustrations, where a new body would be either installed from inventory, or constructed and finished to the buyer's specific wishes.



THE MOTORCAR OFFERED

Chassis number GAF 81 is a late 20/25, built on the longer frame, and fitted with Series F2 engine number U2B. The engine's original dynamometer records, dated November 28, 1934, show it developed 55 bhp at 3000 rpm and 127 foot-pounds of torque at 1750.

Rolls Royce shipped GAF 81's bare chassis from Crewe to its London agent, Rootes Ltd., on June 19, 1934, where it was placed into stock, awaiting a buyer. Rootes delivered it to London coachbuilder Thrupp and Maberly on December 17, 1934, where a very stylish new "Foursome Drophead Coupe" body was crafted and installed. When the car was finished, it was duly handed over to its new owner, a Mrs. Campbell of 22 Down Street, W1 London, on March 20, 1935. This close-coupled body was designed to carry four or five passengers

if required, but usually just two would be on board; the close-coupled body, rear-hinged doors, and long hood on the lengthy frame made a very elegant statement, and must certainly have served Mrs. Campbell well on her travels through the UK and on the Continent.

GAF 81 appears to have passed through the hands of several British owners in the 1950s before being acquired in London by the consignor, who had it cosmetically restored while still in the UK. Eventually the car came to the United States and in more recent years has been housed in the San Diego area.

This handsome and unusual Thrupp and Maberly-bodied Rolls-Royce is offered today in a handsome shade of dark blue, with contrasting horizontal brightwork and chromed landau irons. There is a black canvas three-

position top and a simple but elegant tan leather interior. A canvas boot covers the top when it is in its lowered position. The paint is in good condition, although some wear is beginning to show, while the interior is described as being in fine condition. The wheels are covered with painted and polished discs in the fashion of the day.

A striking and important 20/25 by any measure, GAF 81 would make a wonderful addition to any collection of 1930s luxury cars, or a potential candidate for a full Concours restoration.

\$100,000 - 150,000

Please note that this vehicle is titled as a 1934.

1974 FERRARI DINO 246GTS

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 08280

2,419cc DOHC V6 Engine
 3 Weber Carburetors
 195bhp at 7,500rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Highly original, low mileage example of the legendary Dino 246GTS*
- *Desirable “Flares & Chairs” spec with Daytona-style seats and wheel arch flares*
- *A late-production Dino benefitting from all the production refinements*
- *Striking silver over red color combination with Campagnolo wheels*
- *Offered with tools*

**THE FERRARI DINO 246**

Introduced at the Turin Motor Show in 1967, the all-new Dino 206GT was initiated due to the need of a Formula 2 power plant for Ferrari's racing program. A mid-engined layout with a compact, aluminum coupe body was chosen, and styled by legendary Pininfarina. The two-liter, 180bhp motor was good enough to propel the Dino to 142mph, and while there were few complaints about the car's performance, the high cost mandated by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,500rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stable-mates, the

nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino - the 246GT - in 1972, the authoritative American motoring magazine *Road & Track* enthused, “it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high...” The Dino, thus, was and remains truly a driver's car *par excellence*.

THE MOTORCAR OFFERED

This very original Ferrari Dino 246GTS is one of the last examples produced by the factory, and therefore benefits from all the improvements made to the 246GTS model throughout the production run. The 59th from last produced, this US-delivery GTS was completed at the Maranello Ferrari works in May of 1974, the second to last production month for the model.

08280 was finished as seen today, in silver over a red interior, and was equipped with the Daytona style seats and the flared fender arches, to accommodate the wider Campagnolo wheels. This ‘top of the line’ Dino specification would come to be known as “Flairs & Chairs” and represents the ultimate Dino spec. As one of the final, highly optioned cars produced, 08280 additionally features power windows as well as air conditioning and a Blaupunkt AM/FM radio.



The Dino was sold to the first owner through the Fort Lauderdale, Florida official Ferrari agency, Cressman-Baumgarten late in 1974. 08280 is believed to have stayed in Florida for at least a decade, where, according to noted Ferrari historian Marcel Massini, it is reported to have resided in 1982 with 8,200 miles on the odometer. In 1987 the Dino was in Evanston, Illinois, where it was owned by a Mr. Terry Boyle, the recorded mileage at that time being a mere 11,000 miles.

At a later date, believed to be during the 1990s, the Dino had made its way to California, where it has remained ever since in its current ownership. Offered on behalf of the estate of its long-term California owner, the Dino GTS is understood to have been rarely if ever driven while in his ownership. Instead, it was enjoyed as a low-mileage, highly original

example of the Dino, sharing preferred garage space with the owner's other low-mileage Ferraris, including a pair of 512BBi's and a delivery-mileage 1990 Testarossa.

Indeed, the presentation of the car today would seem to back up this story. The Dino looks as if it has never been restored, rather having been preserved carefully for the last 40 years. The silver exterior paint shows a light age, with touch-ups evident in areas, while the car's panel alignment is exceptional. The interior has a nice patina, and appears to be original. The odometer reads fewer than 12,000 miles, and this mileage would seem to be supported by the fact that, at the time of cataloging, the Dino still displayed an Illinois license plate, vanity plate "DINO GTS" – with a last registration sticker dated September 1987.

Offered with tools, jack and its hard top, this beautiful Dino 246GTS is a very original, low-mileage example of the iconic Dino that appears to have been spared many of the ravages of time. It is not known when the Dino was last run or driven, accordingly it should be expected that it will require full servicing before any regular use. A wonderful example from the tail end of the production run, finished in an elegant livery and having the right flares and chairs specification will full options, this Dino stands above the rest thanks to its specification, mileage and original nature.

\$400,000 - 500,000

1965 ALFA ROMEO GIULIA SPRINT SPECIALE

Coachwork by Bertone

Chassis no. AR 381354

Engine no. AR00121•01353

1,570cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

129bhp at 6,500bhp

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- *A very original example of the stylish Sprint Speciale*
- *Believed to have had few long-term owners from new*
- *Excellent candidate for mechanical and cosmetic refurbishment*
- *Brilliant Bertone styling*
- *Delivered new to the US*

**THE ALFA ROMEO SPRINT SPECIALE**

With the introduction of the Giulietta in 1954, Alfa Romeo established the “small car, big performance” formula which would characterize the Milanese marque’s finest offerings from then on. Alfa’s classic twin-cam four was downsized to 1,290cc for the Giulietta, gaining an alloy cylinder block in the process. The original Bertone-styled Sprint Coupé was soon joined by Berlina (saloon) and Spider (open) versions, and then in 1957 came the model intended to represent the ultimate Giulietta - the Sprint Speciale – the first of the new 101-Series cars.

Built on a slightly shorter wheelbase than the standard Sprint, and again the work of Bertone, the mouth-wateringly curvaceous “SS” came with 100bhp on tap, a five-speed gearbox and a top speed of 125mph. Compact, aerodynamically efficient and very powerful for its size, the SS proved highly successful

in 1,300cc class racing the world over. A mere 1,366 examples had been produced by the time the model was superseded in 1963 by the 1,600cc Giulia version. Outwardly distinguishable from the outgoing Giulietta Sprint Speciale by identifying tail script, different sidelights and a revised dashboard, 1,399 of the Bertone-bodied Giulia Sprint Speciales were built between 1963 and 1965. Today both of these rare models are highly prized by Alfa Romeo connoisseurs.

THE MOTORCAR OFFERED

Delivered new to Englewood Cliffs, New Jersey, this charming Sprint Speciale is believed to have been in the care of just a few owners during its nearly half century of existence. Purchased by a young woman with a passion for motorsport, the SS is believed to have spent the earlier years of its life racing the SCCA circuit on the East Coast around New York City. Originally painted red, a very quick re-spray was performed to bring the car to its current white with a black tail, reminiscent of the TZ’s of the same era. The unique color scheme helped differentiate the car on the track, and a dash mounted plaque attests to its participation in the Area I Championship at the Lime Rock Races for the New York Region of the SCCA.

After several years on the East Coast, the car and its owner moved to the warm, dry



desert of Arizona, settling in the Scottsdale area. While the racing exploits of the SS were in its rearview mirror, a clutch failure took off the road for good around 1972, the last date of registration in Arizona according to the old license plate that is still affixed to the front. A replacement clutch was ordered but never installed, only getting so far as the trunk of the car before the project was put on the back burner.

As is sometimes the case, weeks turned to months, months to years, and years to decades. The Alfa Sprint Speciale sat, untouched in a garage, until its original owner passed and it was sold by her estate to the present owner about four years ago.

Today, the Sprint Speciale retains much of its original equipment and fittings, and a peek

under the hood reveals a complete motor that, while not run in over four decades, is said to turn freely. Inside, the dark grey vinyl remains in nice shape, while original red paint shows clearly on the dash.

While many Sprint Speciale's were raced into the ground or modified, by virtue of a fortunate clutch failure and long-delayed repair, this particular car remains quite original and showing a healthy patina of age, giving the car's next owner the opportunity to sympathetically refresh it or restore it to their liking. Either way, it is a strikingly beautiful, limited production Bertone-styled sweetheart that is sure to turn heads.

\$125,000 - 175,000
Without reserve



1913 POPE-HARTFORD MODEL 31 “PORTOLA” ROADSTER

Engine no. 15744

300ci OHV Inline 4-Cylinder Engine
Single Carburetor
40bhp
4-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
Rear Hydraulic Brakes (see text)

- *A highly regarded brass-era touring car*
- *Robust, reliable and spirited performer*
- *Attractive and sporty bodywork*
- *Great choice for tours and driving events*
- *Recent mechanical refurbishment*

**THE POPE-HARTFORD**

Col. Albert Pope was one of the celebrated industrialists of the post Civil War era, having created a highly successful bicycle empire that had benefitted from the enormous bike craze of the late 1800s. By the end of the decade, Pope had consolidated over 40 bicycle manufacturers into his American Bicycle Company. The skill set and manufacturing capability of these companies gave Pope a strong basis to enter automobile manufacturing, which he did in the 1890's with the Columbia automobile. Primarily offering electric cars, it gave Pope a foothold in the new market.

The Pope automobile empire would eventually include numerous brands including Pope-Tribune, Pope-Toledo, Pope-Robinson, Pope-Waverley and the most enduring - Pope-Hartford. The Pope-Hartford would

be the only Pope brand built in the city of the companies' headquarters, Hartford, Connecticut. Starting out in 1904 with a single cylinder car, the brand built its first four in 1906, and the fours would be the engine that built the brand's reputation.

Pope-Hartford gained recognition for making a reliable, well made and soundly engineered automobile. With the exception of the unusual overhead valve engine, the cars were conservatively designed, and that was no doubt key to their reputation for durability. Pope-Hartford did participate in racing, and most famously won the San Francisco "free for all" in 1909 with a 40hp model, the event celebrating the 300th anniversary of Don Gaspar de Portola's discovery of the Bay Area. The success at this event gave name to the body style Pope is most famous for, the "Portola Roadster".

Today, few brass car brands enjoy the status Pope-Hartford does. Coveted by brass car enthusiasts for their wonderful touring abilities, Pope-Hartfords have endured as sturdy, powerful and good-looking. The late cars have the benefit of a four-speed transmission and electric starting, and Pope-Hartford is one of the only brass era marques that enjoys its own exclusive tour – the Pope Tour.



THE MOTORCAR OFFERED

Acquired by the vendor approximately ten years ago from noted Pope-Hartford collector Doug Magee in unrestored though largely complete condition, this impressive car has seen much restoration since. Cosmetically restored to the attractive and racy, though slightly earlier in style Portola Roadster type configuration, the Pope-Hartford appears as a particularly sporty car for its period. Mechanical restoration work was performed by Jerry Chase of Lab Threads, based in Connecticut. Mr. Chase, a Pope owner himself, is quite familiar with getting the most out of Pope-Hartford automobiles and preparing them for reliable touring. In addition to receiving a complete engine rebuild, the car was also set up with a set of hydraulic brakes. This well-disguised conversion improves the braking abilities dramatically, and is an upgrade that will be much

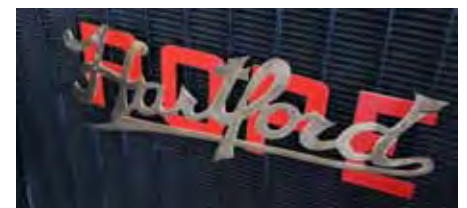
appreciated while touring in the mountains or when in traffic. The Pope is equipped with electric start as well as a generator and full compliment of electric lighting, for a motoring experience that would have been very much ahead of its time in its day.

To complement its striking Portola Roadster bodywork, brass era car upholstery specialist, Loren Burch was commissioned to execute the fine tufted leather upholstery and canvas top. The car wears all the specially branded Pope-Hartford Grey and Davis lighting, and the engine is equipped with a fully rebuilt Bosch "dual" magneto/battery system.

With its powerful engine, light coachwork and four-speed transmission, the Pope-Hartford is a quick and sporty machine. In beautifully restored condition, this Pope has seen only a

handful of miles since recent completion of the restoration. This Pope-Hartford presents as one of the most respected models in Brass-era circles, and with its exciting and sporty coachwork, it is bound to be a head turner and attention getter wherever it goes.

\$275,000 - 350,000



1969 JAGUAR E-TYPE SERIES II 4.2-LITER COUPE

Chassis no. P1R28035

Engine no. 7R12146-9

4,235cc DOHC Inline 6-Cylinder

3 SU Carburetors

Approximately 300bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Beautifully restored in and out
- Tastefully upgraded for enhanced performance
- Elegant fixed-head-coupe E-Type
- Presented in classic BRG over Tan
- Ideal for rallies and driving events



THE JAGUAR E-TYPE

Apart from its engine and transmission, Jaguar's E-Type was all-new. Introduced in its initial form at Geneva in March 1961, the E-Type combined a multi-tube front chassis with a monocoque center section. Front suspension was similar to the predecessor XK-150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and a fixed-length driveshaft, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel cross member and hosted inboard disc brakes. Anti-roll bars were installed front and rear.

From September 1968, Series 2 E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger, and sat behind a full-width bumper. Power steering and air conditioning were now available as options.

THE MOTORCAR OFFERED

This exceptional and unique Series II E-Type has been restored to a very high standard and upgraded with a view to extracting maximum performance while keeping the car all-Jaguar. Owned by a Jaguar restorer who finished the car to exhibit his shop's considerable capabilities, no expense was spared on the project.

Finished in an attractive British Racing Green over a tan leather interior, the car appears very fresh; a recent paint job has seen fewer than 200 road miles. The rarely seen "P" prefix on the chassis number serves to denote that this Series II was originally equipped with power steering. Under the long hood reveals an immaculate engine bay and a motor that has been massaged to its full potential. With triple carburetors, stainless steel headers and exhaust system, and plenty

of internal modifications such as a lightened flywheel, this 4.2-liter has some real bite. To cope with the added power, the suspension and brakes have been upgraded for maximum handling performance, with Spax adjustable gas dampers and stainless steel brake calipers, among other modifications. The aesthetic appearance of the car remains stock, and the upgrades have been done in a tasteful and reversible manner.

A true labor of love, this Jaguar would be hard to recreate for twice its estimate. With performance well above a standard E-Type, it is sure to be a thrill to drive.

\$90,000 - 110,000

Without reserve

Please note that this vehicle is titled as a 1970 and with chassis 1R28035.

1935 MG MIDGET P-TYPE 2-SEATER

Chassis no. PA2015

847cc SOHC Inline 4-Cylinder Engine
2 SU Carburetors
36bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Leaf-Spring Suspension
4-Wheel Drum Brakes

- Beautifully restored example
- Sporting and desirable 2-seater version of the legendary P-Type Midget
- Presented in its factory-delivered livery
- Fun entrant to a host of driving events
- Documented by factory build records



THE MG P-TYPE

'This latest model is a marked improvement in all respects over its forbears', reported *The Autocar* after road-testing the new P-Type in November 1934. A replacement for the successful J2 Midget, the PA followed the general lines of its predecessor but was equipped with a more robust version of MG's 847cc, four-cylinder, overhead-camshaft engine benefiting from a cross-flow cylinder head, stronger, three-bearing crankshaft and better lubrication.

Chassis alterations, many resulting from competition experience, included a longer wheelbase, strengthened transmission and 12"-diameter (up from 8") brakes. Top speed was in the region of 75mph. Built in two- and four-seater variants, the PA in the latter form was the last Midget to offer sports car motoring for the whole family.

THE MOTORCAR OFFERED

Finished at the Abingdon MG factory in April 1935, this charming P-Series Midget was configured as the more sporting 2-Seater version, finished in duotone color-scheme of *Dublin Green* over *Ulster Green*, and trimmed with an *Apple Green* interior. The new MG was purchased in July of 1935 by its first owner, a Mr. G. Robinson of Kent, UK. The car is believed to have remained in the UK for many decades, before it was exported to New Zealand, where it reported to have been owned by a Mr. Frank Carter in the 1980s.

By the 2000s, the sporting P-Type resided in Colorado, USA, where it is believed to have gone through a comprehensive restoration, before being purchased by the consignor nearly a decade ago.

Offered with copies of period factory paraphernalia and the model's instruction

manual, as well as copies of the original build sheets and early registration cards, this beautifully presented P-Type must be one of the finest examples available anywhere. Eligible for many driving events, the Midget offers its next owner a healthy dose of fun, pre-war British motoring at a fraction of "big-brother Bentley" pricing.

\$45,000 - 55,000
Without reserve



From the William "Bill" Fuenfhausen Collection

1957 FORD THUNDERBIRD CONVERTIBLE

Chassis no. D7FH120130

312ci OHV V8 Engine
Single Four-Barrel Carburetor
245bhp at 4,500rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Power Drum Brakes

- Exceptionally well-restored example
- Striking color combination
- Highly optioned example with power steering and brakes
- The last year for the classic Thunderbird
- Offered with restoration receipts



THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954 and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.



Understandably, there were few alterations made for the '56 model year, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the engine options. A more extensive re-style for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the boot, a move that improved the handling. Despite its success, the original Thunderbird concept soon was abandoned and a larger—and slower—four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight.

Today, the original 1955-57 Thunderbirds are among the most desirable and sought after of all post-war American automobiles.

THE MOTORCAR OFFERED

Offered from the personal collection of the late William "Bill" Fuenfhausen, the Liberty, Missouri based 1955-57 Thunderbird guru, the high expectations one would have of this car are quickly satisfied upon close inspection. Built at Ford's Dearborn factory, this D-code Thunderbird was equipped with the *Thunderbird Special V8* engine package, and was according to the body tag finished in Raven Black with a red interior, just as it appears today. The Thunderbird was purchased by Mr. Fuenfhausen in 2006 from the widow of Stan Boos, the Ford dealer in Hiawatha, Kansas. Fuenfhausen soon embarked on a thorough restoration of the aging Thunderbird, during which both mechanical and cosmetic aspects of the car were carefully refurbished. Finished in the striking Raven Black over delightfully contrasting red interior and tan soft top, this fine example truly stands out.

\$38,000 - 45,000
Without reserve

305

1963 JAGUAR MK II 3.8-LITER SALOON

Chassis no. 221734DN

Engine no. LC4152-8

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Numbers matching example*
- *Desirable 3.8-liter motor and 4-speed manual*
- *Reportedly the property of a Dale Carnegie heir for three decades*
- *Handsome color scheme*
- *Freshly recommissioned*



THE JAGUAR MK II

Introduced in October 1959, the MK II replaced the MK I, the Coventry firm's first unitary construction saloon car. Closely related to its immediate predecessor albeit extensively revised, the MK II offered better all-round visibility courtesy of larger windows, while the MK I's rear wheel spats disappeared and the rear track was widened, improving both roll-resistance and stability. 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.

THE MOTORCAR OFFERED

Outfitted with the highly desirable 3.8-liter motor mated to a 4-speed manual transmission with overdrive, this numbers matching MK II is the ultimate iteration of the model. Originally painted Signal Red, the car now wears a combination of white over tan hides. A car with which to make friends and influence people, it is said to have belonged to an heir of Dale Carnegie for three decades.

Showing 43,000 miles, which are believed to be original from new, this Jaguar has received a thorough re-commissioning. Having been mechanically sorted, the MK II has also been the recipient of a recent repaint, new chrome wire wheels and tires, new rubber throughout, fresh chrome, newly refurbished wood trim, and new interior trim including fresh leather, carpet, and headliner. Complete with its original spare and owner's handbook, along with a file

of restoration receipts over an inch and a half thick, this MK II provides the driving excitement and style of an E-Type with an extra set of doors and a proper rear seat – the perfect sports car for family outings!

\$50,000 - 70,000

Without reserve



1964 PORSCHE 356C 1600 CABRIOLET

Coachwork by Reutter

Chassis no. 159226

Engine no. P710620

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

- *Single enthusiast owner since 1974*
- *Numbers matching example with Porsche Certificate of Authenticity*
- *Fewer than 180 miles covered on its recent restoration*
- *Complete with a desirable factory hard top*
- *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 Osnabrück, Drauz of Heilbronn and d'Ieteren 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 in September 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.

The vendor discovered the car in 1974 while looking for a Porsche to restore. Rust free but a bit faded, the Cabriolet was still trimmed in its original Bali Blue paint - a special option - and Fawn leather. The car was brought home, disassembled, and cataloged. Parts needing refinishing were re-chromed or otherwise touched up and all other items required for restoration were noted and lists sent to Porsche dealers around the United States until all of the items could be sourced. In completing the restoration, the decision was made to change



the color scheme from its original specification to silver over black leather. It was also at this time that a factory hard top was sourced and color-matched to the car.

After enjoying the Porsche for three and half decades of sunny weekend drives, it was time to re-restore the machine. In 2013, a full restoration was started, this one much more thorough than the one completed in the late 1970s. Maintaining its silver over black color scheme, the numbers matching engine was rebuilt with new pistons and cylinders, the gauges were refurbished, the exhaust system was replaced, and the brakes were redone. Additionally, a thorough cosmetic refresh and detailing was performed.

Fewer than 180 miles have been accumulated since the Cabriolet's recent restoration.

Documented by its Porsche Certificate of Authenticity and backed by forty years of ownership by a single devoted enthusiast, this is a great model in which to experience the 356 legend. Benefitting from all the 356C technical improvements and improved brakes, this Cabriolet represents one of the final and most civilized versions of the long-running 356 model.
\$130,000 - 160,000



1958 PORSCHE 356A COUPE LA CARRERA PANAMERICANA RALLY CAR

Coachwork by REUTTER

Chassis no. 105616

1,715cc OHV Flat 4-Cylinder Engine
2 Solex Carburetors
Approximately 135bhp at 5,200 rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Three-time veteran of La Carrera Panamericana
- Hot 912 engine for improved performance
- Street legal, road licensed racing car
- Eligible for numerous Porsche club activities
- A genuine Reutter bodied 356 Coupe



THE PORSCHE 356

Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.

Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with Le Sarthe.

engine replaced the old 1.5-liter unit and would be standardized on the successor 356B model. In production until 1965, the 356 is where the Porsche legend began.



The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc



THE MOTORCAR OFFERED

This 1958 Reutter-bodied 356A Coupe is a three-time veteran of the La Carrera Panamericana road race in Mexico, having competed there in 2001, 2005, and 2007. Together with a sister car, the two competed as the "Tangerine Scream" racing team. It is often said that the La Carrera is the last true open road race in the world, where teams compete over special stages at full speed, with all the thrill and danger of the original version. It is still today a challenging test for man and machine. For Porsche fans, the event holds a special cache as the namesake of the hallowed Porsche "Carrera".

Built as a rally car in 2001 by Ray Stephens, this 356A has been maintained by him since. It is prepared as a full rally car with a roll cage, fire suppression system, timing equipment and more. It is powered by a 1,715cc motor

from a 912, believed to put out approximately 135bhp and offering a top speed somewhere in the region of 125mph. Importantly, this car comes with a California title, allowing it to be street registered and therefore enabling it to participate in many different Porsche gatherings and club activities.

Sure to be a hit at the next Porsche club corral or on the road during any number of vintage driving events, this "Tangerine Scream" Porsche 356A should provide many exciting miles for its next owner.

\$35,000 - 45,000
Without reserve

Please note that this vehicle is titled as a 1959.

END OF SALE



ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2014 QUAIL CATALOG:

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James Stranberg
Tom Wood

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After nearly a decade of specialization in this field, Paweł'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

Lots: 204, 206, 207, 208, 209, 210, 211, 212, 213, 215, 216, 217, 220, 221, 222, 224, 225, 226, 227, 228, 229, 230, 232, 233, 234, 236, 237, 238, 239, 240, 241, 245, 246, 253, 255, 256, 257, 258, 259, 260, 261, 263, 264, 265, 266, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 289, 292, 293, 295, 296, 298, 299, 300, 304, 305, 306 and 307

SIMON CLAY: Lots 242, 249, 254, 267, 268, 269, 270, and 297

SCOTT NIDERMAIER: Lots 205, 223, 291, and 303

DAN SAVINELLI: 248 and 288

PETER SINGHOF: Lots 202 and 252

JOSH SMYLLIE: Lots 210 and 211

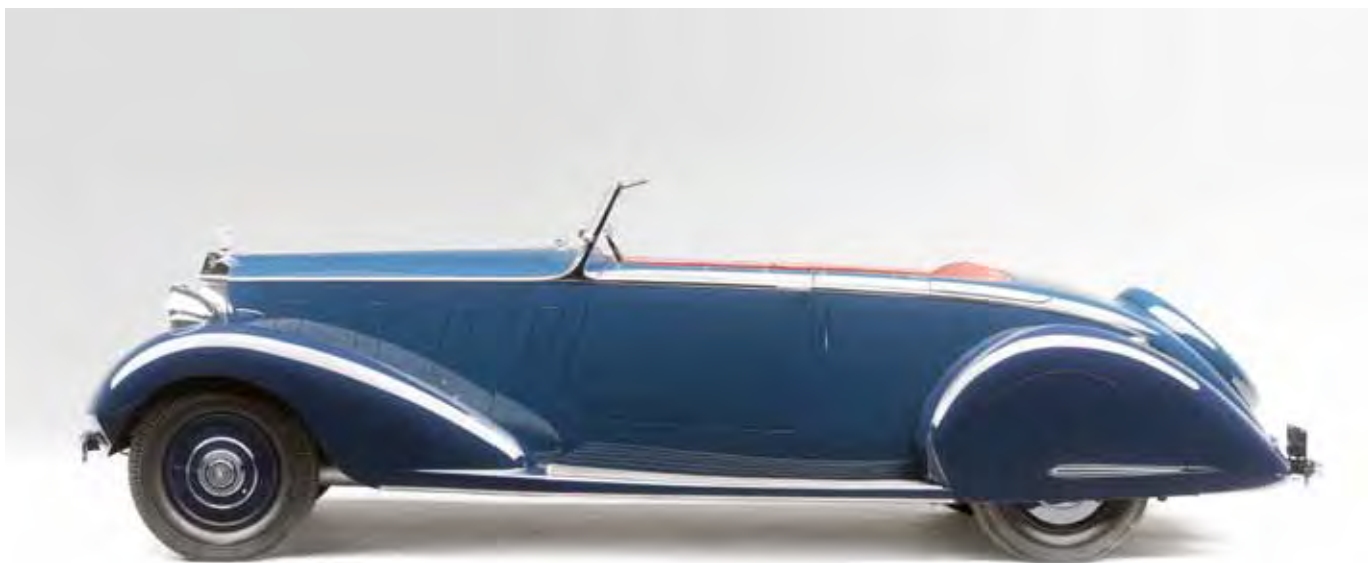
KYLE BURT PHOTOGRAPHY: Lot 294

JEREMY CLIFF: Lot 271

JASEN DELGADO: Lot 203

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CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA

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

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means the property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held at the Quail Lodge & Golf Club in Carmel, California, on Thursday & Friday, August 14-15, 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 VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale 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 'Buyer 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 Pacific Time on Sunday, August 17, 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 'Buyer 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 'Buyer 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; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).



CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA (CONTINUED)

15. NON-PAYMENT OF PURCHASE PRICE

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

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

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

MEDIATION AND ARBITRATION PROCEDURES

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

shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

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

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

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

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

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

18.5 No act or omission of Bonhams, its employees or

agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

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

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

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

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

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

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Quail Lodge Auction on August 15th, 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

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150
FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
220 San Bruno Avenue
San Francisco, California 94103
Tel +1 (800) 223 2854
Fax +1 (415) 861 8951
Automated results
Tel +1 (415) 503 3410

Bonhams

Sale title: Quail Lodge Auction	Sale date: August 15, 2014
Sale no. 21917	Sale venue: Quail Lodge Resort & Golf Club, Carmel, CA USA
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your resale license number here _____ We may contact you for additional information.	

SHIPPING		
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Automobilia: I will collect purchases myself by 12pm August 17 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____	Motorcars: I will collect purchases myself by 12pm August 17 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

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

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

THE QUAIL, A MOTORSPORTS GATHERING

FRIDAY, AUGUST 15, 2014 | QUAIL LODGE & GOLF CLUB | CARMEL, CA



*John
M. ...*

Bonhams



THE LINCOLN
MOTOR COMPANY



Rolls-Royce
Motor Cars



PORSCHE



THE PENINSULA
SIGNATURE EVENTS

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



The ex-Baron Philippe de Gunzbourg
1931 ALFA ROMEO 6C 1750 SUPERCHARGED GRAN SPORT SPIDER
Coachwork by Zagato
Sold at the 2015 Scottsdale Auction for \$3,080,000

JANUARY 15, 2015

Scottsdale, AZ

With multiple records set, strong sell-through rate and nearly \$25M achieved, Bonhams' third annual Scottsdale auction in 2014 was a smashing success, nearly doubling last year's total.

**UPCOMING AUCTION
SAVE-THE-DATE****The Amelia Island Auction**

March 12, 2015

Fernandina Beach Golf Club
Fernandina Beach, FL

**CONSIGNMENTS
NOW INVITED**

To consign to these auctions,
please contact:

+1 (415) 391 4000, West Coast
+1 (212) 461 6514, East Coast
motors.us@bonhams.com



Bonhams

bonhams.com/scottsdale

Important Collectors'
Motor Cars and Automobilia
Saturday 13 September 2014
Goodwood Revival
Chichester, Sussex

The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. The results speak for themselves. Auction spaces are limited, to reserve your entry alongside the ex-Works/Mille Miglia OM 665SS and 'EPE 97', the Fox & Nicholl Team Lagonda LG45R, please contact the department.



The ex-Hon. Brian Lewis/John Hindmarsh/Charles Brackenbury/C.E.C.Martin/Marcel Lehoux - 1936 Grand Prix de L'ACF, 1936 and 1937 RAC Tourist Trophy, 1936 BRDC Brooklands 500-Mile Race, 1937 Le Mans, 1952 Goodwood Nine Hours entry and Alan Hess Sports Car record breaking, Fox & Nicholl Team Car - 'EPE 97'
1936 LAGONDA LG45R RAPIDE SPORTS-RACING TWO-SEATER
Coachwork by Fox & Nicholl
£1,400,000 - 1,800,000

GOODWOOD REVIVAL SALE

ENQUIRIES

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usacars@bonhams.com

ENTRIES NOW INVITED

Below

The ex-1930 Mille Miglia Class winner and 5th Overall (Bassi/Gazzabini), 1930 Targa Florio (Cau.Minoia), Irish Grand Prix (G. Ramponi) and Tourist Trophy, ex-Heiko Seekamp
1930 OM 665 SS MM SUPERBA 2.3 LITRE SUPERCHARGED
Refer Department



Bonhams

PRESERVING THE AUTOMOBILE

An Auction at the Simeone Automotive Museum

Monday October 6

Philadelphia, PA



Ex-Frank Cooke

1927 ROLLS-ROYCE PHANTOM I PICCADILLY ROADSTER

Meticulously restored, national first prize winning 1917
CADILLAC MODEL 51 FOUR-PASSENGER ROADSTER

Single family ownership since 1975

1948 TATRA T87 AERODYNAMIC SALOON



The F.C. Deemer 'Honeymoon' Roadster

1907 AMERICAN UNDERSLUNG 50HP TWO SEATER SPORTS ROADSTER

Photo Michael Furman



Consignments of original, preserved
or unrestored automobiles are now
invited for this unique auction.

INQUIRIES

+1 (917) 206 1630
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LOT 234 - 1970 PORSCHE 908/03 SPYDER

B 1793

Bonhams

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San Francisco, California 94103

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