

Thursday March 12, 2015  
Fernandina Beach Golf Club  
Fernandina Beach, Florida

THE  
AMELIA ISLAND  
AUCTION



Bonhams



LOT 183 – 1934 MERCEDES-BENZ 500K FOUR-PASSENGER TOURER







LOT 172 - 1932 STUTZ DV-32 SUPER BEARCAT



March 12, 2015  
Motorcars 12pm  
Automobilia 10am  
Fernandina Beach Golf Club  
Fernandina Beach, Florida

# THE AMELIA ISLAND AUCTION

## 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/amelia](http://bonhams.com/amelia)

## PREVIEW AND

### AUCTION LOCATION

Bonhams Pavilion at Fernandina  
Beach Golf Club

**Please proceed to Client Parking**  
at 650 Airport Road at the Fernandina  
Beach Municipal Airport  
Fernandina Beach, Florida 32034

## PREVIEW

Tuesday March 10, 10am to 6pm  
Wednesday March 11, 10am to 5pm  
Thursday March 12, Motorcars only  
from 9am to 11am

## AUCTION TIMES

Thursday March 12  
Motorcars 12pm  
Automobilia 10am

## INQUIRIES

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## Automobilia

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## General Information

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+1 (212) 461 6514  
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[samantha.hamill@bonhams.com](mailto:samantha.hamill@bonhams.com)

## Vehicle Documents

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+1 (415) 503 3322  
+1 (415) 391 4040 fax  
[veronica.duque@bonhams.com](mailto:veronica.duque@bonhams.com)

## BIDS

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

From March 8 to March 14, to reach  
us directly at the Bonhams Pavilion in  
Fernandina Beach:  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

To bid via the internet please visit  
[www.bonhams.com/amelia](http://www.bonhams.com/amelia)

Please see pages 4 to 6 and 240 to  
243 for bidder information including  
conditions of sale, after-sale collection  
and shipment.

## ADMISSION TO PREVIEW AND AUCTION

Bonhams' admission fees are listed in  
the Buyer Information section of this  
catalog on page 4.

## AUCTION NUMBER: 22530

Lots 1-184

## FRONT COVER

Lot 135

## AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

## CLIENT PARKING

Client parking is located at 650  
Airport Road at the Fernandina Beach  
Municipal Airport with continuous  
shuttle service to Bonhams Pavilion a  
few blocks away. Please see page 6  
for directions for parking on Viewing  
and Auction days.

## Bonhams

220 San Bruno Avenue  
San Francisco, California 94103  
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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 Amelia Island Preview and Auction admission fees are:

- \$100: Bonhams Amelia Island Auction Catalog, allows two people entry
- \$20: Gallery Guide, allows one person entry

### BIDDER REGISTRATION FEE

- \$150: includes the Amelia Island Auction Catalog, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative bidding 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. Catalogs can be purchased at the auction venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

### BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$100,000 of the bid price, 20% of the amount of the bid price above \$100,001 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

Important SALES TAX Information:

Lots being collected in Florida:

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

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

Motor vehicle lots sold to an out-of-state resident or a resident of a foreign country that are collected at the sales venue in Florida are subject to a 7% Florida sales tax. The out of state buyer must complete form DR123 for lots either collected at the sale or shipped out of Florida. The foreign buyer must complete form DR123 for lots collected at the sale.

Automobilia lots collected in Florida are subject to 7% sales tax, unless purchased for resale with a valid resale license. Out of state and foreign resale dealers who wish to take possession of Automobilia lots in the state of Florida must complete the "TPT For Resale By a Nonresident Dealer" form.

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

Purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Florida sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC. Purchased lots picked up by a non-licensed carrier would be subject to applicable Florida city and state sales/or use taxes.

### MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the import value, and associated import fees are payable by the buyer on all lots marked with an omega symbol ( $\Omega$ ). 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 a Bidder Registration Fee of \$150 for the Amelia Island 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 Saturday March 14.

### ESTIMATES

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

### RESERVES

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

### BIDDING AT AUCTION

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

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

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



## 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 in Fernandina Beach, Florida at +1 (415) 391 4040 beginning Monday March 9 until sale day.

### TELEPHONE BIDS

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

### ONLINE BIDS AND BIDDING

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

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see [www.bonhams.com/amelia](http://www.bonhams.com/amelia) 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 Saturday March 14. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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 Thursday March 12. We will be open on Friday March 13 from 8.30am until 5pm, and again on Saturday March 14 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday March 14; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

### COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Saturday March 14. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday March 14. 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 Box Brothers' Florida location for shipping or collection by buyer or its authorized agent. Instructions for collection from Box Brothers will be given to buyers at the time of payment. Box Brothers will be at the preview and auction to assist clients with shipping quotes. Uncollected Automobilia lots will not be available for collection after 12pm on Saturday March 14 until Tuesday March 17 at 9am. Please note uncollected lots that are removed to Box Brothers for storage or shipping are subject to uplift charges applied according to the size and fragility of a lot or lots. Lots are also subject to storage fees. Box Brothers Contact Information: Chris Long, +1 (800) 355 7917

### REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday March 14.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday March 14, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

### DOMESTIC MOTORCAR TRANSPORT

Passport Auto Transport  
Contact: Ed Watts, +1 (417) 588 4921,  
mobile +1 (314) 496 6228,  
[ed@passporttransport.com](mailto:ed@passporttransport.com)

### INTERNATIONAL MOTORCAR TRANSPORT

CARS (Classic Automotive Relocation Services)  
Contact: Alistair Forbes, +1 (310) 451 0020,  
[info@carsusa.com](mailto:info@carsusa.com)

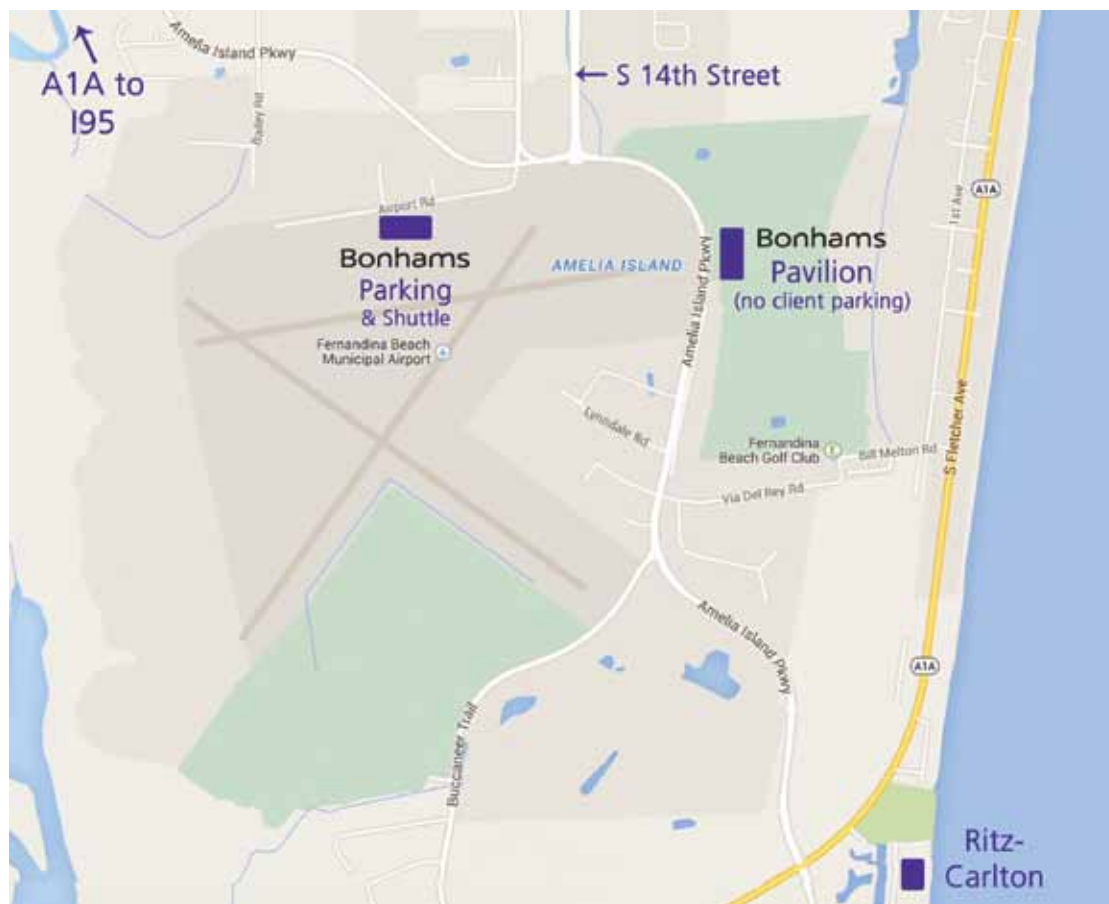
### DOMESTIC AND INTERNATIONAL MOTORCAR AND MOTORCYCLE TRANSPORT

Schumacher Cargo Logistics  
Contact: Warren Barnes, +1 (310) 626 7117  
[warren@scusa.com](mailto:warren@scusa.com)

### BOX BROTHERS CONTACT INFORMATION:

Chris Long, +1 (800) 355 7917

## CLIENT PARKING AND DIRECTIONS



### BONHAMS AT THE FERNANDINA BEACH GOLF CLUB

Bonhams Pavilion is located on the far West side of the Fernandina Beach Golf Course parallel to Amelia Island Parkway, directly across the street from the Fernandina Beach Municipal Airport.

Client parking is located at the Airport with continuous shuttle service to and from the Bonhams Pavilion.

### PARKING ADDRESS

650 Airport Road, Fernandina Beach, FL 32034

Bonhams Pavilion Address (not accessible for parking):  
3990 Amelia Island Parkway, Fernandina Beach, FL 32034

Fernandina Beach Golf Club main clubhouse  
(not accessible for Bonhams client parking): 2800 Bill  
Melton Road, Fernandina Beach, FL 32034

### DRIVING DIRECTIONS

#### From I-95 S

I-95 S towards Brunswick/Jacksonville. Take exit 380 for US – 17S. Turn left onto US-17 S. Turn left onto A1A S/ FL-200/The Buccaneer Trail. Turn right onto Amelia Island Parkway. Turn right on to Airport Road and follow Bonhams Parking signage to the parking lot and shuttle stop.

#### From I-95 N

I-95 N toward Jacksonville. Take exit 373 for Florida 200/ Florida A1A toward Callahan/Fernandina Beach. Keep right at the fork, follow signs for Yulee/Amelia Island/ Fernandina Beach and merge onto A1A S/FL-200/ The Buccaneer Trail. Merge onto A1A S/FL-200/The Buccaneer Trail. Turn right on Amelia Island Parkway. Turn right on to Airport Road and follow Bonhams Parking signage to the parking lot and shuttle stop.

#### From the Ritz-Carlton

Turn right on Amelia Island Parkway, cross A1A and go less than a mile to the roundabout proceeding on Amelia Island Parkway, directly after the roundabout take a left on to Airport Road. Follow Bonhams Parking signage to the parking lot and shuttle stop.



Bonhams welcomes you to our inaugural Amelia Island Auction at the Fernandina Beach Golf Club. We're delighted to be here and to be a part of this exciting week for car enthusiasts.

In our first year we're very pleased to offer a handpicked variety of collectible automobiles spanning nearly a century of motoring and from nearly every genre.

Of particular note are such gems as the distinctly American EMF Model 30 Racer, pre-war classics like the Cord L-29 Town Car and rare Stutz Super Bearcat, and modern icons like Jaguar XKE, Porsche 911 and Ferrari F40 – many from long-term private ownerships.

We would like to thank the City of Fernandina Beach,

Mayor Ed Boner and City Manager Joe Gerrity, and their colleagues for their assistance in making this sale possible. We would also like to acknowledge the help and guidance of Marianna McIntyre of Micah's Place, a non-profit, certified domestic violence center serving nearby communities, which Bonhams is proud to support. Additionally, we're pleased to offer several lots in the sale whose proceeds will go to Micah's Place, and we encourage all of you to join.

Our team of international specialists has first-hand knowledge of the automobiles in this auction and will be pleased to answer any questions you may have, either in advance or at the sale itself.

On behalf of the US Motoring Department, we thank you for joining us and wish you successful bidding!



Mark Osborne



Jakob Greisen



Rupert Banner



Evan Ide



Eric Minoff



David Swig



Nick Smith



Kurt Forry







## **AUTOMOBILIA**

March 12, 2015 at 10am

Lots 1-100

Charity Auction Lots 100A-100D

Additional images for each lot can be  
found at [Bonhams.com/Amelia/Automobilia](http://Bonhams.com/Amelia/Automobilia)

## TOYS & MODELS

- 1  
**AN ASSORTMENT OF 1/43RD SCALE MODEL VEHICLES,**  
including Rolls-Royce, Bugatti, and other limousines by Western and Prestige as well as other Continental manufacturers; limited issued examples; some parts may be lacking though generally in good condition. (10)  
**\$400 - 600**
- 2  
**AN ACCUMULATION OF 1/43RD SCALE LIMITED ISSUED WHITE METAL BUGATTI RACECARS,**  
models include Jab Toys (JA Bonner) and other manufacturers; some parts may be lacking; in good condition with some boxes. (10)  
**\$300 - 500**
- 3  
**A NICE LOT OF 1/43RD SCALED LIMITED PRODUCTION WHITE METAL BUGATTI VEHICLES,**  
examples include convertibles, hardtops by Western Models and others; some parts may be lacking though generally in good condition, some boxes. (10)  
**\$300 - 500**
- 4  
**A GROUPING OF LIMITED ISSUE WHITE METAL 1/43RD SCALED MERCEDES-BENZ VEHICLES,**  
consisting of vehicles by Plumbies, Western and other manufacturers; some boxes, some parts may be lacking though in good condition. (14)  
**\$300 - 500**
- 5  
**A LARGE BUGATTI GROUPING OF 1/43RD SCALE WHITE METAL RACECARS,**  
the accumulation includes vehicles by Western (England) and other manufacturers; lot consists of many "parts" with playwear; poor/fair condition. (30+)  
**\$300 - 500**
- 6  
**AN ASSORTMENT OF LIMITED ISSUE 1/43RD SCALED WHITE METAL EXOTIC VEHICLES,**  
included in these factory assembled cars are Mercury, Rolls-Royce, Bugatti, Ford Model "A", Nostalgic Miniatures, Western, and other Continental private label manufacturers; in good condition though some parts may be lacking. (10)  
**\$500 - 700**
- 7  
**A GROUPING OF BOXED DINKY AND CORGI SCALED ROLLS-ROYCE CARS, ENGLISH,**  
including 1/43rd scale die cast cars from the 1950's through 1970's era; includes Silver Shadow, Bentley, Silver Wraith, Phantom, and other examples; in generally good condition with slight fatigue to boxes. (9)  
**\$300 - 500**
- 8  
**A GOOD QUANTITY OF SCALED LAMBORGHINIS WITH BOXES,**  
lot includes Diapet (Yonezawa) 1/43rd examples in boxes; several assorted colored 1/28th examples, and several models for Japanese market; in very good condition. (Qty)  
**\$300 - 500**
- 9  
**A NICE ENSEMBLE OF JAPANESE TIN VEHICLES,**  
includes several boxed Volkswagens by Bandai, ATC, and others; some friction and battery-operated examples; a 12" DS 19 Citroën, and other mid-late century examples in decorative boxes. (10)  
**\$400 - 600**
- 10  
**TWO JAPANESE TOY RACING CARS, MID-CENTURY EXAMPLES,**  
including a 7" Marusan (Kosuge) b/o racecar #7 and accompanied by a 9" boxed "Arrow" friction racer by S & E; both in very good condition. (2)  
**\$500 - 700**
- 11  
**TWO TIN LITHOGRAPHED MERCEDES TOY CARS, 1960'S ERA,**  
this ensemble of two 10 inch "Musical" clockwork 300SL examples are manufactured in Japan, in very good condition. (2)  
**\$400 - 600**
- 12  
**A LOT OF TWO LAMBORGHINI COUNTACH LP 400 RACECARS,**  
featuring a boxed JR/Wagner/Shokai (Tokyo) remote controlled racecar, accompanied with a Otaki 1/12th scaled model kit in decorative box; in very good condition. (2)  
**\$300 - 500**
- 13  
**A POCHEr ITALIAN #K76 1933 BUGATTI TYPE 50T 1/8 SCALE MODEL CAR KIT,**  
in decorative box; very good condition. (1)  
**\$500 - 700**
- 14  
**A MILLER SPECIAL HAND ASSEMBLED MODEL TOY BY GILBOW, 1/8 SCALE,**  
replica of famous 1920's front drive race car with tin plate and die cast construction, working suspension, steerable wheels, removable driving figure, wind-up clockwork motor, well detailed including knock-off, wire wheels.  
*20 ins. long*  
**\$1,300 - 1,600**
- 15  
**A 1:12 SCALE MODEL OF 1934 PACKARD TWELVE LEBARON RUNABOUT SPEEDSTER BY CARL SCHNEIDER 100 GRAND COLLECTION,**  
1 of 15 made, resin cast, scratch-built model by R.A.E. London for Carl Schneider '100 Grand collection', finished in red, featuring finely modeled beige interior, detailed dash and brightwork with accurate Packard highlights, displayed on a hardwood base.  
*Car 17 x 6½ ins.; Base 21 x 10 ins.*  
**\$2,500 - 3,500**
- 16  
**A 1:12 SCALE MODEL OF A 1938 ALFA ROMEO 8C2900-B MILLE MIGLIA BY CARL SCHNEIDER MILLION DOLLAR COLLECTION,**  
only 1 of 15 made, scratch-built resin model finished in red livery, depicts a rare and strikingly good looking Italian auto, a quality interpretation of one of history's greats, mounted on a wooden display base.  
*Car 14½ x 5 ins.; Base 20½ x 9½ ins.*  
**\$1,500 - 2,500**
- 17  
**A 1:8 SCALE MODEL OF A JAGUAR XK120 BY CARL SCHNEIDER 100 GRAND COLLECTION,**  
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 pristine white with Burgundy interior, paying special attention to the fine details throughout, including all correct accoutrements for this make, missing driver's side windscreen, mounted on a wooden display base.  
*Car 21½ x 7½ ins., base 24 x 12 ins.*  
**\$2,000 - 3,000**
- 18  
**A 1:8 SCALE MODEL OF A 1955 PORSCHE 356 SPEEDSTER BY CARL SCHNEIDER 100 GRAND COLLECTION,**  
resin cast, scratch built model by R.A.E. London for Carl Schneider 100 Grand collection, finished in a bright yellow with black interior. Full interior and exterior detailing. Some minor repairs are noticeable. On a wooden display.  
*Car 19 x 8 ins., Base 24 x 12 ins.*  
**\$2,500 - 3,500**





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**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 their 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**

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**A 1:8 SCALE MODEL OF A 1929 DUESENBERG CONVERTIBLE VICTORIA COUPE BY CARL SCHNEIDER MILLION DOLLAR COLLECTION,** believed to be 1 of 6, resin cast, scratch built models by R.A.E. London for the 'Million Dollar Car Collection' line. Nickel plated, cast aluminum grille, exhaust, and other brightwork. Highly detailed dash and fixtures together with Burgundy upholstery and finished in a fine white. Missing its signature hood ornament. Mounted on a wooden base. *Car 28 x 9 ins., Base 31 x 12 ins.*  
**\$4,000 - 6,000**



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**A 1:8 SCALE MODEL OF A DUESENBERG FERNANDEZ AND DARRIN CONVERTIBLE VICTORIA "GRETA GARBO" CAR BY CARL SCHNEIDER,**

believed to be 1 of 6 made by R.A.E. London for Carl Schneider's 'Million Dollar Car Collection'. Scratch-built, resin model finished in Black and Blue just as the original. Nickel plated, cast aluminum head lamps, grille, and other brightwork fixtures embellish this handsome model. Mounted on a wooden display base.

*Approximate Car 29½ x 9 ins.; Base 31 x 12 ins.*  
**\$4,000 - 6,000**

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**A 1:8 SCALE SCRATCH BUILT MODEL OF A 1927 DELAGE 15-S-8 GRAND PRIX CAR,**

quite possibly built in period, one-off model mainly carved in wood and metal with fine, multiple details. Exquisitely executed yet still shows its age. *13 ins. long*

**\$1,200 - 1,600**



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**A 1:10 SCALE 1953 FERRARI 553 SUPER SQUALO BY MICHELE CONTI, MADE IN ITALY,**

this model is one of Michele Conti's very, very early works, and as such is an important piece in model making history. It is believed that this may have been one of his very first few models in that the wheels predate his later engraved simulations. The body shows his skill as a metal fabricator with its compound curves and hand punched louvers, and that the model remains solidly constructed....it was built to last. The model has a patina as expected for an early piece of its age, and the paint while extremely good does show some variation and wear, and the delicate Ferrari nose emblem and side shields show little to no wear. This Squalo model features some wonderful detailing in areas of the brakes, chrome plated exhaust pipe, metal fittings, and fully leather trimmed cockpit. The front wheels are poseable left and right. The small plastic windscreen glass is missing, but can be easily replaced, though the owner preferred to keep the model as original as possible, hence it is being offered in unmolested condition. It is signed on its underside Conti. M. The model comes with an aluminum carrying case for transport.

*Car approximately 14 x 5½ ins.*

**\$6,000 - 7,000**



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## **AUTOMOTIVE ART**

24

**VINCENZO TABACCO: FERRARI 275 GTB BRONZE SCULPTURE, ITALY, 1988,**

A 1:8th scale bronze with a futuristic approach to one of the most sensuous automobiles ever produced, dark burgundy patina.

*16 x 6.4 ins. wide plus grey granite base*

**\$8,000 - 10,000**



23



23 (detail)



23 (detail)



24





25



26



27

25

**VANCA: A GRAND PRIX RACE CAR SCULPTURE, CZECHOSLOVAKIA, 1930'S,** signed, terra cotta, depicting an open-seat racer on the banking, tan finish, signed, aging patina and minor chips.  
Approximately 15 ins. long  
**\$3,000 - 4,000**

26

**A WENDY BERG: 'LA MACHINE DE ROMANCE',** signed and numbered, depicting a veteran motoring scene mounted on a wooden base. Missing plaque to base.  
Approximately 19 ins. long  
**\$2,000 - 3,000**

27

**J. PAUL NESSE: ETTORE BUGATTI BRONZE FIGURE, USA, 1992,** this poly-chromed statuette features Ettore in his riding clothes standing on a base in the shape of his famous logo, colored patina.  
9½ ins. tall  
**\$1,200 - 1,600**

28

**A 1/10 FERRARI 250 GT COUPE ORIGINAL BLUEPRINT, 1956,** Pininfarina Studio, shows side view.  
25 x 12½ ins.  
**\$1,400 - 1,800**

29

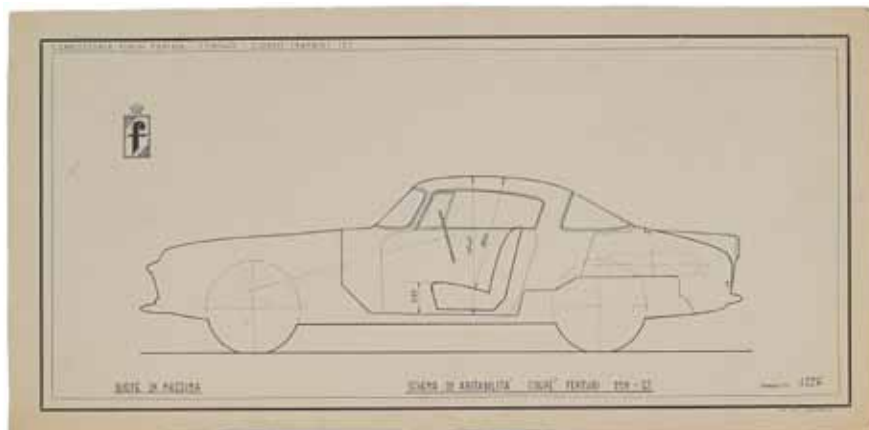
**A FERRARI 250 GT COMP. (TDF), 1959, ORIGINAL SCAGLIETTI BLUEPRINT,** showing front, rear, side and top views, includes handwritten notes, 1/10 scale; foxing, fold marks, and a minor tear on bottom edge.  
32½ x 17½ ins.  
**\$1,800 - 2,200**

30

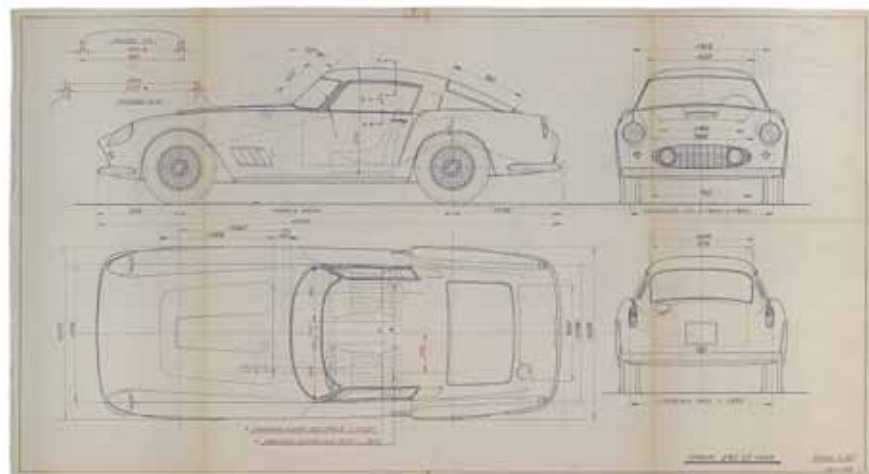
**FERRARI 365 GTB4 DAYTONA, PININFARINA STUDIO BLUEPRINT, 1968,** 1/5 scale showing 4 different views, linen backed, foxing and fold marks.  
57 x 24½ ins.  
**\$1,800 - 2,200**

31

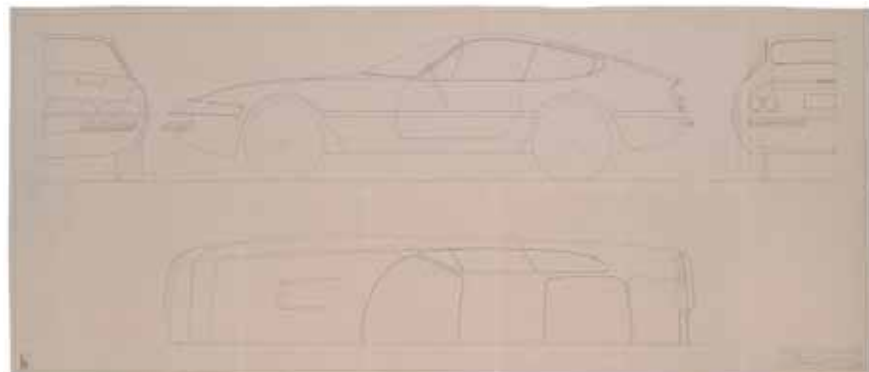
**A 1937 OFFENHAUSER ENGINE LARGE ORIGINAL FACTORY BLUEPRINT, 1/1 SCALE,** with side, front and rear views of the 8 cylinder inline racing engine, linen backed, rough edges.  
6' 10" x 30"  
**\$1,800 - 2,200**



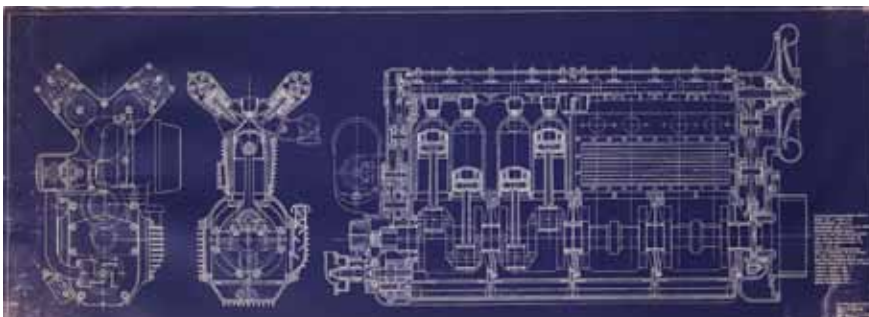
28



29



30



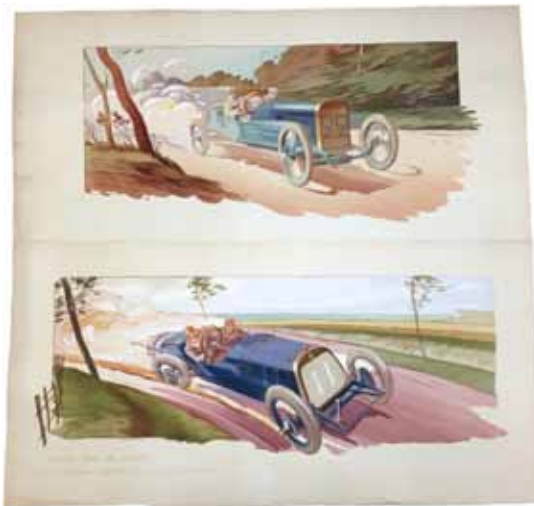
31



32



32



33



33



34



35





36

32<sup>□</sup>

**A COLLECTION OF FOUR AUTOMOBILE THEMED, HAND-COLORED POCHOIR LITHOGRAPHS AFTER E. MONTAUT AND MARGUERITE (GAMY) MONTAUT, CIRCA 1910,**

boldly illustrated scenes showcasing machines in motion. (4)

*All approximately 35½ x 18 ins.*

**\$800 - 1,200**

33<sup>□</sup>

**A COLLECTION OF FOUR AUTOMOBILE THEMED, HAND-COLORED POCHOIR LITHOGRAPHS AFTER E. MONTAUT AND MARGUERITE (GAMY) MONTAUT AND ONE BY M. CAMPION, CIRCA 1910,**

boldly illustrated scenes showcasing machines in motion. (4)

*All approximately 35½ x 18 ins.*

**\$800 - 1,200**

34

**A PHARES DUCELLIER LARGE ORIGINAL POSTER BY P. CHAPELLIER, FRANCE, 1900,**

promoting their acetylene head lamps, creases and foxing, minor edge wear, linen backing.

*62.25 x 47 ins.*

**\$2,500 - 3,500**

35

**A 1939 EIFELRENNEN EVENT POSTER AFTER ALFRED HIERI,** striking imagery advertising the race that took place on 21 May 1939. 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**

36

**PETER HELCK: 1921 FRENCH GP, 1968,**

signed, pencil & tempera on artist paper, showing the winning Duesenberg of Jimmy Murphy, followed by Chassagne's Boillot, given by artist to John Burgess, with personal note, framed.

*Image size 9½ x 7½ ins.*

**\$1,700 - 2,200**



37

37

**ALAIN LEVESQUE: A SPYDER AT TREMBLANT, CANADA, 1999,** signed, oil on canvas, featuring the Porsche 550, artwork commissioned by the Porsche Club of America for their National meet, framed.  
39 x 27 ins.  
**\$4,000 - 6,000**

38

**NICHOLAS WATTS: A 1970 TARGA FLORIO PAINTING, UK,** acrylic on board, featuring the Porsche 908/3 of Brian Redman going through a Sicilian village on his way to Victory followed by the 2nd place Ferrari 512S of Vaccarella/Giunti, note and autographed by the driver, signed by the artist, framed.  
46½ x 33 ins.  
**\$4,500 - 6,500**

39

**CHARLES MAHER: A MILLE MIGLIA 1955, USA, 1996,** signed, acrylic on canvas, showing Stirling Moss and co-driver Dennis Jenkinson at the wheel of their Mercedes 300SLR on their way to a record setting victory, autographed by Moss, framed.  
47 x 32 ins.  
**\$4,000 - 6,000**

40<sup>□</sup>

**A PAINTING OF A VAUXHALL PRINCE HENRY MODEL, 1914,** Casein on artist paper, appears to depict an early motoring trial or hillclimb event, matted and framed.  
*Approximate visual image 10 x 6 ins., overall 17½ x 14½ ins.*  
**\$1,000 - 2,000**



38

41<sup>□</sup>

**A WELL-ILLUSTRATED BRASS ERA PAINTING COLLAGE.** gouache on artist paper, three images matted and framed.  
*Overall 13 x 33 ins.*  
**\$600 - 800**

42<sup>□</sup>

**B. SCHMEHL: "TAKES THE CURVE", 1986,** oil on canvas, framed.  
*Approximate visual image 48½ x 29 ins., overall 53½ x 34 ins.*  
**\$4,000 - 6,000**

43<sup>□</sup>

**B. SCHMEHL: "ACCIDENT FATAL, BLUE CAR HITS TREE",** oil on canvas, framed.  
*Visual image 50 x 45 ins., overall 51 x 46 ins.*  
**\$4,000 - 6,000**

44<sup>□</sup>

**B. SCHMEHL: "THE FOREST VISITOR", 1988,** oil on canvas, framed.  
*Visual image 49½ x 34½ ins., overall 56 x 41 ins.*  
**\$4,000 - 6,000**

45<sup>□</sup>

**B. SCHMEHL: "THE FORD 999 RACE CAR", ORIGINAL PAINTING, 1987,** oil on canvas, a fine artist's depiction of the famous photograph of Henry Ford standing with the 999 racer and none other than a young Barney Oldfield at controls, artfully framed.  
*Approximate visual image 41 x 29 ins., overall 50 x 38 ins.*  
**\$4,000 - 6,000**





39



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43



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48



49

## MOTORSPORT

46<sup>□</sup>

**AN EARLY A.D.A.C BEER STEIN, GERMAN, CIRCA 1909,**  
an ornate one-liter stein with a well-executed depiction of early motoring  
and the club logo of the period on the pewter lid.  
**\$800 - 1,200**

This same stein can be seen in John J Zolomij: The Motor Car in Art;  
page 163.  
From the ex-Raymond Holland Collection of Automotive Art.

47

**A PALM BEACH MOTORBOAT RACE PLAQUE, PRESENTED BY  
THE NEW YORK MOTOR CLUB, 1906,**  
stamped Dieges & Clust 20 John St N.Y., original 1906 plaque designed  
but uninscribed for the point winner at the Palm Beach Motor Boat  
Races, decorative embellishments such as a winged wheel and laurels  
adorn this large oak plaque. Brass lettering defines the nature and  
designation of which it was intended. Accompanied by an incredible 100  
year plus patina.  
26½ x 24 ins.  
**\$3,000 - 5,000**

48

**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**

49□

**A NEW YORK STATE FAIRGROUNDS RACING ADVERTISEMENT, CIRCA 1920S,**

advertising auto racing at the New York State fairgrounds, depicts a 1920s era race car at speed, slight discoloration to paper from age, artfully matted, framed, and glazed.

Visual image 20½ x 15½ ins., 25½ x 30½ ins. overall

**\$250 - 350**

50□

**AN EARLY 1930S INDIANAPOLIS 500 PENNANT,**

original felt souvenir pennant, black screen print with period Indy car graphic and text on orange base, in good overall condition.

17 x 7 ins.

**\$600 - 800**

51□

**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**

52

**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. length, 38 x 19½ ins. overall frame

**\$2,000 - 3,000**

53

**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**

## BADGES & MASCOTS

54

**A NICE COLLECTION OF 10 ITALIAN COACHBUILDERS BADGES,**

including Ghia, Michelotti, Bertone, 2 Pininfarina, Vignale, Touring, Zagato, Allemano & Scaglietti, mounted on velvet board, framed.

16 x 12 ins.

**\$1,200 - 1,600**



50



51



52



53



54



55



56



57



58

**55  
A PIERCE-ARROW 'TIREUR D'ARC'  
MASCOT TOGETHER WITH PIERCE-  
ARROW BRANDED WALTHAM 8 DAY DASH  
CLOCK, AMERICAN, 1932,**

'Tireur d'arc' mascot signed WM. Schnell, zinc die cast, chrome plated together dash clock. (2)  
*Height approximately 8 ins.*  
**\$3,000 - 3,200**

**56  
A HUDSON MOTOR CAR GROUPING WITH  
MASCOT, STOCK CERTIFICATE AND DASH  
CLOCK, AMERICAN, CIRCA 1925,**

rare super six tri-plane mascot with moto-meter Hudson branded Waltham (American) clock and original stock certificate. (3)  
*Mascot approximately 8 ins. long*  
**\$3,000 - 3,500**

**57  
A CADILLAC LASALLE MASCOT  
TOGETHER WITH A LASALLE BROCHURE,  
AMERICAN, 1927,**

Sieur de la Salle is nickel-plated pewter, marked Cadillac Motor Car Co., Design Pat. 1927, displayed on a wooden base. Sales brochure has card covers and is staple bound. Some pages are detached in the center but still complete. Monochrome images of that model year some dirt and wear.  
*Height 6½ ins.*

**\$1,500 - 1,800**

**58  
A DIANA MOTORCAR COLLECTION,  
AMERICAN, 1928,**

staged grouping consists of a rare original pewter mascot of a draped woman pulling a bow, made in America by Stewart McDonald together with an original Diana 8 radiator emblem. (2)  
*Height 7½ ins.*  
**\$3,200 - 3,600**

**59  
A RARE 'AEROPLANE' MASCOT BY F.  
BAZIN, FRENCH, CIRCA 1925,**

nickel-silvered bronze signed F. Bazin, fine Art Deco style with original propeller, MA492.  
*Height 6 ins.*  
**\$4,000 - 6,000**





59



60

60  
**A GOOD 'LA LUNE QUI PLEURE' MASCOT BY ELIE OTTAVY, FRENCH, CIRCA 1920,**  
 marked with Depose stamp, extremely heavy and finely detailed nickel-silver plated bronze, beautiful condition, this is the larger of two sizes made.  
*Height 8 ins.*  
**\$8,500 - 10,000**

61  
**A GOOD COBRA MASCOT BY H. BRIAND, FRENCH, CIRCA 1920,**  
 finely detailed, plated bronze, mounted on a display base.  
*Height 6½ ins.*  
**\$5,000 - 6,000**



61



63



64



65



62

62

**A WINGED FAIRY MASCOT BY AUGUST MOREAU, FRENCH, 1920S,** signed Aug. Moreau to back of base, silvered bronze, depicting a winged fairy pouring a urn, mounted on a display base.

*Height 9 ins.*

**\$5,000 - 6,000**

63

**A RARE 'DÉESSE EGYPTIENNE' MASCOT BY G. COUDRAY, FRENCH, CIRCA 1920,**

signed on the base, nickel-silver plated bronze, in superb Art Deco style, mounted on a wooden display base.

*Height 7 ins.; 9½ inch wingspan*

**\$5,000 - 6,000**

64

**A RARE 'NUDE ATTACKED BY EAGLE' MASCOT BY A. DELM, FRENCH, 1925,**

otherwise known as 'Hébé', signed to base, finished in heavy nickel bronze.

*Height 7 ins.*

**\$7,000 - 10,000**

65

**A RARE MICHELIN MAN 'BIBENDUM' MASCOT, FRENCH, 1918,**

the famous figure kneeling down on a Michelin tire and looking ahead for obstacles, full foundry stampings plus 'Made in France' under base, factory molded markings on the top of the tire, nickelled silver bronze, a nice example, with wonderful casting detail, on a display base.

*Height 7 ins.*

**\$5,000 - 6,000**



66

66  
**A 'LA SORCIÈRE' MASCOT BY AE LEJEUNE, FRENCH, DESIGNED 1910,**  
 signed AEL to broom, silvered bronze, depicting a nude riding a broomstick, mounted on an ebonized display base.  
*Height 7½ ins.*  
**\$3,200 - 3,500**



67

67  
**A 'TWO REARING HORSES' MASCOT BY H. BRIAND, FRENCH, CIRCA 1920S,**  
 nickel-plated bronze, signed with edition and foundry mark of Paris on base.  
*Height 8 ins.*  
**\$2,800 - 3,200**



68

68  
**A 'FROG SERENADE' MASCOT BY RENEVY, FRENCH, CIRCA 1920,**  
 signed, nickel-silver plated bronze figure of a singing frog playing a guitar, mounted on a period radiator cap.  
*Height 5 ins.*  
**\$3,000 - 3,200**



69

69  
**A FINE 'DANCERS' MASCOT BY RUFFONY, FRENCH, CIRCA 1925,**  
 nickel-silver plated bronze, depicts two dancers mounted on integrated cap.  
*Height 6 ins.*  
**\$2,800 - 3,200**





70



71



72

70

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

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**

71

**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**

72

**A FINE AND RARE OPALESCENT 'NAIDE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, CIRCA 1925,**

a wonderful opalescent glass example with frosted finish depicts a mermaid with flowing hair and is holding a seashell to her ear. Catalog #832.

*Approximate height 5 ins.*

**\$7,000 - 9,000**



73

73  
**A 'NAIDE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, CIRCA 1925,**

a wonderful clear glass with frosted finish example of a mermaid with flowing hair and is holding a seashell to her ear. Catalog number 832.

*Approximately 5 ins. high*

**\$7,000 - 9,000**



74

74  
**A 'TETE DE COQ' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,**

clear and frosted glass with deep impressed mark 'Lalique France', first introduced February 3rd, 1928, catalog number 1137. Mounted on a black R.Lalique branded base.

*Overall height 8 ins.*

**\$3,500 - 4,500**



75

75  
**A 'COQ NAIN' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,**

clear and frosted glass, wheel cut 'R.Lalique, France' to rear, first introduced February 10th, 1928, catalog number 1135.

*Height 7 ins.*

**\$3,500 - 4,500**



76



77



78





79



80



81



82

## PICNIC SETS & LUGGAGE

76

**A 'FAUCON', GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1925,** molded 'R. Lalique' and wheel-cut 'France' to edge of tapered base, with engraved catalog number '1124' rear of base, Height 6¼ ins.  
\$4,000 - 5,000

77

**A FINE AND RARE OPALESCENT "SIRENE" GLASS MASCOT BY RENÉ LALIQUE** beautiful and rare opalescent glass mascot, R. Lalique molded in relief in tail, first introduced in 1928, catalog number 831. Approximate height 4 ins.  
\$4,000 - 5,000

78

**A RARE 'VICTOIRE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,** molded clear and frosted glass, this model is also known as 'Spirit of the Wind', molded in relief signature 'R Lalique' on the nape of the neck, first introduced April 18th, 1928, catalog number 1147, mounted in a radiator cap collar. Approximately 10½ ins. long.  
\$20,000 - 25,000

79

**A NEPTUNE 1.7HP OUTBOARD MOTOR, USA, LATE 1940'S,** fully restored, polished aluminum and brass, copper fuel lines, with custom wooden display rack, for use on dinghy or single person craft. 26½ high x 16 x 13 ins.  
\$1,600 - 2,000

80

**A EDWARDIAN FULLY FITTED PICNIC SET FOR FOUR IN A FITTED WICKER CASE, BY DREW & SONS, PICADILLY CIRCUS, LONDON, EARLY 20TH CENTURY,** wicker, slanted foot rest top specifically for touring cars, brass handle and catches, brass reinforced corners and edge to lid, opens to reveal applied maker's plaque, fitted with a full compliment of accessories including burner and stand, drinks flask, milk bottle, stacking drinks tumblers, two gilt-handled bone China cups with saucers and other condiment and food containers, all housed behind leather straps, with spoons and knives contained in the lid.  
\$6,000 - 9,000

81

**A SIXTEEN PIECE 14K GOLD MOUNTED TOILET SET IN A FITTED CROCODILE CASE BY MCA, EARLY 20TH CENTURY,** velvet lined case containing five glass jars with gold lids and rims in various sizes, two brushes, one mirror, one shoe horn, and other toiletry accouterments, engraved 'T' in script.  
\$10,000 - 15,000

82

**A MATCHING SET OF CUIOIO SCHEDONI MODENA LUGGAGE FOR FERRARI 348/355,** this set is for the 348/355 and is the full set of 5 pieces in like new condition. Comprised of a garment bag, two suit cases and two smaller travel-cases. The two small boxes fit together to make a larger unit. These fit on the rear shelf behind the seats. All in honey brown leather embossed with the 'Prancing Horse' on all, with black stitching and gold toned hardware. Comes with Luggage Tag Lock Keys, together with protective Ferrari branded dust bags. (5)  
\$3,000 - 5,000



83



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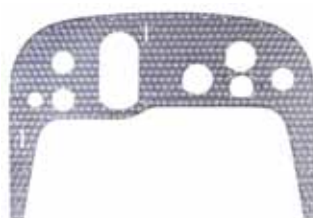
95



96



97



98



99

## PROPERTY FROM THE JOEL E. FINN COLLECTION – FINE AUTOMOBILIA AND SPARES

- 83<sup>□</sup>  
**A RELIANCE TACHOMETER, BY BARBOUR STOCKWELL CO.,**  
restored brass body, white enamel dial, 1200 R.P.M scale, bezel 3 1/2 in diameter.  
**\$400 - 600**
- 84<sup>□</sup>  
**A JOS W JONES SPEEDOMETER, PATENTED JULY 26TH, 1904,**  
resotred brass body, 0-80 mph scale, bezel 4in diam.  
**\$800 - 1,200**
- 85<sup>□</sup>  
**A RARE JONES 100MPH SPEEDOMETER, BRASS, RIGHT HAND CONTROL**  
No. 276269. Brass body, large type with side drive. Appears in finely restored and usable condition.  
**\$1,000 - 1,200**
- 86<sup>□</sup>  
**A JONES 100MPH SPEEDOMETER,**  
no. 337040. Brass body, silvered facia in good order, appears in restored condition.  
**\$1,200 - 1,500**
- 87<sup>□</sup>  
**A CORBIN REGISTRATION/LICENSE HOLDER,**  
together with key.  
**\$100 - 200**
- 88<sup>□</sup>  
**A DUAL, AIR AND ELECTRIC, BRASS, KLAXON HORN,**  
manual and electric, small version, complete restoration, without bulb.  
**\$1,000 - 1,500**
- 89<sup>□</sup>  
**A LARGE, HAND-CRANKED KLAXON, BLERIOT, LONDON,**  
fully restored and in good order.  
**\$800 - 1,000**
- 90<sup>□</sup>  
**A LARGE DUAL, AIR AND ELECTRIC, BRASS KLAXON HORN,**  
Manual and electric, fully restored, triple-twist type, without bulb, mounted on wooden base.  
**\$1,500 - 2,500**
- 91<sup>□</sup>  
**AN EARLY STYLE BOSCH DUAL COIL SWITCH, 4-VOLT, NO. 14242, REBUILT, 6-99 ON BAG.**  
**\$800 - 1,200**
- 92<sup>□</sup>  
**AN EARLY STYLE BOSCH DUAL COIL SWITCH, NO. 5307, RB 1884B, “A” COIL.**  
**\$800 - 1,200**
- 93<sup>□</sup>  
**A BOSCH DUAL “B” COIL SWITCH, 4-VOLT, NO. 97342, NO. 12.**  
**\$400 - 600**
- 94<sup>□</sup>  
**A BOSCH DUAL “A” COIL SWITCH, 6-VOLT, NO. 27340,**  
**\$600 - 800**
- 95<sup>□</sup>  
**A BOSCH “A” COIL SWITCH - PACKARD TYPE, NO. 135212,**  
With handle and lock appropriate for Packard models 38 and 48 six-cylinder cars.  
**\$300 - 500**
- 96<sup>□</sup>  
**A BOSCH DUAL “A” COIL SWITCH, NO. 75311, REBUILT, 10-98.**  
**\$600 - 800**
- 97<sup>□</sup>  
**A MERCEDES S-TYPE BLOWER, SUPERCHARGER AND DRIVE.**  
**\$3,000 - 5,000**
- 98<sup>□</sup>  
**A GROUPING OF BUGATTI T51 DASHBOARDS,**  
one likely original.  
**\$1,000 - 2,000**
- 99<sup>□</sup>  
**A MASERATI TIPO 60/61 “BIRDCAGE” TOP FRAME ASSEMBLY.**  
Body should read: Original of gas welded, light weight tubular steel construction  
**\$1,000 - 2,000**



100<sup>0</sup>

## 1966 PIAGGIO VESPA 150 SUPER

Frame no. VBC1M 30472

150cc Single Cylinder 2-Stroke Engine  
8.5bhp and 70mph Top Speed  
4-Speed Transmission  
Front and Rear Drum Brakes

- *Beautifully restored example of the iconic Vespa motorscooter*
- *Desirable 150cc Super model*
- *Equipped with many accessories and tasteful upgrades*
- *A great way of transport in style without parking hassles*
- *4-Speed model with twin saddle arrangement*



### THE PIAGGIO VESPA

Along with the rival Lambretta, the Piaggio-built Vespa mobilized an entire generation of Italians in the immediate post-war years, the humble scooter going on to become part of youth culture in the 1960s as favorite transport of the fashion conscious. The end of hostilities in 1945 had left a number of companies that hitherto relied on military contracts looking for alternatives, Piaggio among them. Forbidden by the Allies from resuming his aviation business, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter, for which he believed a potential market existed, particularly among women. d'Ascanio's aviation background meant that he was well versed in techniques of stressed-skin construction, and these were deployed in creating the Vespa's monocoque chassis, a revolutionary development at the time.

The name 'Vespa' (wasp) is said to have been inspired by the buzzing sound made by its single-cylinder two-stroke engine. "Just like Henry Ford put the workers on wheels in America," Enrico Piaggio told Newsweek, "we put automotive transport within the reach of people who never expected to travel that way." Since its introduction in 1946, millions have been made and countless different versions come and gone, yet the Vespa of today remains recognizably related to the first one made 60 years ago. Classic? Most definitely.

### THE MOTORSCOOTER OFFERED

The fine example of the iconic Vespa offered here was built during arguably the most desirable part of the decades-long production run, where the classic design remained largely unaltered, but performance had been significantly improved. Propelled by the larger 150cc engine and equipped with 4-speeds and ten-inch wheels, these mid-sixties examples move along very well. Finished in a classic silver metallic paint with a slight hint of blue, the 150 Super is outfitted with chrome guards and the desirable twin saddle seating arrangement. Beautifully presented throughout, this classic Italian offered fun transportation for two in great fashion.

**\$15,000 - 25,000**

**Without reserve**

**PROCEEDS FROM THE FOLLOWING LOTS WILL GO DIRECTLY TO MICAH'S PLACE**

Bonhams is proud to partner with Micah's Place, a non-profit, certified domestic violence center serving the communities of Amelia Island and Nassau County in northeast Florida. By bidding on these lots, you will be supporting the efforts of Micah's Place. To learn more about their extraordinary work, please visit [MicahsPlace.org](http://MicahsPlace.org).

100A

**A VIC ELFORD EDITION PROTOTIPO CHRONOGRAPH,**

Autodromo has collaborated with Vic Elford to create this limited edition timepiece to commemorate Vic's legendary victory at the 1968 Targa Florio race in Sicily, remembered as one of the great drives of all time. Over the course of the race, he turned an 18 minute deficit into a 3 minute, 42 second margin of victory, breaking his own lap record multiple times in the process. With a dial inspired by the colorful paintwork on Elford's Porsche 907, this special edition is limited to 224 numbered pieces, corresponding to Elford's race number. The caseback features a map of the Targa Florio circuit, which wound through the villages and mountain passes of Sicily, as well as Elford's practice lap record and race lap record, which was a full 45.4 seconds faster. The Vic Elford Prototipo comes in special edition packaging along with a 44 page booklet hand-signed by Elford himself.

Number 111 out of 224 numbered pieces produced. No longer available and completely sold out for the past year. An instant cult classic. Comes straight from the Autodromo Archives with box and papers, including booklet hand signed by Vic Elford. For more information, please inquire or find more details at [bonhams.com/Amelia](http://bonhams.com/Amelia).

**\$1,600 - 1,800**

100B

**TWO GUEST TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2015**

This premier event is held on Friday August 14, 2015 from 10am to 4pm at Quail Lodge & Golf Club, Carmel, California. The Gathering is an exclusive, award winning event held during the car celebration of Monterey Car Week, and is held in conjunction with Bonhams Quail Lodge Auction. Guests will enjoy a setting shared with other motorsports enthusiasts and collectors. On view are rare collections of fine automobiles and motorcycles, along with culinary pavilions, in a garden-party setting on the rolling greens of Quail Lodge & Golf Club. For more information, please see [signaturevents.peninsula.com](http://signaturevents.peninsula.com).

This is a coveted event in its thirteenth year. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 14th with Quail Lodge and Bonhams.

**\$1,100 - 1,500**

100C

**A PORSCHE FACTORY RACING POSTER '1973 PORSCHE WINS ROAD ATLANTA CAN AM,'**

art by Erich Strenger, exciting monochrome image of the "Esses" at the Road Atlanta flanked by blue and orange. 30x40ins.

**\$500 - 700**

100D

**A PASSPORT AUTO TRANSPORT ONE WAY, CROSS COUNTRY MOTOR VEHICLE TRANSPORT**

Passport Auto Transport kindly offers the winning bidder a one way, cross country motor vehicle transport. In operation for 45 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters.

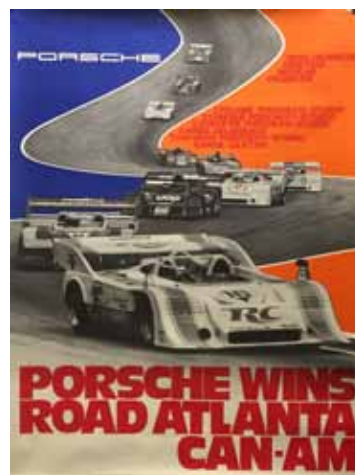
**\$2,000 - 3,000**



100A



100B



100C



100D



LOT 165 - 1992 FERRARI F40



# MOTORCARS

March 12, 2015 at 12pm

Lots 101-184

Additional images for each lot can be  
found at [Bonhams.com/Amelia/Motorcars](http://Bonhams.com/Amelia/Motorcars)



## 1959 MORRIS MINOR 1000 TOURER

Chassis no. M/AT3L 717264

948cc OHV Inline 4-Cylinder Engine  
 2 SU Carburetors  
 37bhp at 4,750rpm  
 4-Speed Manual Transmission  
 Front Independent Suspension – Live Rear Axle  
 4-Wheel Drum Brakes

- *Beautifully restored example of the post-war icon*
- *Charming British drop-top style*
- *Lots of smiles-per-gallon*
- *Good support network with spares readily available*
- *Many clubs and enthusiastic owners to connect with*



### THE MORRIS MINOR

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show. The first new post-war Morris design, the unitary construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering, and a four-speed synchromesh gearbox.

Powered initially by the company's 918cc side-valve four, the Minor received an 803cc overhead-valve engine in 1953. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon appeared in 1950, estates and commercials following later. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. Despite the many changes the final Minor remained recognizably the same car as the

1948 original. By the time production ceased in 1971, more than 1.5 million Minors of all types had been sold.

### THE MOTORCAR OFFERED

Beautifully presented inside and out, this charming Minor 1000 drophead Tourer appears to have been comprehensively restored by quite capable craftsmen. Finished in a striking red exterior color over a red interior and fitted with a tan convertible top, this British icon looks like the perfect choice for Sunday drives along the promenade. The interior is neatly trimmed with wood accents, and is finished off with a wood rimmed steering wheel and gear knob. In its current ownership since the mid-2000s, this Morris Minor 1000 has recently been serviced. With spare parts readily available in most parts of the world, a no-nonsense design and technical layout, these wonderful little cars are known to give much joy to their fortunate owners.

**\$20,000 - 30,000**

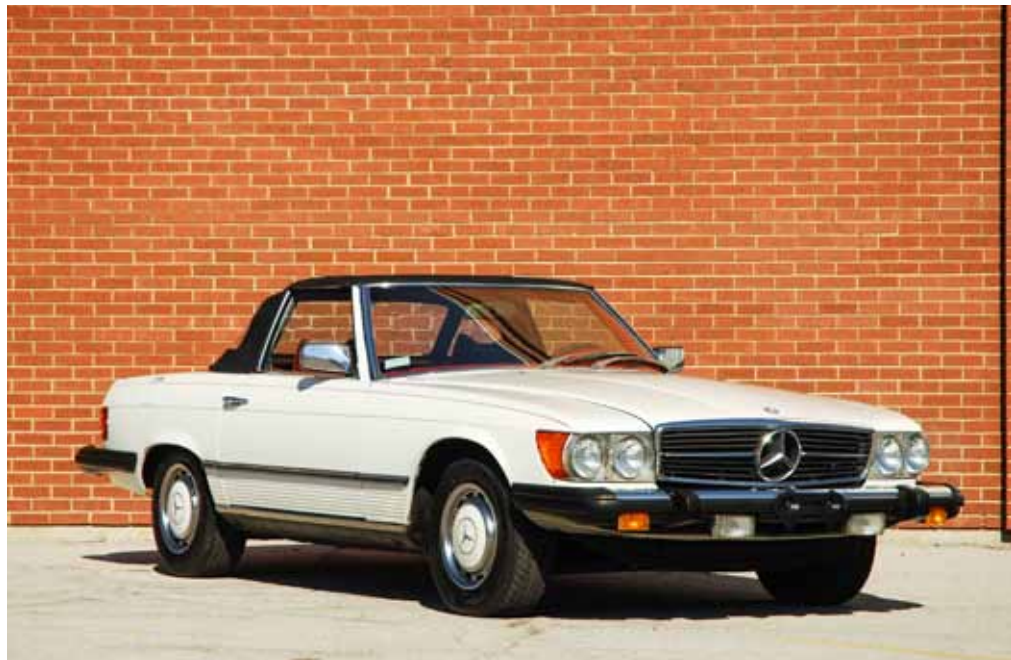
**Without reserve**

**1977 MERCEDES-BENZ 450SL**

Chassis no. 107044.12.040904

4,520cc SOHC V8 Engine  
 Bosch Fuel Injection  
 180bhp at 5,200rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Fewer than 11,000 miles from new and just one owner for over 35 years*
- *Extraordinarily well-preserved inside and out*
- *Striking color combination*
- *Complete with both soft and hard tops*
- *High quality, solid Mercedes-Benz cruiser*

**THE MERCEDES-BENZ R107**

When Mercedes redesigned its famed 'Pagoda top' SL in 1971, there was a lot of equity behind it – after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. The next-generation 230/250/280SL in 1963 brought Mercedes' sports car down to Earth, replacing both the incredible 300SL and four-cylinder 190SL.

For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest-running passenger car series ever produced by Mercedes to date, with production through 1989.

**THE MOTORCAR OFFERED**

This exceptionally original and well-preserved 450SL is believed to have had just one owner from new, and has covered less than 11,000 miles. The car is understood to have been fastidiously maintained, and was stored in a heated garage for most of its life, this level of care being clearly evident today upon a close inspection. Finished in an elegant white exterior color and with neatly contrasting red interior, this Mercedes-Benz perfectly suits the era in which it was one of the finest cars on the road.

Quick, comfortable and built to extremely high standards, this white over red Mercedes-Benz 450SL is equipped with an automatic transmission, air conditioning, a Becker Europa AM-FM radio and two tops -- a white hardtop and a black soft top. Stainless and aluminum body trim gives the SL that exclusive, quality feel and presence these cars are renowned

for. Compartments are clean and as factory-delivered, and the engine still wears the factory-applied crayon marks. Extraordinarily well preserved and maintained, this Mercedes-Benz should offer its next owner many miles of open top motoring.

**\$30,000 - 50,000**

**Without reserve**



**1962 AUSTIN-HEALEY 3000 MK II BN7 TWO-SEATER**

Chassis no. HBN7L/17547  
 Engine no. 29E-RU-H/4090

2,912cc OHV Inline 6-Cylinder Engine  
 3 SU Carburetors  
 132bhp at 4,750rpm  
 4-Speed Manual Transmission with Overdrive  
 Front Independent Suspension – Live Rear Axle  
 Front Disc – Rear Drum Brakes

- *Rare 3000 MK II BN7 Two-Seater body style*
- *Beautifully restored inside and out*
- *Pedigreed provenance with Best of Show and Class Awards to its credit*
- *Smart-looking British roadster for Sunday drives, tours and rallies*
- *Offered with Heritage Trust Certificate and restoration receipts*

**THE AUSTIN-HEALEY 3000**

The “Big Healey” retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 Roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

In 1960, the second production year for the six-cylinder Healey’s, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des

Dames in Geneva and the Tulip Rally. With partial alloy bodies, these cars were light enough to perform admirably with extra power of the three-liter engine.

**THE MOTORCAR OFFERED**

According to Anders Ditlev Clausager’s excellent book *Original Austin Healey*, total production of the 3000 MK II BN7 models amounted to just 355 cars, of which only 259 made their way to the US from new. These rare MK II BN7’s sported the desirable three-carburetor induction system, and a more sports-car-like true two-seat cockpit configuration.

Completed at the Abingdon-based Austin-Healey plant in January 1962, this smart-looking MK II BN7 was dispatched for the US on February 13 that same year. The new Healey was finished much as it appears today, in Colorado Red with black accents, over a red interior and topped by the optional hard top finished in black. The car’s early history remains unclear, but by 1982 the Austin-Healey was owned by its most recent previous owner,



a British Columbia based marque enthusiast. The car and owner soon became a regular at Austin-Healey Owners Association of British Columbia meets, where the Healey was often enjoyed on parades and shown at annual meets. During this time, the original type 29E engine was upgraded to the later type 29K engine, enhancing performance, while retaining the original-type three-carburetor setup, ensuring high-torque power delivery.

In 2004 the 3000 MK II BN7 was treated to a comprehensive repaint and mechanical refurbishment by the specialists at Coachwerks of Victoria, British Columbia. This work included rebuilding of the braking and electrical systems, as well as installation of a new stainless steel exhaust, new Dayton wire wheels and a fresh set of Vredestein tires. The high standard of the work performed was later recognized by the

Austin-Healey Owners Association of British Columbia, with both Best of Show and People's Choice Awards, and at the 2006 Steamworks Concours d'Elegance where the attractive Roadster won its class.

Purchased by its current Florida based sports car enthusiast owner in 2011, this stunning Healey remains in beautiful condition throughout. With its classic two-tone color scheme, and rare, sporting hardtop, this two-seater looks just right. The car is equipped with large, yellow-lens Lucas fog lights and a smart wood-rimmed steering wheel, hinting at the Monte Carlo Rally, where these big Healeys earned much of their competition heritage. The car is accompanied by an owner's manual, parts and workshop manuals, as well as the British Heritage Trust issued Heritage Certificate. With great performance, attractive

styling and reasonably low operation cost, these classic 'Big Healeys' are great sports cars for tours and driving events.

**\$85,000 - 110,000**  
**Without reserve**



## 1963 TRIUMPH VITESSE SPORTS 6 CONVERTIBLE

Coachwork by Giovanni Michelotti

Chassis no. HB3794 L6V

Engine no. KD56703E

1,596cc OHV Inline 6-Cylinder Engine

2 Stromberg Carburetors

70bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- Beautifully restored example of the limited-production Sports 6 Vitesse
- 6-cylinder performance clothed in smart Michelotti-designed coachwork
- Great 1960s British tourer for rallies and driving events
- Offered with restoration photos
- Neatly detailed and recently serviced



### THE TRIUMPH VITESSE

The Triumph Vitesse was launched in May 1962 in both saloon and convertible versions. It was based on the successful Triumph Herald that had been introduced in 1959 and shared many of its components, including the chassis and very stylish Michelotti bodywork. For the Vitesse this bodywork now featured a reworked front end, accommodating the twin headlamp arrangement that gave origin to the distinctive slant eyed look that makes the car so instantly recognizable. Unlike the Herald's small 4-cylinder engine, the Vitesse was fitted with a six-cylinder 1.6-liter unit that gave it a level of performance that would surprise or even embarrass owners of some sports cars of the time.

The interior of the car was again very similar to the Herald but benefited from some additions such as wood veneer door cappings. Like

the Herald, the Vitesse also underwent some styling changes and mechanical improvements throughout its production run. In 1963 the chassis was strengthened, and in 1964 a rev counter became standard fitment along with a temperature gauge. 1966 saw the Vitesse gain some extra capacity in the form of a 2-liter engine, giving the car a useful increase in power and torque. The final version of the Vitesse, the Mk 2, arrived in 1968. This iteration boasted a new front grille, redesigned fascia, more engine power and revised rear suspension.

### THE MOTORCAR OFFERED

Completed at the Standard Motor Company plant in Coventry, UK, this smart-looking Triumph is believed to be one of fewer than 700 'limited-edition' Speed 6 Vitesse examples produced. These cars were built for the US market with left hand drive, and carried a hefty price tag, all things considered, of \$2,499 when new. Finished in a sinister black, the Triumph received a comprehensive restoration a decade or two back, and it is apparent upon inspection that both mechanical and cosmetic aspects were refurbished. Equipped with Minilite-type wheels, the Speed 6 is nicely detailed inside and out, and was recently serviced. Offered with restoration photos, this rarely seen and quirky, attractive 1960s Convertible is ready for its next caretaker. It will undoubtedly draw many stunned enthusiasts and elicit favorable reactions at any British car meeting.

**\$20,000 - 30,000**

**Without reserve**



105

## 1953 MG TD ROADSTER

Chassis no. TD/29155

Engine no. XPAG/TD2/29545

1,250cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

55bhp at 5,400rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Four-time AACA National Award winner*
- *Beautifully restored example*
- *Proven XPAG twin-carburetor engine*
- *Classic British roadster styling*



### THE T SERIES MG

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

The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, upon which sat an all-new body - roomier than before but retaining the classic looks of the traditional MG sports car

and the proven 1,250cc XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants compared to that of the TC. It became the 'gateway drug' for an entire generation of sports car enthusiasts and became a staple of early post-war American sports car racing competition.

### THE MOTORCAR OFFERED

A favorite of servicemen returning from overseas, this left hand drive TD is one of the nicest examples of the model. Finished in the classic color scheme Woodland/British Racing Green over beige hides and a matching beige top, this TD was completely restored at least two decades ago. In 1994 it was an AACA National First Prize and Senior award winner and six years later won two more AACA national awards.

Continuing to show well today, this TD includes both its original owner's handbook along with a copy for road use as well as side curtains for a bit of weather protection. The restoration to correct specification has held up well. Pilots originally bought these roadsters as a way to have the same amount of fun on the road as they had in the air, considering the cost to purchase a TD versus a P-51 Mustang it is a veritable steal!  
**\$30,000 - 40,000**  
**Without reserve**

**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 were 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 were 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.





107

## 1988 PORSCHE 911 CARRERA 3.2 CABRIOLET

VIN. WP0EB0919JS171296

Engine no. 64104750

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

217bhp at 5,900rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- A Southern California car since new
- Includes original owner's manual, warranty books, and service records
- Clean CarFax history
- A 911 Speedster Carrera 3.2 Cabriolet with rear seats and power windows



### THE PORSCHE 911

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These 'giant killers' could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and dedicated following of Porsche enthusiasts.

Starting in 1963 with the original 911, Porsche has produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling and offered a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

Introduced in 1984, The Carrera 3.2 was the last iteration of the classic 911 before the large changes for the 964. The Carrera 3.2 is fitted with a rear-mounted, air-cooled SOHC 3.2 liter flat six. This engine, equipped with Bosch LE-Jetronic fuel injection, could produce 217 horsepower at 5,900 rpm. Maximum torque was 195 foot-pounds at 4,800 rpm, which was delivered through the Getrag G50 five-speed manual transaxle and hydraulic clutch, much welcomed introductions for the 1987 production year. The Carrera 3.2 also featured an improved interior over its predecessor, the 911 SC, with liberal use of leather and comfort features like power seats, power wing mirrors, and air conditioning.

True to Porsche's reputation, the Carrera 3.2 offered the unique experience of driving pleasure and performance without sacrificing

comfort and usability. Because of their robust construction and strong owners groups, these 1980s 911s are great cars to be enjoyed and driven.



### THE MOTORCAR OFFERED

This very original 1988 Carrera 3.2 Cabriolet is presented in its original color combination of Venetian Blue paint and a Dark Blue German canvas convertible top and matching boot cover over a Crème leather interior.

This 911 has spent its life in Southern California since new, being consistently well looked after and garage kept. As a result, it is presented in lovely, preserved condition with shining paint, desirable chrome Fuchs wheels, driving lights, and dual power mirrors. Inside, this cabriolet features power seats, air-conditioning, and cruise control – a very well-equipped example of Porsche's legendary sports car.

Accompanying this car are the factory original owner's manual, books, and Warranty card, clean CarFax, extensive servicing records and correct jack and spare tire. This 911 recently

underwent a thorough servicing, making it ready for open-air enjoyment by its new owner.

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

**Without reserve**



## 1972 JAGUAR E-TYPE SERIES III V-12 ROADSTER

Chassis no. UC1S20294

Engine no. 7S14906LB

4,343cc SOHC V12 Engine

4 Zenith Stromberg Carburetors

264bhp at 5,750 rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Complete restoration costing nearly \$100,000 by marque specialists
- Meticulously maintained
- Replete with all restoration and service records
- JCNA judged at 91.46 points and accompanied by its Heritage Trust Certificate
- Fewer than 6,200 miles driven since restoration



### THE JAGUAR E-TYPE SERIES III

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

### THE MOTORCAR OFFERED

A life-long E-Type nut, the dream of owning one of Jaguar's most legendary models eventually became a reality when the vendor found the offered Jag for sale in New York in 1996. Manufactured on March 31, 1972 and finished in British Racing Green over Suede Green hides and delivered new to New York, this Jag had lived a life of regular use in the north eastern part of the country. Powered by a Chevy V8 at the time of purchase, the seed was planted and the car was bought with the intention of bringing it back to its former glory. Immediately following acquisition, a two and a half year complete and no expense spared restoration was begun.

Tearing the car down to bare metal, all evidence of rust and rot was attended to and repaired with metal. The entire floor pan of the roadster as well as the driver and passenger doors

were replaced with correct pieces from Martin Robey in the UK. New Old Stock (NOS) parts were used whenever possible and correct replacements were fitted if NOS items could not be sourced. A correct specification V12 was also located and installed with mechanical fettling carried out by Donovan Motorcar's Brian Donovan in Lenox, Massachusetts. It should be noted that while the engine is not the one with which the car was delivered, a new firewall mounted chassis plate showing the current engine number has been fitted.

After 800 hours of work, 300 of which were spent on final body work and painting, and receipts totaling \$96,343.06, the finished E-Type rolled out of the shop in 1999 looking much like it must have when it left the factory in Coventry. The objective of the restoration was to produce a sound and gorgeous car





to use and drive. Even still, when entered in shows it has fared well scoring 91.46 points in JCNA judging when it was evaluated in August of 1999.

Since its restoration 16 years ago, the car has been treated to regular maintenance and servicing by Donovan Motorcar and Boston Sports Car in Weston, Massachusetts. Records show that a further 97.5 hours of labor and \$21,714.05 keeping this gem looking as good today as when it was restored.

Showing beautifully in its classic color scheme of British Racing Green over tan leather, the car is accompanied by all of its service history, receipts and records documenting the restoration and maintenance over the past 18 years. Photos and a few short films add to the documentation of the restoration.

After nearly two decades in the care of a single owner, it is now time to move on to its next, enthusiastic keeper.

**\$60,000 - 80,000**

**Without reserve**

This Jaguar is titled with vehicle identification number 1S20294.

## 1940 FORD 01A DELUXE 5-WINDOW COUPE HOTROD

221ci Supercharged Flathead V-8 Engine  
 Dual Stromberg 97 Carburetors on Weiand Blower  
 185hp (estimated)  
 3-Speed Manual Transmission and Columbia two-speed rear axle  
 4-Wheel Semi-Elliptic Leaf Springs with Live Columbia Rear Axle  
 4-Wheel Hydraulic Drum Brakes

- *Beautifully executed traditional hot rod*
- *Tasteful performance upgrades with a largely stock exterior*
- *Streetable Weiand supercharged flat head V8*
- *Stock leather interior*
- *No expense spared on this hot rod*



### THE 1940 FORD DELUXE

The 1940 Ford has been a hot rodder's favorite almost since it appeared.

The essence of its appeal lay under the skin where the simple yet powerful and reliable running gear and chassis had been substantially improved by the adoption of hydraulic brakes, a long-overdue concession to advancing technology that finally matched the Ford's braking capabilities to the performance of the gutsy flathead V-8.

Enhancing the 1940 Ford's appeal was its design, now fully modern and handsomely streamlined with pontoon fenders, prow hood, inset headlights and a subtle grille that integrated with the front fender catwalks for broader appearance and more cooling area. The greenhouse's raked vee windshield, body colored frame and a sleek body beltline

bright molding helped integrate the design and made the convertible coupe, particularly, one of the most attractive, simple and refined designs of the era.

The combination of design and performance gave the '40 Ford a particular presence, an attitude and style which set it apart from its contemporaries. Its strut and style only added to its appeal to street rodders, who made its style their own with the addition of unique performance and appearance features.

### THE MOTORCAR OFFERED

This '40 Five Window, built by Jim Lowrey Sr. of Meredith, NH, is a great example of a tasteful and great driving mild rod. The body is restored with great panel fit and paint work by Jim Lowrey Jr. of Tilton, NH. If it wasn't for the pin striping by Larry Hook, it would almost pass for a stock Ford. The interior is nearly stock Ford trimmed in red leather hides, while under the hood reveals the highly modified flat head.

The stock 221ci V8 has been bored 60 over, fitted with a mild Isky cam, Offenhauser cylinder heads and topped with a Road Runner Enterprises Weiand supercharger. The Road Runner kits are known for producing excellent power but still maintaining pleasant street drivability. The blower is capped with twin Stromberg 97 carbs in keeping with the traditional spirit of this hot rod.

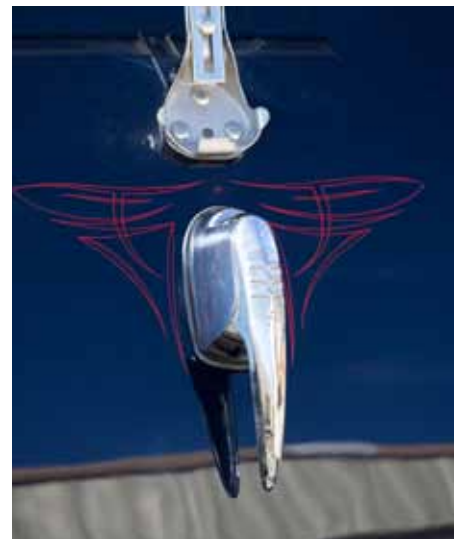




The engine bolts up to a rebuilt 1941 Ford 3-speed side-shift transmission that benefits from a 2-speed Columbia rear axle. The vacuum-operated Columbia has all of its appropriate hardware including the speedometer ratio corrector. Anyone who has driven a Ford V8 with a Columbia knows how this transforms the usability of these cars.

Offered here is a great looking and great driving traditional hot rod. Done to a high standard and in a tasteful way, with its powerful and reliable drivetrain it should be great fun to either cruise around in or tour.

**\$65,000 - 75,000**





110

## 1959 JAGUAR MK IX SALOON

Chassis no. 792045BW

Engine no. NC5861-8

3,781cc DOHC Inline 6-Cylinder Engine

Dual SU Carburetors

220bhp at 5,500rpm

3-Speed Automatic Transmission

Independent front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Servo-Assisted Dunlop Disc Brakes

- *Delivered new to New Jersey*
- *Recent, concours quality restoration*
- *2014 Regional JCNA Award Winner, scoring 98.5 points*
- *Numbers matching example*
- *Accompanied by its Heritage Certificate, original books, tools, manuals, and awards and trophies*



### THE JAGUAR MARK IX

In 1948, Jaguar Cars, Limited introduced the Mark V, a large, elegant four-door sedan featuring a new chassis with independent double wishbone front suspension, a setup Jaguar would use for many successive cars. While the Mark V was debuted alongside the XK120 at the 1948 London Motor Show, the Mark V utilized the pre-war pushrod inline six in lieu of the new XK engine. In 1951, the Mark VII replaced the Mark V and was the first sedan to utilize the venerable and race-proven DOHC inline-6 XK engine. The notable omission of a 'Mark VI' model was to avoid confusion with the contemporary Bentley Mark VI. With each new model, improvements were made to the styling and appointments along with technical improvements, culminating in the Mark IX.

Introduced in 1959, the Mark IX was the final evolution of the chassis and styling introduced

with the Mark V. The 'Mark Nine' featured a 220 horsepower, 3.8-liter version of the XK engine and was the first production Jaguar to feature four-wheel Dunlop disc brakes. Because of its well-appointed interior and elegant styling along with its powerful XK engine and strong brakes, the Mark IX was respected and popular among dignitaries and driving enthusiasts alike, a great combination of luxury and performance.

### THE MOTORCAR OFFERED

Completed on October 1st, 1959, this Mark IX was soon dispatched to Mr. S. Paskow of West Orange, New Jersey. Originally trimmed in the very elegant color scheme of Black and Claret over Red leather, the optional automatic transmission was fitted from new.

This elegant Jaguar has undergone a recent proper comprehensive and award-winning restoration and is presented in the handsome combination of glossy black exterior with a supple biscuit leather interior. Its restoration included a rebuild of the iconic XK engine and Borg Warner DG automatic transmission, along with a repaint and reupholstered interior.

The result is this incredibly presented saloon with numerous Best of Show awards and a 2014 Regional JCNA award, scoring 98.5 points. This numbers-matching Mark IX



comes complete with a complete tool set and jack, original owner's manual, original brochures, and original Radiomobile radio. A Jaguar Daimler Heritage Trust Certificate accompanies the car, along with an extensive file on services and restoration work completed with photos of the restoration, and trophies of its accomplishments.

This gorgeous, sorted example of this capable and luxurious saloon and is ready to continue performing and competing on show fields.

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





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*Offered from the William M. Keck Estate*

## **1980 FERRARI 512 BB**

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 34249

Engine no. 00755

4,943cc DOHC Flat 12-Cylinder Engine

4 Weber Carburetors

360bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Disc Brakes

- *Just one caring Southern Californian owner from new*
- *Meticulously and periodically serviced by Los Angeles Area specialist shops*
- *Exceptionally well-preserved condition inside and out*
- *Offered with owners manuals and pouch*
- *Low-mileage example*



### **THE FERRARI 512 BB ‘BERLINETTA BOXER’**

The stunningly handsome and very rapid Ferrari 512 Berlinetta Boxer, or 512 BB, was introduced at the October 1976 Paris Auto Show, although actual production had begun several months earlier. The 512 BB was the successor to the 365 GT4 BB, and offered a similar mechanical layout and exterior appearance but with the addition of a new front chin spoiler and NACA intakes on the flanks. There were now just four taillights instead of six.

Most notably, the 365BB/512BB series was Ferrari's first with a 180-degree flat 12-cylinder engine in a production car. The four camshafts on these engines were belt-driven, another “first” for Ferrari. The 512's engine produced 360 DIN bhp at 6200 rpm, breathing through a quartet of Weber three-barrel carburetors. Bosch K-Jetronic fuel injection replaced the carburetors in late 1981 to help meet

increasingly tough US exhaust emission regulations, with the car's name being altered to reflect that change. Horsepower dropped to 340 and torque to 333 foot-pounds at 4600 rpm. The injected Berlinetta Boxer remained a strong performer, however, capable of 0-60 from a standing start in six seconds flat, and reaching almost 175 mph (the factory claimed an optimistic 188 mph), covering the standing quarter-mile in 14.2 seconds at 103.5 mph.

A plush leather interior, full instrumentation, electric window lifts, three-point inertia seat belts and air conditioning were standard. A unique “single-arm, twin blade” windshield wiper was fitted to help clear the huge windshield glass. *Road & Track* magazine called the 512 BB “the best all-around sports and GT car we've tested”.

### **THE MOTORCAR OFFERED**

The Ferrari offered here is arguably one of the best-kept examples of the Berlinetta Boxer super car. Being just one owner from new, exceedingly low-miles, and having benefitted from periodic maintenance and service, this outstanding example is a stand out. The car's impressive history file includes an excellent paper trail in the form of receipts and various documents. The car's original order form in which Mr. Keck, on October 28, 1980 pays the deposit for the new 512 BB is still present, as are the airfreight, import duty, and the USA DOT and EPA modifications. Furthermore, the charges and transactions are spelled out on various receipts, and the cashier's check used for the purchase also accompanies the car.

Paperwork from the US Department of Transportation, dated August 1981, indicates that the brand new Ferrari was flown into





LAX Airport and then passed through customs. Another letter from the United States Environmental Protection Agency (EPA) acknowledged the import and the release of the car by Sun International, the Redondo Beach, California based exotic car brokers who sold the car to Mr. Keck. California DMV paperwork from October 1981 indicates that Mr. Keck paid the taxes and received the temporary ID and registration card for the car.

In 1988 and 1990, Mr. Keck had the Boxer appraised by Lance S. Coren; the car's mileage (presumably the kilometer reading) at this time was recorded at 9,165 in 1988, and at 9,918 in 1990. In 1991, a comprehensive belt service was performed at Beverly Hills Sports Cars, Inc. on Santa Monica Boulevard in Los Angeles. A mileage of 9,918 was recorded at the time. Again in 1993, with 9,980 kilometers

listed, Hollywood Sport Cars, Inc of Hollywood, California replaced the fuel pumps. Further service was carried out in 1995, and again in 2003, now with 11,551 kilometers on the odometer – here the car received new tires as well. In 2008, with 12,841 miles listed, Ferrari Maserati of Beverly Hills serviced the car, and again in April of 2008, F & M Motorsport of Los Angeles performed an extensive engine-out service, where the timing belt and various engine gaskets and seals were replaced. The mileage at this time was 12,903. Most recently, in April of 2014, the Boxer received an annual service, again carried out by the specialists at F & M Motorsport.

Today, with less than 13,500 kilometers showing on the odometer, this exceptionally well-preserved, one-owner Berlinetta Boxer presents extremely well inside and out. The

car's exterior is believed to be original and undamaged, and upon close inspection one finds original finishes in the engine and front compartment as well. The interior is in remarkable condition, and the plastic protection can still be found on the sills. A better 512 BB 'Berlinetta Boxer' will be hard to find anywhere.

**\$100,000 - 150,000**  
**Without reserve**

Please note that this vehicle is titled as a 1981, with chassis F102BB34249.

## 1962 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.10.003050

Engine no. 198.982.10.000003

Body no. A198.042-10-00062

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Direct Mechanical Fuel Injection

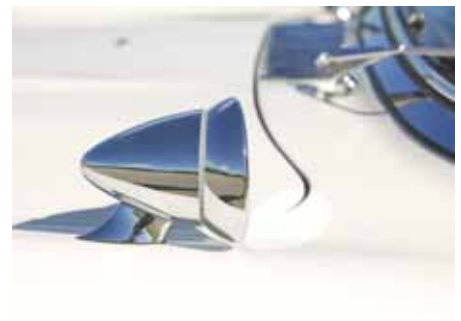
240 (SAE) bhp at 5800rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Comprehensively restored by Europe's leading 300SL specialist*
- *Second 300SL Roadster with an aluminum alloy engine block*
- *Fitted with a modern 5-Speed transmission*
- *Desirable disc brake chassis*



### THE MERCEDES-BENZ 300SL ROADSTER

The Mercedes Benz 300SL in both "Gullwing" coupe and folding-top Roadster configuration must certainly rank among the greatest of all sports and GT automobiles. Both are directly descended from the magnificent Rudolf Uhlenhaut-designed streamlined racing coupes that ran roughshod over international competition in 1952. Many credit Manhattan foreign car importer and entrepreneur Max Hoffman with convincing company management to adapt the racing chassis for larger-scale public consumption. The first production coupe left the factory at Sindelfingen in August of 1954, and Gullwings soon became a "must-have" possession for wealthy and sporting Americans, especially the Hollywood *cognoscenti* and East Coast bluebloods. The Gullwings were tremendous performers; the handful of alloy-bodied examples with belly pans and sport cams could touch 160.

After four years, however, sales had begun to wane, and Hoffman pressed for an open version that might be even more appealing to American customers. The Roadster soon followed, with a formal introduction at the Geneva Automobile Show in 1957, and would go on to enjoy an even better sales record, with a total of 1858 built by the time production ended in 1963.

The few shortcomings of the coupe, of which just over 1400 examples were over four years, were addressed in the Roadster's re-design. The coupe's independent rear coil spring and swing axle suspension was redesigned with a lowered pivot point and a transverse compensating spring that greatly reduced its tendency to oversteer *in extremis*. The new Roadster – actually a convertible, since it offered roll-up side glass – was much easier to enter and exit with its conventional front-hinged doors, made

possible with a revised and strengthened tubular space frame with lower sills, still on a 94.5-inch wheelbase. The reinforced frame added an extra 75 pounds of curb weight, but performance remained formidable, with a factory-claimed top speed approaching 150mph. The coupe's marginal ventilation was no longer an issue, nor was its limited luggage space. Add to that the adoption of power-assisted four-wheel disc brakes beginning in 1961, and the Roadster was altogether a superior and more comfortable and refined automobile. Although the size of the fuel tank was reduced from 130 liters to 100 liters to make room for the folding top and enlarged trunk space, the 300SL Roadster still made a fine long-distance road machine, the epitome of "Grand Touring".

As far as aesthetics, giving up the iconic butterfly doors was offset by the new







## THE MOTORCAR OFFERED

model's sexy good looks, since it retained almost all the coupe's styling below the beltline, including the aero-enhancing fender eyebrows, said to have been inspired by Johannes Beeskow. Virtually none of the SL's sheet metal was interchangeable, but the powerful single-overhead cam three-liter in-line six cylinder engine with Bosch direct fuel injection – still based upon the unburstable W186 300 series of the early 1950s - was improved in 1961 with a new aluminum-alloy block. This was an important advancement, in that it not only helped reduce the weight of the motor but improved chassis balance. The four-speed manual gearbox remained the same. Like its elder sibling, the Roadster remained a very expensive automobile, with a base price of approximately \$11,000, some 10 percent more than the Gullwing.

Here is a wonderful, all numbers-matching 1962 300SL Roadster, one of only 244 examples from that model year. Already benefitting from the addition of Dunlop disc brakes, which were introduced in 1961 on chassis 002780, this car was only the second to receive an aluminum-alloy engine block. The factory build sheet states that it left the factory in DB534 Red paint with a black leather interior. The build sheet also states that it was fitted with a set of Continental tires and a Varta battery. It is believed to have been delivered April 10, 1962 in Southern California; its first known owner is thought to be a Mr. R.G. Solberg of Pasadena, based on California registrations that are supplied with the car, which was assigned the license number KSJ 512. A Bill of Sale dated January 15, 1972, he sold the car "In as is condition, with no further warranty" to a John Burnside.

According to the consignor, Mr. Burnside was a 300SL enthusiast, and owned several Gullwings coupe at the time. He removed the alloy-block engine from the Roadster and installed it in a coupe on a temporary basis. Eventually, it went back into the Roadster. That was a very fortunate decision, since over the passing decades, many examples have been separated from their original engines. Following Mr. Burnside's passing in the mid-1990s, his estate sold the car to a German enthusiast, Klaus Troche, who is believed to have retained the car through at least June of 2001. By then, the car had suffered damage in a road accident and had been repaired. Three years ago it was sold by the owner's nephew to Hans Kleissl at HK Engineering GmbH in Polling, Upper Bavaria, Germany. HK Engineering, with more than 25 years' experience, is considered one of the world's leading 300SL restoration and



maintenance shops, having been named the 2014 "Specialist of the Year" at the International Historic Motoring Awards in London.

After its acquisition by Mr. Kleissl, a lengthy and comprehensive, frame-up, every-nut-and-bolt restoration was begun by the expert staff at HK Engineering. The steel body shell was reconstructed with many new panels, the drivetrain was rebuilt, including installation of a modern five-speed overdrive gearbox to allow comfortable high-speed cruising at reduced engine rpms. New aluminum oil and water radiators were fitted, along with an upgraded electrical system that includes a higher-capacity 55-watt electrical generator. This fine 300SL Roadster displays perfect panel gaps, glass-smooth white paint, and an elegant new dark brown leather interior, with a complimentary brown German canvas folding top and

boot cover. It is fitted with metric European instruments and a set of desirable European "Bubble" covered glass headlights. The restoration was completed in late 2014, at which time it was purchased by the current owner.

Here is what must certainly be considered among the finest 300SL Roadsters in the world, offering not only stunning good looks, but subtle mechanical upgrades to enhance what has always been a brilliant driving experience. The fact that it retains its original aluminum-alloy engine is quite notable, since many were changed out during their lifetimes. The car's original manufacturer's plate remains in place.

It is supplied with a correct spare wheel and jack, period California registration papers, a period Bill of Sale, and restoration data from HK Engineering.  
**\$1,600,000 - 1,800,000**





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## 1930 FORD MODEL A STATION WAGON

Coachwork by Hercules Body Co.

Engine no. 2679223

200ci L-Head 4-Cylinder Engine

Single Updraft Carburetor

40hp

3-Speed Manual

Solid Front and Rear Axles with Leaf Springs

4-Wheel Mechanical Brakes

- *Rare coachbuilt wagon*
- *Beautifully presented*
- *Correctly restored, exhibiting many period accessories*



### THE FORD MODEL A WAGON

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

### THE MOTORCAR OFFERED

While the majority of station wagons are known to have been designed, constructed and supplied by Murray to Ford directly, still in this era of the coach built automobile a few buyers or agencies would have made their own choice of coachbuilder. One company that was well known for constructing high quality 'Woodies' on Packard and other marques was the Hercules Body Co. The Model A we offer here is badged as being by Hercules and, as such, is extremely rare.

This immaculate Station Wagon comes to market having received considerable work and expense of restoration within the last few years. Mechanically, the car was entrusted to noted Model A specialist Ladd Eaton of Melvin Village, New Hampshire and found to need only modest attention, mainly the fettling of its brakes, carburetion and electrical system. Sensibly its

aesthetics were sourced to a noted wooden boat restorer, Charles Gath, who carefully disassembled and refinished all of the wood body panel and trim elements. Using Epifanes spar varnish as these cars were originally finished in, the warm honeyed glow of the wood has returned to the Wagon.

Benefitting from a recent tune up, and as winter fades away, here is a vehicle that is sure to provide great fun for all of the family this summer.

**\$30,000 - 40,000**  
**Without reserve**







**1969 FERRARI DINO 206 GT**

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 00336

Engine no. 0005116

1,987cc DOHC V6 Engine

3 Weber Carburetors

180bhp at 8,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Rare and desirable alloy-bodied 206 Dino*
- *Finished new in the striking color-combination of Bianco Luna Metallizzato over Black*
- *Believed to retain its original engine and transaxle*
- *One of just 153 Dino 206 GTs produced*
- *Sporting GT with excellent handling and iconic styling*

**THE FERRARI DINO**

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.

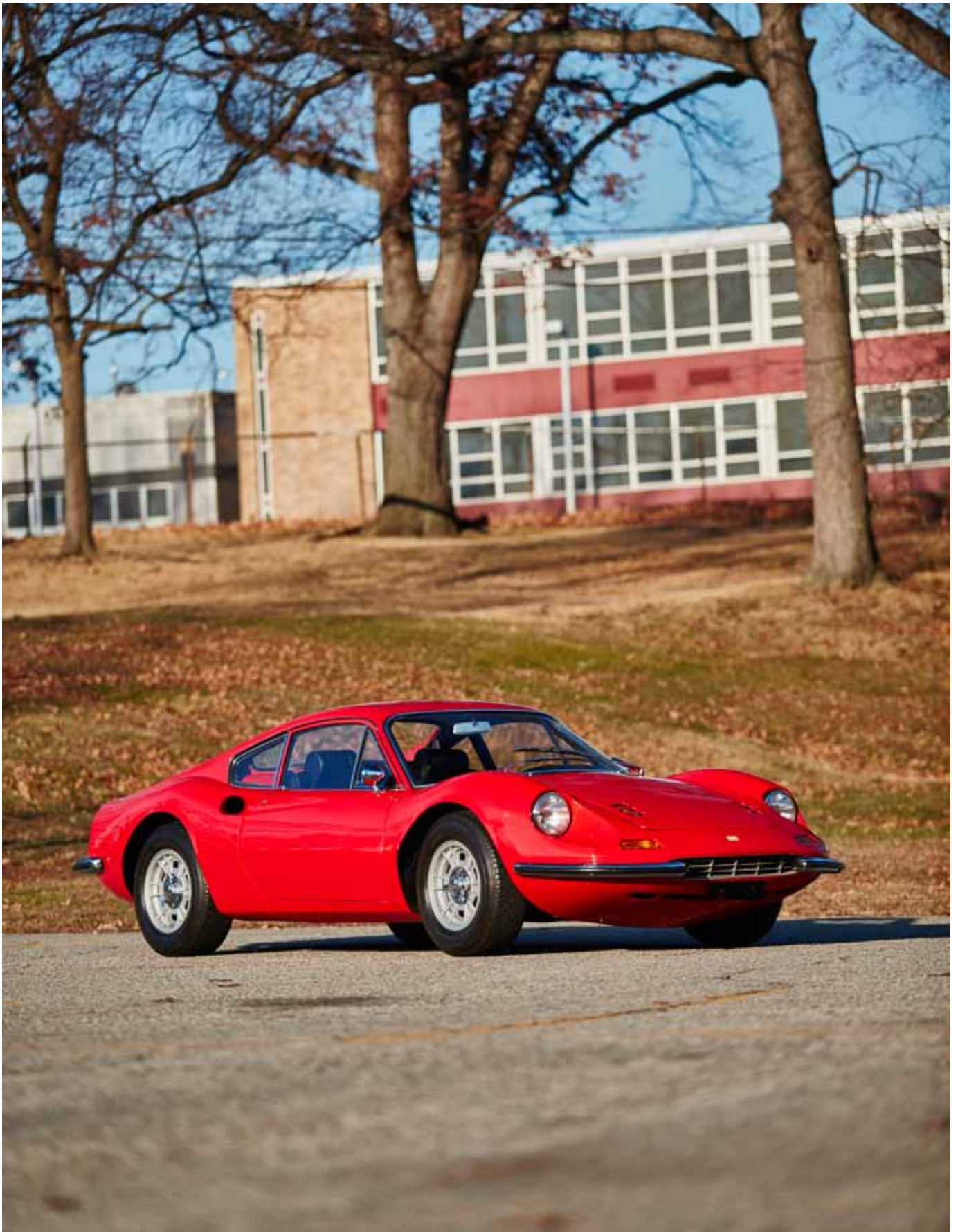
The initial 4-cam V6 racing engines powered Mike Hawthorn to victory in the 1958 Formula 1 World Championship, they won Formula 2 races and also featured in a very rarefied series of front-engined sports-racing cars. Into the 1960s, Dino V6 engines continued to equip Ferrari's F1, F2 and sports-prototype army, and from 1965 the tremendous Dino 206 SP 2-liter 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 Salon, also with longitudinal engine, but a third prototype quickly followed. It had its

engine turned 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 Salon, 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,







### THE MOTORCAR OFFERED

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 carburetors, the transverse-engined beauties offered 180bhp at a nerve-tingling 8,000rpm. Curb weight was a performance-enhancing 2,300lbs.

The 206 GT is the most rare, desirable and important production Dino variant, distinguished from later 246 GT and GTS models by its aluminum bodywork, knock-off Cromadora wheels, wood-rimmed steering wheel, chrome filler cap, and 206-only exhaust tips. This example, chassis no. 00336, was completed in January of 1969 for the Italian market and featured *Bianco Luna Metallizzato* paint on its Leonardo Fioravanti designed alloy body. The interior was *Nero 161, Panno Bianco*, undoubtedly a stunning combination for this early Dino. It is the only example known to have been finished with this particular color combination. The new Dino was sold through M. Gastone Crepaldi, the official Ferrari dealer in Milan, Italy.

The 206 GT's early history is not known, but picks up when the car was auctioned in London

in February of 1990. From here the car was exported to the US, where it was stolen in the summer of 1992 in Ohio, however recovered soon after in good shape. In 1999, the car was back in England where it underwent an extensive restoration and was changed from its original moon white metallic over black leather with white inserts to its current combination of red over an all-black interior. The car changed hands again in 2004, before returning to the United States in 2008.

This highly desirable 206 GT is offered in wonderful condition, and has been documented by noted Ferrari historian Marcel Massini. Importantly, according to Massini, the Dino's engine number is within the correct sequence for the model, and the engine therefore appears to be the original, matching numbers unit for this car. The striking red paint suits the alloy



Pininfarina-designed body well, and the black interior is in similarly good condition. It retains all the defining features of the early 206 production run, including the wood-rimmed steering wheel and the knock-off Cromadora wheels.

A great example of Ferrari's first foray into mid-engine production sports cars, this 206 boasts not only its legendary technical specification, but also an original color combination that can truly be described as unique. With just over 150 cars produced in total, the 206 has truly earned its place in the pantheon of blue-chip collector's cars – not to mention being held in high esteem as one of the finest handling sports cars ever produced.

**\$480,000 – 520,000**

Please note this car is titled under chassis no. 206GT00336.





## 1977 TOYOTA LAND CRUISER FJ43 LWB

Chassis no. FJ43-49240

Engine no. 2F 186711

4,230cc OHV Inline 6-Cylinder Engine

Single Carburetor

135bhp at 3,600rpm

5-Speed Manual Transmission

Front and Rear Semi-Elliptical Leaf Springs – Live Rear Axle

Front Disc Brakes --- Rear Drum Brakes

- *Rarely seen long-wheelbase version of the legendary 40-Series*
- *Striking condition and restored to factory specifications*
- *Highly optioned example with a/c, disc brakes, and power steering*
- *Desirable five-speed manual transmission*
- *Expertly restored by marque specialists at The FJ Company*



### THE MOTORCAR OFFERED

These long-wheelbase FJ43-chassis Land Cruisers are not well-known in the US, however they were highly prized in other markets around the world for their increased interior space and much-improved ride over their short-wheelbase FJ40 siblings.

This example spent most of its life in the dry South American climate in the mountains of Colombia before being exported to the US. It is a highly optioned version of the model, boasting air conditioning, power steering, front disc brakes and the desirable five-speed manual transmission – perhaps the ideal specification for one of these rugged workhorses.

The Land Cruiser is presented stunningly in its original beige color, and finished off with a reproduction soft top, offering a multitude of enjoyment possibilities. It has received a

comprehensive, factory-correct restoration to original specifications by the marque specialists at The FJ Company and their expert work is readily apparent upon close inspection.

This nut-and-bolt job included rebuilding of the engine, transmission, and transfer case, while the body was media blasted prior to paint and other systems and parts reconditioned as needed. This extensive work is documented by numerous invoices as well as an accompanying restoration photo book. Additional historical documentation includes copies of the original bill of sale and customs documents, while the FJ is offered with tools, a reproduction manual, and the rarely seen feature of a factory map reading light, as originally fitted. The final product of The FJ Company's considerable effort must surely be one of the finest Land Cruisers we have ever seen.

With room for plenty of friends to hit the road, this FJ43 is a striking and not-of-ten variant of the vintage Toyota Land Cruiser, restored with no expense spared by one of the most respected marque experts in the business. It deserves your close inspection today.

**\$60,000 - 80,000**

**Without reserve**



## 1974 ALFA ROMEO 2000 GTV COUPE

Chassis no. AR3023250

1962cc DOHC Inline-4 Cylinder Engine  
 SPICA Mechanical Fuel-Injection  
 131bhp at 5,500rpm  
 5-Speed Manual Transmission  
 4-Wheel Independent Coil Spring Suspension with De Dion Rear Axle  
 4-Wheel Disc Brakes

- *Delivered new to the US*
- *Formerly a California car*
- *Factory optional sunroof*
- *Unmodified and presented as it left the factory*
- *Classic Italian motoring!*



### THE ALFA ROMEO GIULIA

In 1963, Alfa Romeo introduced a replacement to its successful and important Giulietta Sprint coupe, the Giulia. Playing with the diminutive 'etta' used on the Giulietta, the Giulia was meant to be a more mature and refined car than the Giulietta, featuring increased technical specifications and a new, beautiful body.

Penned by Giorgetto Giugiaro at Bertone, the Giulia's clean and distinctive design is considered to be one of the most attractive small coupes of the 1960s and 70s. These small cars struck a charming balance of a large, airy greenhouse with an elegant, sweeping body.

All Giulias featured twin-cam four-cylinder engines paired with a 5-speed manual transmission and 4-wheel disc brakes. The most potent road-going version of this successful inline-four was the 130 horsepower

2-liter version introduced in the 2000GT in 1971. US market cars were fitted with SPICA fuel injection. These lovely Italian coupes are purpose-built for spirited, high-revving driving and offer great performance and beautiful Bertone design in an approachable package.

### THE MOTORCAR OFFERED

This lovely car was produced in 1974; the last year the 2000GTV was imported into the US. Finished in the iconic combination of red over a black leather with red piping, this 2000GTV retains its original SPICA fuel-injection system that was only used in the US and Canadian markets.

Previously a California car, a state to which it is believed to have been delivered new, it currently shows 58,000 miles which are reported to be original.

Presented in good, unmodified condition, this Giulia comes with the optional factory sunroof and is fitted with graphics that recall Alfa Romeo's racing heritage. It should be noted that the graphics on the car are vinyl wraps that may easily be removed, should the next owner wish achieve a more understated look. This 2000GTV is a very well sorted example that is ready for spirited driving and enjoyment by its next owner.

**\$55,000 - 65,000**

## 1963 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 880117

Engine no. RA 2567-9

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

- Offered with Heritage Trust Certificate
- Recently refurbished to original specifications
- Matching numbers car
- Offered from a Private Collection



### THE JAGUAR E-TYPE

"If *Les Vingt Quatre Heures du Mans* has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game."

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for *Autosport* shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in coupé form. The car

caused a sensation – spontaneous applause breaking out at the unveiling – with its instantly classic lines and a 150mph top speed. The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forward to support the engine. The latter was the 3.8-litre, triple-carburetor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type

to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.



## THE MOTORCAR OFFERED

This immaculate Series 1 E-Type comes to the market following an extensive refurbishment. It almost certainly looks as good, if not better than it did new, when as verified by Jaguar Daimler Heritage it was delivered to a Mr. A.A. Smith, Jr. on October 11, 1963. It had been delivered through the Jaguar Cars New York distributor.

During the aforementioned exercise the car was dismantled and taken back to bare metal and then refinished in its original scheme of cream paintwork. Again as factory ordered, its interior was returned to black, being re-trimmed in Connolly leather and a matched black top was fitted using contemporary reproduction materials. Its engine is reported to have been rebuilt, a new clutch fitted as well as new stainless steel exhausts, the brakes renewed and its wire wheels shod with new tires. The completed effect is extremely good and the car

presents very well. On a brief test drive during its photography it proved to be nicely setup and to have been dialed in after its restoration. It should prove to be a very usable example.

Wearing a California Black Plate, which alludes to a later part of its life when it is understood to have spent some time on the West Coast, the car is offered with its Heritage Certificate, a period manual and wallet, jack and hammer.

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





## 1962 AUSTIN-HEALEY 3000 MK II BT7

Chassis no. HBT7L/18191

Engine no. 29E/RU/H4325

2,912cc OHV Inline 6-Cylinder Engine

Triple SU HS4 Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Solid Rear Axle

Front Girling Disc Brakes - Rear Drum Brakes

- Popular BT7 four-seater configuration
- Formerly restored, driver quality car
- Offered from a Private Collection



### THE AUSTIN-HEALEY 3000

The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1961 evolved into the far more civilized and capable machine. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. In '3000' form, the rugged Austin six delivered 124bhp at 4,600rpm, good enough for a top speed in overdrive of 114mph with the optional hardtop in place. Otherwise, the car remained much as the 100/6, though the more-powerful disc brakes were a welcome improvement.

Unveiled in March 1961, the MkII version with restyled grille and bonnet intake was the last

3000 available as a two-seater, the 2+2 (BT7) option having been for years the more popular. Engine improvements in the form of triple SU carburetors and a revised camshaft liberated an extra 8bhp.

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

### THE MOTORCAR OFFERED

The car offered here is a benchmark example of its breed. Attractively finished in the warm hue of Old English White paint, with a contrasting red fabric interior piped in white, it is understood to have been the recipient of a thorough restoration in the late 2000s.

When inspected by a Bonhams specialist the car started with ease and was shown to be a good performer on the road, shifting through the gears smoothly and with good brakes. On close inspection its body has good straight lines and its interior remains extremely clean. These cars remain incredibly popular mounts for many historic tours or rallies as well as being a great way to sample a legend with all the family.

**\$50,000 - 60,000**

## 1963 LINCOLN CONTINENTAL CONVERTIBLE

Chassis no. 3Y86N410554

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

- *From the most stylish and desirable year of Continental production*
- *Elegant, original color scheme*
- *One of the iconic cars of the 1960s*
- *Offered from a Private Collection*



### THE LINCOLN CONTINENTAL

The 1961 Lincoln was a completely new design, based on the 1958 Thunderbird. It became one of the most influential designs of the 1960s.

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. It stored it in the luggage bay. The entire process took less than a minute.

### THE MOTORCAR OFFERED

This Kennedy era Lincoln is presented in the scheme with which it was born: Ermine White with a Black leather interior. According to its build plate it would have left the Wixom plant on November 6, 1963, equipped with a 3.00 to 1 rear axle ratio and dual range automatic transmission.

Leap forward 50 years to today, and the car has worn well. On inspection its body lines are particularly straight, something that is often far harder to achieve or retain on straight sided designs than people imagine, and the sometimes tricky top mechanism worked perfectly in all its glory as did its electric windows. Its interior and dash show some age, but not excessively. At the time of cataloguing the car started without complication and on a brief test drive was shown to perform well.

Best summarized with the popular term ‘a good driver quality car’, it would surely provide a commodious and enjoyable ride, all the while basking in the limelight of one of the great style icons of all time.

**\$40,000 - 50,000**  
**Without reserve**

120

*Ex-Edwin L. Griffin of the Pacific Northwest based Griffin Fuel Company*

## 1922 MERCER SERIES 5 SPORTING

Chassis no. 16210

Engine no. 6815

298.2ci L-head Side-Valve Inline 4-Cylinder Engine

Single Updraft Carburetor

70bhp at 2,800rpm

4-Speed Transmission

Solid Front Axle with Leaf Springs - Live Rear Axle

Rear-Wheel Mechanical Drum Brakes

- *Highly original example*
- *4-cylinder Mercer*
- *Iconic American brand*
- *Recent sympathetic re-commissioning*



### THE MERCER SERIES 5 SPORTING

If ever there was object, irrefutable proof that the concept of the sports car originated in the United States it was the Mercer Raceabout. First built in 1911 the Mercer Raceabout, with its thundering T-head 4-cylinder engine, standard exhaust cutout, round bolster tank, monole windshield and rudimentary seating for only a driver and a brave passenger, was the first automobile successfully built in series for the sole purpose of going fast and winning races.

Between 1911 and 1915 the Roebling brothers (whose father had designed and built the Brooklyn Bridge) and their engineer Finley Robertson Porter built some 800 Raceabouts which their customers could take straight from the factory to the race track with a good chance of winning and an even better chance of finishing well. Barney Oldfield and Ralph de Palma raced Mercers. Spencer Wishart bought one, drove it right to a dirt track in

Columbus, Ohio and won the 200 mile feature. He set four dirt track records in the process.

Mercer continued to build T-head, 4-cylinder cars through 1914, then introduced a new line of L-head fours designed by Eric H. Deiling. When the Roeblings died within a year of each other, ownership of the company passed to a New York investment syndicate which put Emlen Hare, former manager of Packard's New York branch, in charge. Hare proceeded to add Locomobile and Simplex-Crane to the company which, in the post WWI recession, proved to be more of a distraction than his management skills could handle. By 1921 control of Mercer was back in the hands of the founding families.

The Deiling-designed Mercers introduced in 1915 were powered by a 298 cubic inch side-valve 4-cylinder engine with single ignition and drove

through a 4-speed transmission. The 3 3/4" bore engine was rated 22.5 NACC horsepower and its earliest versions were said to make 70 brake horsepower. Later Mercers made 80bhp. Brakes were installed only on the rear wheels. Suspension employed live axles at both ends, suspended from semi-elliptical leaf springs. Deiling was one of the first American designers to add Houdaille lever action friction shock absorbers to the suspension, a feature that vividly illustrates his desire to enhance Mercers' ride, comfort and handling.

Alongside the 1920s generation of Mercer Raceabouts, Mercer coachwork options included one of the most elegant sports touring cars of its day, which they termed simply the 'Sporting'. Its design was typically advanced, with its lightly barrel sided body perfectly extending the line of its hood and radiator, bringing with it both aesthetic and aerodynamic benefits.





## THE MOTORCAR OFFERED

Rarely do Mercers of any form arrive on the market, which makes us especially proud to present one in 'time capsule' original order. It is clearly a car that has been well hidden from the light of day, which has ensured that details such as its original deep grained leather upholstery and top remain intact in almost their entirety and in remarkably good order given their 90 year age.

According to the Mercer Roster produced in *The Antique Automobile* in the 1950s, 16210 was then the property of Edwin L. Griffin and is listed as having engine number 6177. Edwin Griffin was the President of the Tacoma Griffin Fuel Company, a concern established by his father. When the company was taken over by Edwin, it expanded considerably. Mr. Griffin had great foresight in the potential of the fuel oil business for domestic heating

and developed this extensively. By the early 1950s he had initiated pioneering day or night services of fuel oil, and his business was the largest of its kind in the Pacific North West. He was clearly a pioneer in the field of collecting automobiles, owning a Model J Duesenberg, a 1908 Palmer-Singer, a Stanley Steamer and a Locomobile among others. He was also a good friend of Ab Jenkins, and there are a number of contemporary images of them sharing their interest in historic automobiles.

Upon his death, the Mercer was advertised by Griffin's wife in the *Horseless Carriage Gazette*, and described as being in "first class shape. Upholstery and aluminum in excellent shape. Complete with original tools, nuts and bolts, and booklets." By first class, we imagine this meant as new, since the car has clearly not been restored. Its earlier and subsequent

history is not known at this time.

Acquired by the current owner two years ago, the Mercer has received the mechanical recommissioning it was in need of. While in the vendor's possession, it has been regularly used. It is noted to have surprisingly good performance; these Sportings give up little in performance to their Raceabout siblings. The 4-passenger aluminum coachwork is barely heavier than the Raceabout, with near identical mechanical specification.

At some point in its life, the Mercer has received a light blow over of paint in a primrose hue, but this aside the car appears to be an entirely unmolested, correct and original automobile which is more than deserving of close inspection.

**\$125,000 – 150,000**

**1960 PORSCHE 356B 1600 CABRIOLET**

Coachwork by Reutter

Chassis no. 154359

Engine no. 804145

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

90bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Recent exquisite mechanical and cosmetic restoration*
- *Upgraded to Super 90 engine specifications*
- *Believed to have been in one single owner's care for over 40 years*
- *Excellent open-top Porsche for Concours, tours or rallies*
- *Offered with Porsche Certificate of Authenticity and restoration file*

**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**

This spectacular 356B 1600 Cabriolet was completed on November 30th, 1960, and was finished in the handsome combination of Ivory over red leather, similar to how it appears today. The smart Cabriolet body was constructed by *Stuttgarter Karosseriewerk Reutter & Co*, Porsche's preferred coachbuilder until they began producing their own bodies in 1963. This beautiful Porsche is believed to have had just three owners since new, with the second caretakers, Pamela and Rick Hallisey of Toronto, Canada, owning the car for over forty years. Clearly true Porsche enthusiasts, the Hallisey's would own other air-cooled Porsches over the years, most significantly a matching 356B Roadster that Pamela drove often. The couple would use the Cabriolet offered here around their summer home, keeping it in climate-controlled garage during the winter.





At some point in the car's history, the original 1600 engine was replaced with a period Super 90 unit, the most powerful and desirable of the pushrod engines offered in the 356B, putting out a strong 90 horsepower. The benefits of the Super 90 included the improved horsepower rating, significantly swifter acceleration, and an elevated redline thanks to a counterweighted crankshaft, as well as improved cooling and lubrication systems. The car's original, matching numbers transaxle is still in situ.

Purchased by the consignor some years ago, the smart 356 Cabriolet has since undergone a comprehensive, two-year restoration, where every effort has been made to return the car to as delivered condition. The restoration was performed by Billy Smilovsky, and his team at Ontario, Canada based Engineered Automotive. Mr. Smilovsky, a noted Porsche

master technician, has worked for many years with Ludwig Heimrath as race crew chief on national level Porsche racing efforts. Along with a bare-metal repaint in the car's original Ivory finish after a careful acid-dip of the body, the 356 was fully reupholstered in the as-factory delivered red leather and interior trim. The Cabriolet's bright work and chrome, glass, rubber and seals were all refurbished or replaced. Mechanical aspects were also rebuilt and refurbished, including the Super 90 engine, transaxle, suspension and braking system. Included with the car is a meticulous cataloging of the restoration process and services performed, as well as its Porsche-issued Certificate of Authenticity.

This extraordinarily well-presented 356B offers a great opportunity to acquire a freshly restored show-quality example – and of course the 356B

is a model well-regarded for rallies or driving events. Having had few owners from new, and showing less than 69,000 miles, this splendid example of the Porsche 356B Cabriolet is ready for its next caretaker.

**\$140,000 - 180,000**  
**Without reserve**

Please note, this car is titled as a 1961.



**1995 LOTUS ESPRIT S4s COUPE**

VIN. SCCFD30C3SHF63141

Engine no. LN910950929051T

2,174cc DOHC Inline 4-Cylinder Turbocharged Engine

Electronic Fuel Injection

300bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- *Late specification Lotus Esprit*
- *Low mileage example*
- *Traditional Lotus livery*
- *Offered from the stable of a noted private collector*

**THE LOTUS ESPRIT S4**

Unveiled in 1987, the Peter Stevens redesign of the venerable Lotus Esprit saw the mid-engined rocketship's sharp edges softened, the interior revamped and the mechanical specification improved. Indeed, the Esprit was now a genuine supercar contender, with over 160mph available from the Special Equipment model of 1989, largely thanks to the adoption of a water to air intercooler on the 2.2-liter four. In 1993, Lotus further updated the Esprit with exterior styling by Julian Thompson. Relatively minor changes to the front and rear bumpers, side skirts and a new wheel design were nicely resolved and the Esprit's dramatic styling was suitably updated for a new decade.

It wasn't until 1995 that the mechanical specification came in for change; when the S4 was replaced by the S4S power jumped to 300bhp, with 290 lbs./ft. of torque on

tap. To achieve these figures, Lotus made changes to the cylinder head, enlarged the inlet ports and fitted an updated ECM and Garret AiResearch T3/60 turbocharger. This added up to serious on road performance, with 0-60 mph dispatched in a mere 4.6 seconds on the way to a top speed of 168 mph – impressive numbers in anyone's language. Equally impressive was the handling, with a 0.91g figure achieved on the skidpan. The S4S was distinguished by the larger rear wing from the Sport 300, new OZ five-spoke alloy rims and Brembo brakes, having the distinction of being the end of the line for the four cylinder Esprit. Despite its age, *The Autocar* magazine loved the new Lotus, concluding with the comment: "...the Lotus Esprit S4S is, for the moment, the most complete British sports car – period."

**THE MOTORCAR OFFERED**

Looking every bit the archetypal British Sports Car, this Lotus sits in rich dark 'racing' green paint (code 804) on alloy rims and with a warm 'biscuit' interior (code XX10). Manufactured by Lotus Cars works in September 1995, the Esprit S4S was originally imported to the U.S. and its tags confirm it to have been officially federalized. It has covered a modest mileage accrual of just under 27,000 miles from new, all that in nearly 20 years of potential road time. Not surprisingly the car is extremely clean throughout, from its updated Momo wood rimmed steering wheel and faux wood door trims to its full leather trimmed cabin. The external paint finish remains very tidy for its age.

The car is offered from a private collection of a true enthusiast whose cars are enjoyed and maintained whenever required. In



recent years, the car has been domiciled in the dry climate of California. The car was acquired from its original owner in 2011 and immediately subjected to a thorough professional recommissioning at a cost of some \$10,000, for which receipts are on file. Since then it has been regularly exercised, including faultless completion of the popular Texas 1000 and NorthWest Passage 1000 Mile Rallies organized by Rich and Jean Taylor's Vintage Rallies company. Testament to how well these cars stand as a design icon, the car was invited to the 2012 edition of The Quail - A Motorsports Gathering in their Supercar Class.

To enhance the enjoyment of its already sensational driving experience, the stereo has been uprated to a more modern Alpine unit with Blue Tooth. The Lotus is offered with its tool kit, manuals and car cover.

With great looks, a clean CarFax, unbelievable performance, low miles and fresh maintenance, what more could one ask for?

**\$40,000 - 50,000**

**Without reserve**



## 1975 PORSCHE 911 CARRERA 2.7 COUPE

Chassis no. 911 560 0414

Engine no. 6650569

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

- One of only 518 Euro Carrera MFI Coupes produced in 1975
- Technically similar to the 1973 Carrera RS icon
- Retains its matching numbers original 2.7 Bosch MFI engine
- Low original mileage from new
- Highly optioned and offered with books and tools



### THE PORSCHE 911 CARRERA

The legendary Porsche 911 RS of 1973 resulted from the factory's realization that the weight of its top-of-the-range 2.4-liter 911S production model restricted its development potential for racing. Therefore, it was decided to produce and homologate a special lightweight variant for competition purposes. The result was the 1973 Carrera RS (*RennSport*), which featured thinner-gauge metal in its doors, roof, trunk lid, and floors.

When the homologation targets had been met – and considerably more consumer demand satisfied than the 500-car production threshold specified for FIA homologation – the lightweight RS was discontinued after 1,590 units had been built. However, the Carrera name continued on Porsche's top-of-the-range model, and a limited number of high-performance lightweight Carreras emerged

from 1974-1976 for European markets only. These "Euro Carreras" as they came to be known retained the legendary Type 911/83 2.7-liter, 210bhp engine with Bosch mechanical fuel injection (MFI), the same engine as fitted to the legendary 1973 Carrera RS 2.7 homologation special. They had the benefit of being offered in the fully trimmed new style 911 body shell, with a specification more akin to the M472 'Touring' designation of more opulently equipped '73 RS's. The tail spoiler was an option, and a Targa version of the Carrera 2.7 MFI was also offered.

In total, 1,647 Euro-spec MFI Carrera coupes were built during this three-year run, along with 631 Targas, for total production figures not vastly outnumbering that of the original 1973 Carrera RS. A US-spec Carrera was also offered, but with the vastly inferior CIS

K-Jetronic injection system, it was down nearly 50 horsepower from the Euro-spec model, and thus simply wasn't an apples-to-apples comparison.





## THE MOTORCAR OFFERED

According to marque historian and legendary Porsche Le Mans racing icon Jürgen Barth, this 1975 911 Carrera Coupe was originally painted in the special order color of Ice Green Metallic over Black Leatherette. A nicely optioned car from new, it was fitted with factory extras including forged alloy Fuchs wheels with 7Jx15 fronts and 8Jx15 rears (M401), a higher powered battery (M197), black headliner (M469), the five-speed gearbox (M481), and tinted glass (M568). Dunlop Tires were fitted on the wide factory Fuchs.

One of only 518 "Euro" Carrera Coupes produced during 1975, this wonderful Carrera retains its matching-numbers original 2.7-liter MFI engine, and is offered with books and tools along with a spare wheel and a spare key. A low-mileage car from new, the Carrera was in single ownership for nearly

two decades in Southern California, prior to which it had resided with another Southern California enthusiast owner. A binder of carefully preserved receipts for various maintenance and service work document attention lavished upon the Carrera back to 1997.

An extremely thorough cosmetic restoration was performed in 2012, during which the Porsche was painted in the period Porsche factory color of Lime Green. In this undeniably striking hue, a subtle entrance anywhere is all but impossible; the Carrera truly invites competition and the envy of all onlookers. Body and paintwork were entrusted to Cooper's Classy Car Care of Santa Ana, California, and their extensive efforts to get the cosmetic presentation just right are extensively cataloged in multiple receipts. Interior components were renewed

as needed with parts sourced from Autos International. It is understood that the engine, gearbox, and MFI pump were all previously rebuilt, though receipts for this work are unavailable.

Once finished, the Porsche was enjoyed on the road as well as being shown occasionally at PCA Concours events; it also was the recipient of a 2nd in class award at the Dana Point Concours d'Elegance in Southern California. With limited production numbers, a technical specification virtually identical to the 1973 Carrera RS, low original mileage and an exciting color combination, this striking Euro Carrera is one of the fastest appreciating classic Porsche models, and for good reason. This one is undoubtedly one of the finest available in the world today.

**\$280,000 - 340,000**

124

## 1968 BMW 2000 CS

Coachwork by Karmann

Chassis no. 1108807

Engine no. 1108807

1,990cc SOHC Inline 4-Cylinder Engine

120bhp at 5,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully restored example in excellent color combination*
- *Matching numbers, manual transmission example*
- *Complete with history file, jack and tool kit*
- *Known history back to 1976*
- *Exceptional example of Wilhelm Hofmeister's smart 1960s Coupe*



### THE BMW 2000 C SERIES

The BMW “New Class” Series of cars were introduced in 1962. These compact, well built and fun to drive cars became a benchmark for this type of car for decades to come.

The 2002 variant, which was most famous in America, remains a cult car today. The excellent chassis featured rear wheel drive with fully independent suspension and front disk brakes. The fine four-cylinder BMW powerplant, in its final evolution as a two-liter, was most potent and tunable, and the cars were well known for many racing exploits both in Europe and in the US.

BMW wanted to offer a more upscale GT type Coupe based on the “New Class” platform, so they turned to German coachbuilder Karmann to produce the bodies for the 2000 C series.

The new Coupe was penned in house by BMW's legendary designer Wilhelm Hofmeister,

famous for the *Hofmeister-Knick* -- the iconic upwards kink on the lower window-line of the C- or D-Pillar found on most BMW's to this day.

The stylish new Karmann-bodied coupe bodywork, combined with BMW's brilliant two-liter overhead-cam engine, made a compelling package and its sales were only hampered by its premium price. The 2000 C would eventually serve as the basis for the legendary BMW E9 coupes.

### THE MOTORCAR OFFERED

One of very few good examples remaining today, this smart 2000 CS presents extraordinarily well inside and out, and boasts a very thoroughly documented ownership history. Believed to have been delivered new to Italy, the BMW was by 1976 owned by Milanese resident Meroni Ugo Teresio. Copies of the car's Italian road registration from this time can be found in the accompanying history file. In 1983, the 2000 CS was sold to Swedish BMW enthusiast Jan-Olof Ekelin. Ekelin, an avid member of the Swedish classic BMW club, would soon embark on a restoration of the aging sports coupe. The work included a careful repaint, engine rebuild as well as refurbishment of many of the car's mechanical aspects. Details of this very thorough work are also present in the history file.

After Mr. Ekelin finished the work, he entered the sporting BMW in various Swedish





Concours events, where many awards were garnered over the ensuing years. In the summer of 1999, Mr. Ekelin sold the car to an American enthusiast who would keep the elegant 2000 CS as part of his comprehensive BMW collection for the next 14 years.

Offered from a prominent Northeast collection of fine European sports cars, it would be difficult indeed to locate a better example of this rarely seen and highly sophisticated German sports coupe. The extensive history file should be of great interest, and speaks to the careful attention this car has benefitted from; a close inspection of the car itself reveals the quality of restoration and care it has enjoyed. Recently serviced by Steven Babinski's award winning Automotive Restorations, Inc., this extraordinary, matching numbers BMW is ready for its next caretaker.  
**\$50,000 - 60,000**





**1940 OLDSMOBILE DYNAMIC SERIES 70 STATION WAGON**

Coachwork by Mid-State Body Company

Chassis no. G392457

Engine no. G159096

230ci L-Head Inline 6-Cylinder Engine

95bhp at 3,200rpm

3-Speed Manual Transmission

Four-Wheel Semi-Elliptic Leaf Springs with Semi-Floating Hypoid Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Unique, one-off Woody Wagon on a Dynamic chassis*
- *Built by the same company that built factory bodies for GM*
- *Lost for 30 years in a Pennsylvania barn*
- *Little used since the completion of its restoration*

**THE OLDSMOBILE DYNAMIC SERIES 70**

Introduced for the 1939 model year, the G-Series 70 slotted neatly between the bottom of the line F-Series 60 Six and the top of line L-Series 90 Eight. Featuring a 120 inch wheelbase shared with the L-Series and the reliable straight six from the F-Series, a variety of body styles shared with the larger L-Series were offered including four two-door models and a four-door Sedan. The G-Series 70 proved to be a hit with more of that Series produced in '39 than the F- and L-Series cars combined.

For 1940, the antepenultimate year of passenger car production prior to WWII, the letter designations were dropped in favor of names. The bottom of the line F-Series became the Special, the top of the line L-Series became the Custom Cruiser and the middle range L-Series took on the Dynamic moniker. The Dynamic soldiered on with its 120 inch

wheelbase, which was now four inches shorter than the Custom, but the engine was unchanged and the body style offerings also continued unabated. Proving to be Olds' best seller for the second year running, nearly 80,000 Dynamics would roll off the line in 1940.

**THE MOTORCAR OFFERED**

The Station Wagon body was only offered by Oldsmobile on the bottom of the line Special 60-Series. Sharing its wheelbase and dimensions with the Chevrolet Special Deluxe Wagon, it offered the brand engineering for which GM was famous. As was the standard practice then, coachbuilding for special models such as the model-intensive Wagons was contracted out to outside body companies. One such company was Mid-State Body Company in Waterloo, New York had been building custom commercial bodies, including special wagons, on GM chassis for years before the General formally contracted Mid-State to manufacture the wagon bodies.

This Olds appears to be a one-off custom featuring the station wagon body found only on the 116 inch wheelbase Special chassis mounted on a longer 120 inch wheelbase



Dynamic frame. The work is of course up to factory build standards as the body was manufactured and fitted by the very company producing the bodies for plenty of other GM wagons.

The only known Dynamic Station Wagon almost went completely unknown, however, as it ended up tucked away in a barn in Chambersburg, Pennsylvania from 1958 until 1988 when it was discovered by J.W. Norman, also of Chambersburg. The barn in which the wagon was hidden was slated for demolition and Mr. Norman, a local enthusiast had spotted the car parked on a construction trailer sitting on the site. A deal was quickly struck for the car and off it went to its new home.

Not having run since 1958—as indicated by its most recent, dusty 1958 Pennsylvania

registration tag—just an oil change and club and point job was needed to bring the car back to life.

Following its discovered nearly 27 years ago, the Olds was completely restored—a process that took about two decades. The original wood was retained as much as possible while the leatherette upholstery and very hard to find parchment type interior panels were also saved if they were serviceable.

The wagon appears in none of the dealer material from 1940, but a mid-year factory sales folder entitled, “A Deluxe Station Wagon by Oldsmobile” seems to allude intended purpose of this wagon as a design study for a future model that would never be. The body tag decodes to indicate that the car was originally a two-door, five-passenger sedan but given that

no style number existed for a model that was not produced, this is unsurprising.

Barely used since its restoration, today it stands as a wholly unique woody. Documented in the Oldsmobile Club of America’s June 1988 issue of *Journey With Olds*, you’re certainly guaranteed to never run into another one!

**\$75,000 - 100,000**  
**Without reserve**



**1959 MERCEDES-BENZ 190SL**

Chassis no. 121040-10-9500421

Engine no. 121921-10-9500449

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Matching numbers example*
- *Exceptional restoration*
- *Full set of factory luggage*
- *Offered with factory tools and books*
- *Attractive European Roadster for the connoisseur*

**THE MERCEDES 190SL**

In 1954, Mercedes displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop. This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL 'Gullwing'. While the 190SL featured a carbureted 1.9 liter inline four cylinder engine compared to the 300SL's direct-injected 3 liter slant six, they shared a basic engine design, suspension system, and a level of detail and craftsmanship that defines Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, was paired with a fully synchronized 4-speed transmission that sent power to the rear swing axles. The 190SL implemented the same suspension systems as the 300SL, affording it confident handling and drivability.

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and thorough yet restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL as well, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels.

While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success – selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important part of the culture of small roadsters in the 1950s, as it demonstrated how luxurious the platform could be.

**THE MOTORCAR OFFERED**

Built in the first half of 1959, this 190SL was ordered with the optional transversely mounted third seat. Offered for sale fresh from a comprehensive restoration in Europe, this 190SL is presented in the handsome combination of dark grey metallic over a new tan leather interior. Under the hood, the level of care in the restoration is immediately recognizable in the materials and colors used – a trait evident throughout the car. This stunning roadster features a complete tool kit, full set of books, and a tartan-lined fitted luggage matching the interior. This vehicle offers a great opportunity to purchase an outstanding example of this charming and iconic roadster.

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





## 1922 WILLS ST CLAIRE MODEL A-68 RUMBLE-SEAT ROADSTER

Chassis no. 6336

Twin Over-Head Cam V-8 Engine  
Dual Throat Updraft Zenith Carburetor  
67hp ALAM Rated  
3-Speed Transmission  
Rear Wheel Mechanical Drum Brakes

- *One of the most technically sophisticated cars of its day*
- *Stunning overhead cam V-8 engine*
- *Stylish and sporty roadster coachwork*
- *A highly correct example of a rare machine*
- *A Hispano-Suiza aero engine in miniature*



### THE WILLS SAINTE CLAIRE

Engineer C. Harold Wills was the chief designer of the Model T Ford and a key figure in the rise of the Ford Motor Co. An expert metallurgist, Wills introduced Henry Ford to vanadium steel, which contributed greatly to the Model T's legendary durability. Wills also designed the famous Ford script logo. In 1919, Wills left Ford on his own volition, departing to design and manufacture his own automobile.

Wills used the \$1.5 million he'd received in severance from Henry Ford to help capitalize on his new car. Wills named his automobile the Wills Sainte Claire, after himself and the river that ran near his new Marysville, Michigan factory. The Canada grey goose, a bird greatly admired by Wills, was portrayed on the new car's radiator ornament.

Drawing inspiration from Hispano-Suiza WWI

aircraft engines, Wills designed an advanced 265-cid monobloc V8 with two overhead camshafts for his new car. Precise bevel drive gears improved upon the noisy straight gears of the Hispano design, making the Wills' V-8 whisper quiet. The motor would be fed through a dual throat carburetor, and it exhibited the excellent response one would expect from such an advanced design.

Castings of molybdenum steel, a Wills development, helped keep the 121-inch wheelbase Wills Sainte Claire light and nimble. Starting in 1925, Wills offered a SOHC 6-cylinder engine alongside the V-8. More than 12,000 Wills Sainte Claire cars were produced between 1922 and 1927, the year production ceased. Wills' admiration for the engineering of Hispano-Suiza was reflected in the flying goose logo of the company.

Unfortunately Wills' passion and perfectionism did not benefit his business model. He constantly shut the production line so he could make improvements. His V-8 masterpiece was incredibly expensive to produce and the low output of the company would never yield a profit. Wills would fade away in 1927, with some of his team helping to develop the Ruxton front drive car.

Due to their high quality and amazing technical specification, Wills St Claire cars have always been prized collectors' items. William Harrah, J.B. Nethercutt, and Briggs Cunningham all had fine examples of Wills cars in their collections. The Wills represents a level of technical sophistication not seen in other American cars of this time period.





## THE MOTORCAR OFFERED

The Model A-68 V-8 Rumble-Seat Roadster offered here is one of the 2,162 Wills Sainte Claire cars produced during 1924. The Roadster was designed to be the performance showcase for the V-8 engine. A lightweight and nimble car, the model featured high ratio gearing to better harness the performance of the motor. The body was clean and the styling up to date for the early 1920s. Wills differentiated his cars with some novel visual features such as the distinctive headlamps and the drivers courtesy light, which faired into the cowl.

This good example is an older restoration of what was clearly a well-loved car. Though the restoration has aged a bit, the car still presents very well. The wonderful V-8 engine runs well and the dual exhaust system produces a throaty V-8 note. The car has many special options and accessories including original

Wills bumpers, golf club bracket and a novel mechanical directional system. The Wills includes a full set of side curtains.

All Wills Sainte Claire models are CCCA Full Classics™. The Wills Sainte Claire Club maintains a museum, located near the original factory site, dedicated to preserving the intriguing history of C. H. Wills and his exceptional car. Rare and possessing one of the most sophisticated powerplants of its day, Wills Sainte Claires have been the treasured parts of many prestigious collections. These cars seldom come available on the open market and this is a tremendous opportunity to acquire one of the most original examples of the highly sought after model.

**\$110,000 - 140,000**



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## 1936 BENTLEY 4¼ LITER TOURER

Coachwork by Horsfield of Halifax

Chassis no. B 49 GP

Engine no. U 2 5K

4,257cc 6-Cylinder Overhead Valve Engine

Twin SU Side-Draft Carburetors

100hp (Approximate)

4-Speed Synchromesh Transmission

4-Wheel Servo Boosted Mechanical Brakes

- *Sporting example of the “Silent Sports Car”*
- *Attractive Vanden Plas style coachwork*
- *4¼ Bentleys are easy to drive and have great performance*
- *Inexpensive entry into the world of vintage Bentley motoring*



### THE DERBY BENTLEY

By the end of the 1930s the Derby Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments. Not the least of which was in 1936, when an increase in bore size upped the capacity to 4,257cc, a move that coincided with the adoption of superior Halls Metal bearings. This new engine was shared with the equivalent Rolls-Royce – the 25/30hp – and, as had been the case with the preceding 3½-Liter model, it enjoyed a superior specification in Bentley form, boasting twin SU carburetors, raised compression ratio and a more sporting camshaft. Thus the new 4¼-Liter model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes. It was the construction of modern highways in Continental Europe, enabling cars to travel at

sustained high speeds that had prompted the introduction of the Halls Metal bearings. It would lead eventually to the adoption of an overdrive gearbox and improved lubrication system on Bentley's peerless Grand Routier, improvements which coincided with the introduction of the M-Series cars in 1939.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles.

### THE MOTORCAR OFFERED

Bentley 4 ¼ B 49 GP was delivered by Pass and Joyce to H.C. Bradley of Wolverhampton as a Park Ward Saloon, bearing registration number DRF700.

Though practical in period, the saloon coachwork was not the best to highlight the Bentley's sporting potential. Sometime in the 1950s the Park Ward saloon coachwork was replaced with the attractive Vanden Plas style tourer the car wears today. Produced by noted coachbuilders Horsfield of Halifax, the body is well made and skinned in aluminum, fitted with four razor-edge cycle fenders that complement the sporty character of the coachwork.

Extensive receipts indicate that the car was used regularly in England until 1984 when it was acquired by a New Hampshire based collector. While in England it was regularly serviced by the



best Bentley specialists including Jack Barclay, HR Owen, Adams and Oliver, and British Motors in Paris. The Bentley lived in the same New Hampshire ownership until just recently.

Offered here in good running but older restored condition, the paintwork on the Bentley's body presents nicely and the Adams and Oliver upholstery is in good order. The balance of the car is in driver condition, what some prefer on a sporting Bentley. The car is offered with original receipts and the owner's handbook.

This Bentley offers a real vintage Bentley look and experience at a very reasonable price. Most agree these are some of the most usable, modern and easy to live with pre-war sports cars and with its light coachwork this should be a most enjoyable machine.

**\$95,000 – 125,000**





*Ex-EMF factory racer, 3rd place Tiedeman Trophy at the 1911 Savannah GP*  
**1911 EMF “30” TWO-SEAT RACER**

Chassis no. 37361

Engine no. 37361

4-Cylinder Side Valve Engine

Twin Spark Magneto Ignition

Single Updraft Carburetor

3-Speed Sliding Gear Transaxle

Live Axles Semi and Full Elliptic Springs, Hartford Shock Absorbers

2-Wheel Mechanical Brakes

- A genuine, fully documented and verified pre-WWI factory racing car
- Third place in Tiedeman Trophy at the 1911 Savannah GP
- Highly usable car eligible for countless events
- Great for vintage racing and brass era touring
- Long-term ownership never before offered on the market



### THE EMF “30” RACER

The early days of motor racing prior to 1914 hold a particular fascination today. The stripped down brutish racing machines are held in mythic status, representing the pure embodiment of man and machine and showing the bravery and character of the men who piloted them. Unfortunately today few genuine machines of this important period survive. The few that have are usually part of major Museum collections and rarely see any time on the track. We are therefore pleased to present here a true, documented pre-World War I factory racing car for auction.

Built in the heart of American motor land, Detroit, Michigan, the EMF was named after the three founders of the company: Barney Everitt, William Metzger and Walter Flanders – the initials of their last names combining to EMF. All were experienced in the motor

industry; Everitt as a coachbuilder, Metzger as a salesman at Cadillac and Flanders, the production manager with Henry Ford.

The first EMF appeared in 1908, at about the same time that the Ford Model T made its debut. The two manufacturers were clearly aiming for the same market, although EMF was perhaps slightly up-market from Ford. The first EMF car was a 30hp – as were all subsequent models – and drove through a three-speed, sliding gear transmission in the rear axle. Production of this model peaked at 15,300 units in 1910 but a major fall-out between the three partners saw this independent marque absorbed into Studebaker in 1912, all later models being marketed under that banner.

By 1911 the brand had gained some market share and was looking for ways to tout its

products. Motor racing had proved an excellent sales tool. After all, there was no better way to show your car's speed, reliability and even sexiness than to take it racing. Up until this point, however, most of American racing was the domain of huge, specially-produced behemoth racers. These powerful racers shared little with the production cars they represented. EMF did not see the benefit of this sort of racing for their product but a new series of stock car type racing was emerging.

The new races that featured production-based racers were dubbed 'light car races' due to the reduced capacities compared with the typical giant-displacement racers of the period. This racing would be competitive, as it would put manufacturers against one another in machines that related more closely to what was available at the dealership. This was the beginning of





stock car racing in America, a format that would dominate American racing.

In 1911 the most prestigious event for this class of car was the Tiedeman Trophy Race held in Savannah. Savannah in 1911 was the largest motorsports event in the country, hosting the Vanderbilt Cup, The American Grand Prix and the Tiedeman Trophy. An impressive field of the world's finest drivers and cars were attracted to the event. More than 500,000 spectators came to see this premier international motorsports event.

For the 1911 Tiedeman Trophy, EMF prepared a team of three factory "30" Racers, which were all built on a chassis that EMF bragged as being pulled "right off the production floor". Chassis numbers 37859, 37430 and 37361 were selected for the team of racers to be entered. The cars were carefully prepared and equipped with the

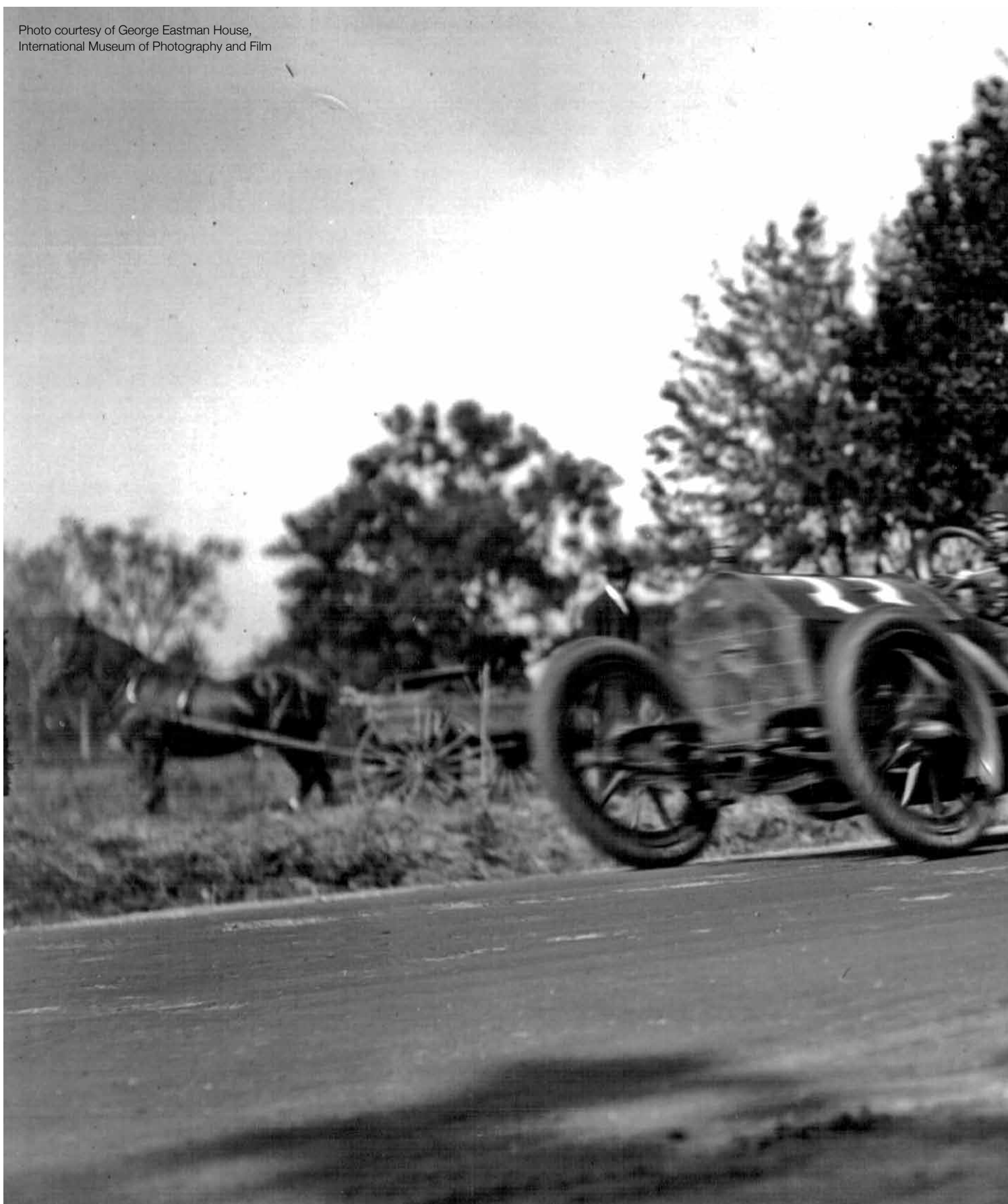
minimal bodywork of a racer for that time period: a pair of bucket seats, large-capacity fuel tank and supplemental engine oil tank was all the bodywork needed. As this was a two-man race, each driver would have a riding mechanic. The mechanic's duties were maintaining the hand-pumped fuel pressure, supplying fresh oil to the crankcase, changing the inevitable puncture and any unexpected repairs.

The EMF racers were equipped with additional instrumentation, two spares, a radiator stone guard, tall axle ratios and fuel and oil hand pumps. The EMFs were handsomely finished in a dark blue racing livery with French grey numbers.

The careful preparation paid off for EMF, and the race at Savannah was a huge success. The three entered cars finished in 1st, 2nd

and 3rd place. They nearly broke the world record for their class, missing by only a few minutes. Best of all, the cars all finished having suffered no reliability issues. This was the type of performance the company was hoping for – a perfect showcase of the performance and reliability of the EMF motorcar.

Photo courtesy of George Eastman House,  
International Museum of Photography and Film









## THE MOTORCAR OFFERED

Factory racer number 33 offered here is the only surviving EMF factory-racing car and is believed to be the only surviving car from the Tiedeman Trophy. It was bought as a restoration project by the current owner in upstate NY in the late 1970s. At the time of discovery, 37361 was not recognized to be a racer, as the marque was not well-known for motorsports. Among the many boxes of parts, however, was a photo of the number 33 Savannah racer. Re-examining the unusual bodywork the owner began to think this could be that car.

At that point the mechanical restoration began, and the owner started to research his new acquisition. A break came at the AACA swap meet at Hershey Pennsylvania. An EMF enthusiast handed the owner a small original publication, in which the small history of the EMF Company was published in period. A

section documenting EMF's racing success at the Tiedeman Trophy in Savannah was present, and to the owner's surprise, EMF had published the serial numbers of all three racers that participated, 37367 driven by Jack Tower being confirmed. This article, along with the clear visibility of the EMF's original data plate and engine stampings, made very little room to dispute the authenticity of the car.

A lengthy restoration was undertaken to bring the car back to its 1911 Savannah racing glory. The first restoration was completed in the 1980s and the car began an active life on the vintage racing circuit. A frequent competitor in hill climbs like Mt. Equinox and Mt. Washington (it has made the ascent 14 times!), the EMF was also raced at the Milwaukee Mile, New Hampshire International Speedway and Lime Rock Park. The EMF was also invited to

participate in the Savannah GP re-enactment; the only original participant present among the impressive field of vintage racers.

After more than a decade of vintage racing the EMF was treated to a new restoration – this time with two decades worth of research in hand. The smallest details had been researched, even details like the striping of the transaxle being faithfully reproduced, returning the racer to its totally authentic 1911 configuration.

During the restoration the engine was rebuilt. New high compression ARIAS pistons and a fresh twin spark ignition were fitted. Breathing through a free flow racing exhaust the engine now makes noticeably more power than the stock engine. With its Hartford shocks, wrapped springs, transaxle and low weight the EMF is a nimble handling machine.



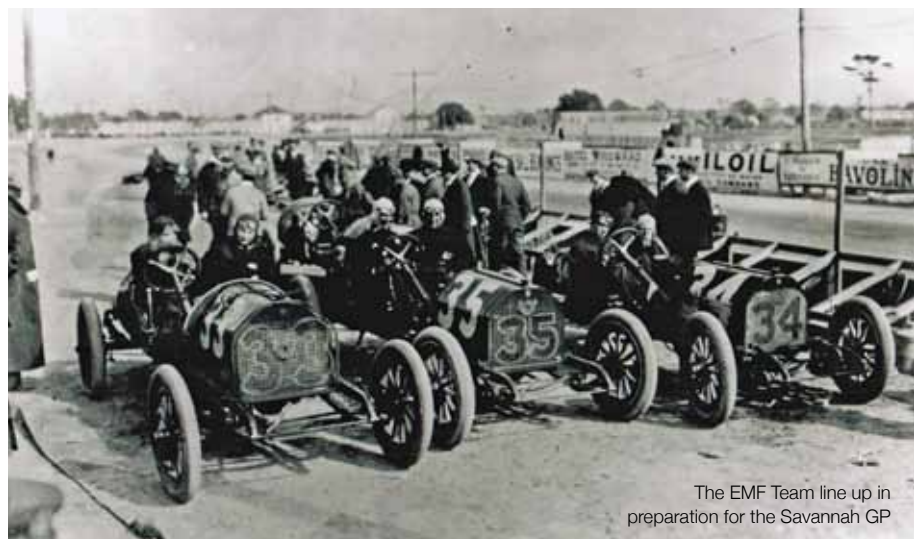


In the mid-2000s the freshly restored EMF made the rounds, attending prestigious Concours such as the Pebble Beach Concours D'Elegance.

Offered today in fine cosmetic and mechanical condition, this EMF is an appealing combination of a true vintage racer and a fun brass tourer. Equally at home on the racetrack as it is on an HCCA brass tour, this machine offers much of the fun and character of a Stutz Bearcat or Mercer Raceabout but with genuine period racing history. This special piece of American racing history is highly recommended.

**\$150,000 – 200,000**

Please note this lot is titled as Make: STU, Model: EMF 30.



The EMF Team line up in preparation for the Savannah GP

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2014 Cavallino Platinum award winning

## 1977 FERRARI 308 GTB COUPE

Chassis no. 23031

Engine no. 23031

2,926cc DOHC V8 Engine

4 Weber Carburetors

240bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Single ownership for more than 35 years
- US-delivery model in its original Rosso Chiaro paint
- Low-mileage, carefully preserved original example
- Desirable early production 308GTB
- Offered with original books and tools



### THE 308 GTB

The 308 GTB was the first model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the current 458 Italia. The 308 was introduced in 1975 at the Paris Auto Salon as a replacement to the Dino 246 and marked a shift in Ferrari's production from low volume models and coachbuilt cars to models with much wider market appeal. Their striking looks, good performance, and relative affordability made the 308 an outstanding success, with 12,004 examples sold over its 10-year production run. The 308 quickly became an icon, partly because of a 308 GTS that was the car of choice on a popular TV show, *Magnum, P.I.*, a choice that inextricably linked the 308 to 1970s and '80s popular culture.

For the body of this new line of V8 sports cars, Ferrari employed Pininfarina to design a new, contemporary coupe that followed

Ferrari's new design language introduced with the 365BB in 1974. Leonardo Fioravanti, who had also designed the Dino and Daytona, created this new aesthetic of muscular curves and hard lines that defined Ferraris for the next two decades. Scaglietti originally produced these bodies in fiberglass, however production was switched to steel after just 712 examples. Like the Dino 246 GT, the engine is mounted transversely above the rear axle, offering quick and agile handling and excellent weight distribution. The DOHC dry-sump V8 provides a performance advantage over the Dino and produces the unmistakable sound of a Ferrari V8. The tube-frame chassis features independent suspension and four-wheel disc brakes, with power transferred to the rear wheels through a 5-speed manual transmission controlled through Ferrari's iconic gated-shifter.

### THE MOTORCAR OFFERED

This 308 GTB, chassis 23031, was delivered to its original owner in 1977, who remained the custodian of car until 2013. Being a US-market model, 23031 features the emission control and safety systems required from the era. After leaving its original owner of 36 years, this 308 underwent comprehensive servicing and refreshing in preparation for the 2014 Cavallino Classic in Palm Beach, Florida. Along with mechanical servicing, the Cromadora wheels were repainted, the seats were recovered and the carpet was replaced, as well as other enhancements that ultimately led this car to win the coveted Platinum trophy at the Cavallino Classic – an award reserved for Ferraris scoring at least 95 points. The car is presented in remarkable condition with under 40,000 original miles and still retains its original Rosso Chiaro paint. This example comes complete with all of the original books,





the original tool kit, jack, emergency light and original Ferrari keychain. Along with these important accessories, a file detailing every service since 1990 is included, with all services carried out by the same certified Ferrari mechanic in Fort Lauderdale for 24 years.

This 308 GTB is an incredible Platinum-award winning example presented in its original color combination with many period-correct accessories and details. This car presents a rare opportunity to acquire one of the best examples of the iconic 308.

**\$90,000 - 120,000**



## 1961 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 875323

Engine no. R1462-9

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

- 323rd Jaguar E-Type Roadster built
- Rare and desirable external bonnet latched and flat floor
- Matching numbered head on engine
- Delectable and stylish British Racing Green over Suede Green color scheme
- Recent mechanical service by Jaguar specialists



### THE JAGUAR E-TYPE

At the 1948 London Motor Show, Jaguar introduced its first all-new post-war models, the Mark V and the XK 120. Featuring an all-new dual-overhead-cam straight-six engine, the XK 120 was the fastest car in the world at the time, reaching an incredible 132 miles per hour. The XK 120 proved to be a formidable racing and sports car and spawned the C-Type and D-Type racing cars along with the XK140 and XK150 road cars, all featuring versions of the XK engine.

At the Geneva Auto Show in 1961, Jaguar introduced a new generation of its legendary sports car, the XKE. Famously described by Enzo Ferrari as “the most beautiful car ever made”, the E-Type eschewed the lovely, more traditional styling of its predecessors for a new elongated profile with striking proportions. Covered inset headlights and

a small oval-shaped opening in lieu of a prominent chrome grille enhanced the clean, elegant design of the E-Type.

The E-Type offered performance to match its stunning looks, featuring a 3.8-liter version of the venerable and race-proven XK engine and other important technical features. The DOHC straight six produced 265 horsepower, which was delivered to the rear wheels through a 4-speed transmission and brought this British sports car to a top speed of 150 miles per hour. The E type also featured fully independent rear suspension and disc brakes at all four corners, with the rear brakes mounted inbound, an innovative setup derived from racing.

The Jaguar XKE is one of the most recognizable and desirable sports cars of the 1960s and within the XKE, the earliest ‘flat floor’ cars are

among the most coveted. These very early E-Types feature flat floors, outside-mounted bonnet latches, and welded bonnet louvers. After the first several hundred examples, the floor was modified to afford more interior space, the bonnet latches were mounted inside, and the louvers were stamped for increased manufacturing efficiency.





## THE MOTORCAR OFFERED

Manufactured on August 14th, 1961, this Open Two-Seater was the 323rd E-Type Roadster built. Finished in the classic combination of British Racing Green over a Suede Green leather, it was destined for the US market, it was delivered new to the Northeast. In 1971, 875323 was acquired for \$1,100 as an 18th birthday present for Jon Lenchner in Pittsburgh, Pennsylvania. Coming from the estate of a high school buddy's uncle, the car was reported to be in decent shape at the time. As a college student on a budget, basic maintenance was carried out as usual along with a repaint of the exterior and reupholstered seats. While away in college in Florida, Jon's parent's sold car in 1975 for \$750—likely the last time it would ever sell for a less than for what it was bought—to another Keystone State resident. The Jag seems to have remained in Pennsylvania as in 1994 it was acquired by an Erie, Pennsylvania

collector who would keep the car for a subsequent score of years.

The recipient of proper care and maintenance over the last 54 years, this rare Jaguar has recently undergone a comprehensive mechanical servicing by Jaguar specialists. Featuring all of the unique details found only on the earliest of E-Types, including the welded louvers, flat floor, and rear chrome beading, early door top chrome, this is a rare example of an external bonnet latch car that has not succumb to modification. This roadster has a lovely patina throughout and is ready to be enjoyed by its next owner. Offering an incredible opportunity to acquire a historically significant example of one of the most iconic and capable sports cars of the 1960s in inimitable original condition, get your t-keys ready and hit the road in style.

**\$300,000 - 400,000**



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## 1932 ALVIS 12/60 “BEETLEBACK” ROADSTER

Coachwork by Carbodies

Chassis no. 9649

Engine no. 5775

1,645cc 4-Cylinder Overhead Valve Engine

Dual SU Sidedraft Carburetors

56hp

4-Speed Transmission

4-Wheel Mechanical Drum Brakes

- *Legendary British prewar sports car*
- *Charismatic sporting “Beetleback” coachwork by Carbodies*
- *Well supported by an active club and spares scheme*
- *One of the last affordable pedigree vintage sportscars*
- *Seldom offered on the market*



### THE ALVIS 12/60

Engineer T. G. John founded the Alvis Company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminum pistons – ‘Alvis’. Manufactured by T. G. John Ltd. the first Alvis car, the 10/30hp, appeared in 1920. Conventional yet well engineered, the four-cylinder, side valve engine 10/30 was unusual among contemporary light cars for having a four-speed gearbox.

Beginning in 1922 and using the 10/30 as a starting point, newly appointed Chief Engineer Captain G. T. Smith-Clarke and Chief Designer W. M. Dunn created the car that effectively established Alvis’s reputation - the immortal 12/50. The 12/50 was powered by a new overhead-valve engine of 1,496cc, and on its competition debut at Brooklands in 1923 it secured a legendary victory in the premier 200-Mile event crewed by Harvey/Tattershall. The production version went

on sale later that same year priced at £550. A model of exceptional importance for Alvis, the 12/50 remained in production, updated and improved, until 1932, by which time it had grown in engine capacity to 1,645cc.

In 1931 the 12/50 was joined by an even sportier partner, the 12/60hp. Introduced in 1931, the 12/60 came with a raised compression ratio and twin carburetors, modifications that raised its maximum power to 56bhp. A sports saloon, four-seater sports and two-seater sports were offered, the last clothed in graceful ‘beetleback’ coachwork. Testing a 12/60 ‘beetleback’ in 1931, *Motor Sport* found that the car could almost touch 80mph, yet was capable of returning 30mpg even when driven hard. Today, Alvis’s 12/50 and 12/60 are among the most highly sought after sports cars of their day, with an enthusiastic following worldwide.

### THE MOTORCAR OFFERED

This 12/60 has a known history since the 1940s. Its owner since 1961 was I. M. Patel, who imported the car to Canada in 1988. Ishmael Patel was a Professor of Geology at the University of New Brunswick in St John, NB, Canada, who wrote a brief background of the car:

“01/45: Owner: W. D. Redfern, Llanfairfechen, (North coast of Wales). Date taken from correspondence between Redfern and F. C. Brown (Alvis Ltd). Moved from Bradford to Knaresborough (Yorks.) in 1950 and finally to Llanfairfechen in 1953.

?/57: Owner: A.B. Acton, Bangor, North Wales (West of Llanfairfechen). Dates from Correspondence, etc. with Alvis Ltd. Lots of work done to Steering, Springs, Body. 05/61: Owner: I. M. Patel, London and Hadley (Surrey), to Saint John, NB, Canada. Used





I.M. Patel with the Alvis in the 1960s.

extensively from 1961 to 1966. Car was ready to be shipped but because of dock workers strike in Canada, I had to leave the car with Jack Wilson in Caterham, when I immigrated to Canada in June 1966. The car was collected by John Milner and after a couple of temporary . . . and a badly damaged engine it was finally taken over by N.H. Taylor in 1969. The original damaged engine (#10099) was replaced by engine #5775 in 1969. The wood frame and body panels were rebuild (sic) by Hightone Restorations Ltd. and cycle wings fitted in 1984. N. A. Taylor took part in 1985, '86, '87 International Alvis Day and won 2nd place in the Vintage Class in 1985 and 1986. The car was regularly used by Nat Taylor till May 1988 when it was finally shipped to Canada after almost 21 years! I collected the BB (Beetle Back) at Halifax Dockside and after fixing a jammed starter motor, drove it to Saint John (350 miles)

at average 55 mph! The car is used whenever weather allows."

This 12/60 'Beetleback' was acquired by the present owner in 2006 and since then the Alvis has been subject to a comprehensive restoration. A bare metal re-spray in black and contrasting grey was recently finished. The interior has been re-trimmed in red leather to an authentic scheme and the top has been redone in a high quality Charcoal fabric. The Alvis has been returned to a high level of cosmetic and mechanical condition.

Included with the car are extensive and detailed service and restoration history files, British registration papers, a continuation log book issued to Mr. Patel, an original 12/60 manual and an Alvis Register Rebuild Manual.

**\$75,000 - 95,000**



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## 1963 AUSTIN-HEALEY 3000 MK II BJ7

Chassis no. H-BJ7L/24168

Engine no. 29F-RU-H5054

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- *Charming example of the classic “Big Healey”*
- *Matching numbers as confirmed by Heritage Certificate*
- *Highly equipped with desirable options*
- *Older restoration still holding up quite well*
- *A great tour car or Sunday driver – with room for four!*



### THE AUSTIN-HEALEY 3000

Unveiled in March 1961, the MK II version with restyled grille and bonnet intake was the last 3000 available as a two-seater, the 2+2 option having been for years the more popular, while engine improvements in the form of triple SU carburetors and a revised camshaft liberated an extra 8bhp. From November 1961 the 3000 was equipped with a new gearbox, a development which at last moved the gear lever to the center of the transmission tunnel. In January 1962 the twin-carburetor MK II Convertible (or MK IIA) appeared: a 2+2-only model boasting long overdue refinements such as wind-up windows, swiveling quarter-lights and fixed foldaway top. MK II production ceased after 5,095 2+2s and 355 two-seaters had been built through 1963; the succeeding 3000 MK III was introduced that year.

### THE MOTORCAR OFFERED

This very attractive example of the 2+2 “Big Healey” BJ7 left the factory in May 1963 destined for the North American market, where it is recorded as having been dispatched in June the same year. Details of the car’s early history are not known, though it is indicated as having been a “Personal Export Delivery” on its Heritage Certificate, indicating that it was likely toured in the UK and possibly on the Continent by its original owner prior to coming to the US. The 3000 was well-equipped with factory fitted equipment including wire wheels, a heater, adjustable steering column, laminated windscreen, overdrive, a tonneau cover, and the desirable R902T radio.

At a later stage, the 3000 made its way to Japan, where it formed part of a Japanese museum collection. Eventually the 3000 returned to the US, where it was purchased by the consignor several years ago out of Southern California.

Attractively outfitted and well-optioned, the Healey presents quite well as an older restoration in its attractive two-tone dark blue over ivory with a neatly contrasting blue vinyl upholstery over red carpets. Much of the brightwork has been renewed, including the wire wheels, while it appears that the top’s rear window was replaced. Offered with its Heritage Certificate, as well as its spare wheel, owner’s manual, tonneau cover and top boot, the Healey is described by the vendor as a capable driver with solid and straight panels that still show well after over half a century. A charming example of the classic Healey 3000, this car should provide much more enjoyment to its next keeper.

**\$40,000 - 50,000**  
**Without reserve**



*All proceeds to benefit the Autism Speaks charity*

## 1930 FORD MODEL A DELUXE 5-WINDOW COUPE

265ci Chevrolet OHV V8 Engine

Single Downdraft Carburetor

165hp (Estimated)

3-Speed Manual Transmission

Solid Front Axle with Transverse Semi-Elliptic Leaf Spring and Live Rear Axle with Transverse Leaf Spring

4-Wheel Hydraulic Drum Brakes

- *Amazing story and still owned by its original builder*
- *Desirable five-window all steel coupe*
- *Vintage small block Chevy*
- *'50s style interior*
- *Charity lot with all proceeds going to Autism research*



The original owner/builder with his hot rod during high school, c.1960.



### THE MOTORCAR OFFERED

This traditional Five-Window hot rod has a remarkable story. It was purchased for \$48 by the present owner in 1956, on the owner's 14th birthday. The next three years were spent making it into a hot rod. Along the way he detailed everything done in a notebook that remains with the car to this day.

The Ford was fitted with an early 265 Chevy small block V8 and many changes were to the chassis, in order to handle the added power. 39/48 Ford hydraulic brakes were fitted to ensure reliable stopping.

The proud owner/builder used the car throughout high school. Unfortunately plans to go to college meant the hot rod had to be reluctantly sold in 1961 for \$300, eventually ending up in a barn near the New Jersey shore where it lived from 1966-1997. In 1997,

Paul Adams of Bantam, CT purchased the car and converted it into a '90s style "smoothie" street rod.

By the late '90s the original builder/owner desperately yearned to get his old hot rod back. After much advertising and searching he found the original body. The next seven years were spent acquiring the parts needed to bring it back to its original configuration. A 1955 Chevy 265ci V-8 was located and rebuilt by BBC Speed Shop of Linden, NJ with a proper Duntov style cam. The 39/48 Ford brakes were fully rebuilt. The '37 Buick Roadmaster transmission was rebuilt by Fisher Transmissions.

In 2007 it was given to Bob Outwater of Ringoes Rod Ranch in Ringoes, NY to reconstruct. By 2010 the car was reconstructed and driven to the owner's fiftieth high school reunion.

The owner is generously giving all of the proceeds of this special Hot Rod's sale to the Autism Speaks charity. Autism Speaks was founded in February 2005 by Bob and Suzanne Wright, grandparents of a child with autism. Since its inception, Autism Speaks has grown into the world's leading autism science and advocacy organization, dedicated to funding research into the causes, prevention, treatments and a cure for autism; increasing awareness of autism spectrum disorders; and advocating for the needs of individuals with autism as well as their families.

We do hope you will bid generously on this Hot Rod that has such an interesting story. This is an opportunity for a great authentic hot rod, as well as a chance to raise money for a truly important cause.

**\$30,000 - 50,000**  
**Without reserve**

*From the Estate of Jay Hyde, owned for more than 55 years*

## 1930 CORD MODEL L-29 TOWN CAR

Coachwork by Murphy & Co.

298.6ci L-Head Inline 8-Cylinder Engine

Updraft Schebler Carburetor

125hp

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes, with Inboard Front Brakes

- Rare custom bodied Cord L-29
- One of four L-29 Murphy Town Cars built, only short wheelbase to survive
- Famed Hollywood history car
- Remarkable unrestored and well-preserved example
- An ACD Club Category No.1 Certified car



### THE CORD L-29

Errett Lobban Cord introduced the L-29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines, the latter being totally redesigned that year. Powered by a straight-eight 'flat head' engine built by Lycoming – another of Cord's companies – the L-29 featured front-wheel drive, then much in vogue at Indianapolis. An avid race fan, Cord had been impressed by the performance of the Harry Miller-designed front-wheel-drive Junior 8 Special, and in 1926 purchased the passenger-car rights to Miller's fwd designs. Cornelius Van Ranst was hired to assist with development, and by November 1927 the first prototype was ready for testing and assessment by Fred Duesenberg, Cord's Chief Engineer. Staff designer Al Leamy contributed the stylish coachwork, which was underpinned by Van Ranst's X-braced chassis frame – the world's first.

Production of the new car, now dubbed 'L-29', commenced at the Auburn, Indiana plant in April 1929 with a two-day press launch in June. The advantages conferred by the L-29's front-wheel-drive layout, chiefly, a low centre of gravity and increased passenger space, were immediately apparent; while the freedom its low-slung frame gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic. Indeed, many connoisseurs consider the L-29 to be the most stylish American car of the period.

The L-29 was offered initially in Sedan, Brougham, Convertible Coupé and Phaeton versions, at prices ranging from \$3,095 to \$3,295. Unfortunately for Cord, just as his new baby was reaching dealers' showrooms the Wall Street Crash of October 1929 blew away

a huge proportion of his intended clientele. Despite a program of price cuts, sales never took off and the world's first practical front-wheel-drive production car was discontinued in 1932. Including cars supplied in chassis form to independent coachbuilders, only 5,010 L-29s were built, of which it is thought that around 300 of all types exist today.

Among all Classic Era automobiles, only very few Cords were actually supplied to coachbuilders, as a result of the timing of the depression and owing to the fact that Cord themselves offered factory body styles. This makes Custom bodied Cords not only exceedingly beautiful, but also incredibly rare.

Those that do survive, such as the Count Alexis de Sakhnoffsky Coupé, have always been prized.





## THE MOTORCAR OFFERED

Recently rediscovered after having been tucked away in the Pacific Northwest for more than half a century, Bonhams is proud to offer one of the most fabled, important and truly special Cords built from the Estate of Jay Hyde.

Jay Hyde's L-29 is one of a handful of coachbuilt Town Cars about which historians have eulogized and hypothesized almost since they were created. For as much in the past as today, they were connected with movie stars and all the mystique that surround them.

The story goes that Errett Cord, ever keen to garner publicity for his self-named brand particularly in the face of times of austerity, saw Hollywood as the perfect way to promote his new front wheel drive automobiles and worked to place them in the hands of those in the limelight to provide the needed exposure.

Historians including noted Cord expert Randy Ema and Dick Greene confirm that there are four surviving L-29 Town Cars known to have been built in this era by noted West Coast Coachbuilder, Murphy & Co. of Pasadena. Murphy & Co. were of course closely associated with Duesenberg, providing the lion's share of their coachwork in the late 1920s. The results were as fine a collaboration as there ever was between a manufacturer and a coachbuilder; the stylists at Murphy creating stunning Town Cars on the low slung front wheel drive chassis of the L29. Bold, rakish, menacing, refined, and svelte, all of these words spring to mind when one views these cars today. They truly encapsulate the Roaring Twenties and the Silver Screen. It is easy to imagine a star stepping gracefully from the rear compartment onto the red carpet, the celebrity seeming larger than life against the backdrop of the low profile of one of these Cords.

Two of the cast in this tale were John Barrymore and Dolores Del Rio, important actors who successfully traversed from the 'Silent' picture era to the 'Talkies' of the 1930s. It is said that the third was owned by another, lesser known actor Lola Montez and Cord himself owned the fourth.

John Barrymore was arguably the most famous of them all. Discovered by Warner Brothers following his successful portrayal of Hamlet and in the early movie version of *Dr. Jekyll and Mr. Hyde* Barrymore joined Warner Brothers Studio in 1924, moving onto MGM subsequently where he appeared alongside Greta Garbo in *Grand Hotel*, among other notable movies. Unfortunately, his latter days were tainted by reports of his volatile nature and alcoholism which he ultimately would die from. Lola Montez's star seems to have shone



more briefly, while Dolores Del Rio had the longest career of all. Born in Durango, Mexico in 1905, she enjoyed both a Hollywood career in the 1920s and 1930s, before returning to her home and becoming a star of Mexican Cinema in the 1940s and 1950s. In this first stage, she was noted for her roles in the silent films *Resurrection and Ramona*. She was held in such high esteem that she was one of the famous actors who United Artists brought together for The Dodge Brothers Hour radio show at Mary Pickford's home, where her rendition of the song *Ramona* clearly showed her capability for the new era that was confronting these actors. Her 1930s credits included the famous Astaire and Rogers film *Flying Down to Rio*, *Madame du Barry* and *Bird of Paradise*, but even her star began to fade as the decade drew on. In the era of these Cord Town Cars, she was married to Cedric Gibbons,

the famous designer who created the Oscar statuette and was also a Duesenberg owner - so this couple would certainly have appreciated the great styling. A relationship with Orson Welles in the 1940s, with whom she attended the premiere of his magnum opus *Citizen Kane*, and later marriage to director Lewis A. Riley Jr. was followed by a growing career back home in Mexico. By the 1960s, she returned again to Hollywood and would star alongside Elvis Presley in *Flaming Star*, while roles on television and screen extended through to the late 1970s.

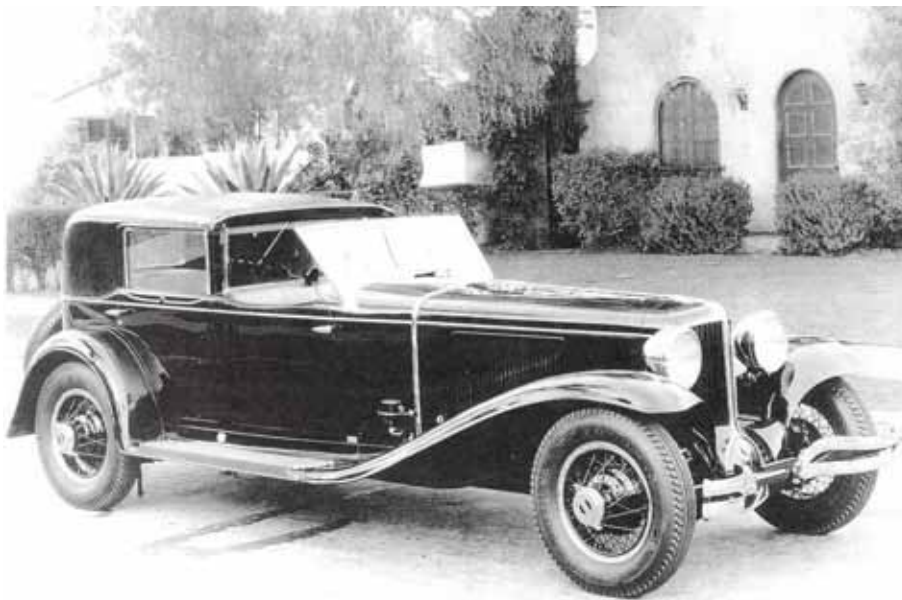
Helpfully, at least three of the four L29 Murphy Town Cars are distinguishable from each other by merit of the fact that three were constructed on 152 1/2 inch 'long' wheel base chassis, while the other one was built on 'short' standard 137 5/8 inch wheel base chassis - the differential being easily seen in photos. Added

to this, one of the longer cars had side mounted spares, while another had rear mounted spares.

John Barrymore's car is universally accepted as having been the longer wheelbase, rear mounted spares car, while a number of conflicting reports apportion different cars to the Screen Sirens. It is indeed possible that none of the cars were actually owned by these people but that marketing genius Cord engineered loans of the cars to the Studios and high profile celebrities, and perhaps photo opportunities also. But as the saying goes, 'there is usually no smoke without a fire.'

This Town Car has been known as the Dolores Del Rio car since the 1950s, an attribution which has never been definitively deciphered, nor denied, but should not distract from the fact that it is a hugely important automobile for





This car in Hollywood, 1930s.



its rarity. It is one of the most exquisite pieces of design of its time and the fact that it has survived its 85 years in almost totally preserved and unspoilt condition makes it a true timewarp condition automobile, and all the more magnificent for it.

The shorter wheelbase versions of Murphy's Town Cars were ultra-compact, yet beautifully proportioned and with incredible intricate detail to their waist moldings which appear to dip and roll into the chauffeur compartment. In keeping with its simplicity of form, roll up windows were omitted, maintaining the car's aesthetics. Without the side-mounted spares, the body line is unbroken and the design uncompromised. The overall height is a little over 5 feet from the ground, and the passenger compartment is delightfully small and discrete. With the characteristic single pane Murphy

windshield heavily raked back and spares neatly positioned at the tale, it has all the hallmarks of the legendary Bugatti Royale Coupe Napoleon, and is frequently referred to as one of the most beautiful American cars ever built.

Whoever it escorted around Los Angeles in the pre-war era, by the 1950s the car had migrated north to Oregon State and became the property of Fred Thorsen. Jay Hyde negotiated its sale and became its most recent owner in 1959. Even in those days, both Hyde and George Jepson, then owner of one of the long wheelbase Town Cars, tried to define the former ownership of their cars. Jepson went to great length, even writing to Dolores Del Rio in 1959, though tantalizingly without a response.

Mr. Hyde proudly owned and maintained this jewel of a car for more than 55 years until his

passing last year. Although known of, it was very rarely seen publicly. In 1987, after heavy campaigning by Lorin Tryon, it emerged to be shown at the Pebble Beach Concours d'Elegance alongside others of its breed in a class devoted solely to Custom bodied Cords. It was last seen publicly at the 2000 edition of the Forest Grove Concours. Hyde preferred simply to enjoy his possession of this special automobile, rather than to share it publicly and risk any damage to its remarkable patina.

Back in its heyday the Cord must have seen only modest use and must have been clearly prized, as it certainly has been in its recent tenure. Such careful custody throughout its eight decades has ensured that it has survived in an incredibly well-preserved state to this day. Almost all of the paintwork is thought to be







original, as is its interior, right down to the safety glass which delaminated over time, earning it the nickname of the 'Pumpkin car'.

Today originality and preserved condition are attributes that are fortunately appreciated and it is certain that this important automobile would make a welcome return to the show fields in the Preservation category anywhere in the world. In preparation for its sale, it has recently been sympathetically cleaned and mechanically checked over. It has been revived and is reported to be running well.

It would be hard to find a more authentic or interesting automobile, be it for its condition, styling or Hollywood intrigue, where it falls into the category of 'if only they could speak' – and yet that is all part of its great allure.

**Please refer to department**



*Proceeds to benefit the Simeone Automotive Foundation*

## 1938 PACKARD 1608 TWELVE CONVERTIBLE SEDAN

Engine no. A600547

473ci Flathead V-12 Engine

175bhp at 3,200rpm

3-Speed Synchromesh Manual Transmission

Independent Front Suspension - Solid Rear Axle

4-Wheel Vacuum Boosted Hydraulic Brakes

- *Beautifully preserved, highly original car*
- *Desirable convertible sedan coachwork*
- *The most expensive open Packard that year*
- *A Packard Twelve, always highly regarded for their driving performance*
- *Powered by one of the greatest engines of its period*



### THE PACKARD TWELVE

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

Packard beat its rivals to the big V-engine wars by decades. They introduced their first twelve-cylinder car in late 1915. The original Twin Six was an engineering *tour de force* and placed Packard on a level that was difficult for its rivals to emulate. This engine was eventually replaced by another Packard masterpiece: the Straight Eight in 1924. With Cadillac's introduction of the V16 in 1930, Packard knew they needed a big V to compete. For 1932 they introduced a new masterpiece: the Twelve, or as it was called

for 1932 only, the Twin-Six. This engine was as beautiful to behold as it was to hear run: the motor had an architectural look many thought would be employed only by the likes of Bugatti and Voisin. The faceted edges of its complex valve covers would become an instantly recognizable icon of the classic era.

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

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

In 1938 Packard, would continue to evolve its legendary Twelve model, evolving from the exquisite 1937 Twelve. Packard desired more stylistic cohesion between the Junior and Senior cars. New fenders and windshield mimicked the look first seen on the 120 series cars and mechanically the stellar Packard Twelve engine and chassis remained largely unchanged.





## THE MOTORCAR OFFERED

Offered here is a highly original and well preserved 1938 Packard 1608 Convertible Sedan. Priced at \$5390, it was Packard's flagship open car for 1938. The Convertible Sedan took the place of the traditional Phaeton that was no longer offered after 1936. Offering all of the open benefits of a phaeton but with the all-weather protection of roll up windows, Packard Convertible Sedans of this era even featured a complex retractable division, although only offered on the long wheelbase 139 3/8" chassis. Because of the complexity of the body, the Convertible Sedan was one of the most expensive Packard offerings.

This handsome Packard is remarkable because of its condition; it is clear that this Packard has been well cared for its whole life. Having spent most of its life in California, it survives today with

largely original paint and upholstery. Finished in a distinctive and pleasing green paint that has remarkable shine and depth for its age, the Packard also has an original leather interior though, clearly not new, is very well-preserved and nicely patinated.

Popular today for the same reasons as when in period, these Packard Convertible Sedans are excellent tour cars. Offering a great open driving experience as well as full protection if the weather changes, 1938 Packards are quite modern machines and when set up properly offer modern car performance. 1938 is the last year a senior Packard would be offered with the desirable floor shift synchronized transmission.

This Packard Twelve is a wonderfully persevered, highly original and very impressive

automobile. This represents a great value for a car to enjoy on the open road or a competitive car in a concours preservation class.

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

137

*Long time vintage race competitor*

## 1934 MG ND MAGNETTE SUPERCHARGED SPECIAL

Chassis no. NA 0484

Engine no. 736 AN

1,271cc Supercharged SOHC 6-Cylinder Engine

Single SU Carburetor Mounted to a Roots Supercharger

100hp Estimated

4-Speed Manual Transmission

Live Axle Suspension with Hartford Shocks

- *A well-known vintage racing MG*
- *Dramatic supercharged performance*
- *Highly competitive with much more exotic machines*
- *Well sorted and prepared*
- *Eligible for many vintage rally and racing events*



### THE MG ND

In the era of small-capacity six-cylinder cars in the early 1930s, MG was a formidable manufacturer, starting in 1931 with the launch of the Magna 'F'. The initial output of the F-Type's 1,271cc Wolseley overhead-camshaft engine was just 37 horsepower. In the following three years, this 'KD' engine was modified and developed to produce 56 horsepower and was used in the first N-Type MG in 1934, the NA.

Along with the upgraded engine, the N-Type featured a more advanced chassis than the ladder-type used in the F: the chassis was widened in the rear, lengthened modestly, and featured a lower profile gas tank and upgraded suspension. These advancements gave the N-type improved handling and stability for these race-ready sports cars. The ND featured the N-type chassis with an MG

K3 body and was the most successful racing MG of the era, notably winning the 1934 Tourist Trophy.

Shortly after the introduction of the N-Type, MG was sold to Morris Motors in 1935; this sale had tremendous effects on MG, most notably on their motorsports efforts. The N-Type was the last of these race-ready customer sports cars and the ND was the last of the last. The TA, which debuted in 1936 as a replacement to the ND, was aimed at mass-market appeal and no longer offered the racing attention that the previous models received.

### THE MOTORCAR OFFERED

This rare, supercharged ND is one of just 24 fitted with a factory alloy body and was originally finished in black over polished aluminum. This open two-seater is now presented in a stunning combination of red over aluminum and a red leather interior, featuring period-correct Rudge wire wheels, racing radiator cap, and cycle fenders.

This example has a very well documented ownership history, starting with Bernard Clifton of Wimbledon, who took delivery of NA0484 in September of 1934 via Jarvis & Sons. He then sold it to Thorold G. Jones in 1935. In 1975, this ND was acquired by a racing enthusiast in Vancouver, Canada who actively raced NA0484. At the 7th Annual Monterey Historics in 1979, the ND finished 6th in its class, proving itself against powerful, competitive cars including Bentley 4 ½ Litres, a Bugatti





Type 57, and a Maserati 8CL and was featured on the event program that same year.

The car then passed to another racing enthusiast, Peter Fino, who kept meticulous service and racing records, including the installation of an NE-spec camshaft and valvetrain, lightweight pistons, lightened flywheel, and a ported, polished and flowed cylinder head. In 1997, Mr. Fino had an impressive run at the Elkart Lake Vintage Festival at Road America, finishing first in class and second overall. In 2006, the next owner ran this car in the California Mille.

is an extensive history file, including copies of the original delivery slip, warranty card, and factory records, as well as invoices and race-preparation documents.

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

This rare and highly desirable example of the N-Type is offered in great condition and features performance upgrades that give the future owner the opportunity to enjoy it in road rallies or vintage racing. Included with the sale

**1983 LAMBORGHINI COUNTACH LP500S**

VIN. ZA9C00500CLA12540

4,754cc DOHC V12 Engine  
 Six Weber Carburetors  
 375bhp at 7,000rpm  
 5-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- A three owner car
- Less than 10,500 kilometers from new
- Totally refurbished in previous ownership
- A rare carburetor Countach

**LAMBORGHINI COUNTACH**

The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. The production version would not be seen for another two years with deliveries commencing in 1974.

As used in the Miura, Lamborghini's four-cam V12 engine was retained for the Countach, though this time installed longitudinally. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential – driven by a shaft passing through the sump – at the rear. The result was a delightful gearchange and a better-balanced car than the Miura. When production began

in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-liter, instead of the prototype's 5.0-litre, engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match.

The first upgrade appeared in 1978 as the 'LP400S', the major changes being confined to the chassis and suspension. A rear aerofoil became available, making the Countach look even more outrageous and, not surprisingly, was the choice of most customers. The Countach's potentially largest market, the USA, remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982. Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine

enlarged to 5,167cc and new four-valves-per-cylinder heads adopted for the Countach *Quattrovalvole* in 1985, the latter's 300km/h (186mph) top speed making it, at the time, the world's fastest car.













## THE MOTORCAR OFFERED

An immaculate example of the original supercar icon, the LP 500S we present here was sold new in Italy, and then shipped immediately to the U.S. as verified by copies of its Italian invoice to Lamborghini Agents Emilian Auto SpA of Bologna in January 1983 and the subsequent shipping by Lufthansa Airfreight to Chicago for Gustavi Diaz Ordaz on February 9. Upon its arrival in the U.S., the car was initially driven from Chicago to Houston and then McAllen and back to Houston, before being stored in a private garage and unused for its first three years until May 1986 when EPA/DOT releases were applied for and granted.

Its second owner, aware of the car's existence from day one, monitored the car for more than a decade before they were able to prize it away from its previous owner. By this point it had accrued a mere 5,675 kilometers (3,700 miles).

On acquisition by its second custodian, they reviewed the car and while its mileage was modest it was by then still an 11 year old car that had aged, particularly with regard to hoses, seals etc. They felt the car could do with some attention. So, over the course of the next year it was sympathetically refurbished. Using factory code Glasurit paint, the car was repainted in its original scheme of Rosso Siviglia, and the mechanics were systematically gone through and either refurbished or replaced with factory new/old stock parts. Receipts for this work, which included the addition of its rear wing, are on file. The car changed hands just once more in 2003 before passing into the current owner's hands more recently.

In the ensuing 21 years it has accrued only a further 5000 kilometers, bringing its total to a little over 10,390 kilometers (roughly 6,500

miles). It has been carefully maintained in its previous ownership and will be freshly serviced prior to the sale, while its simple history has ensured that it retains original factory tools and copies of its manuals. Today the car presents stunningly, with immaculate paint and unworn original interior. As a result of its mid-1990s redo, it is arguably in far better order than when it left the factory as new.

The last few years have seen Gandini's masterpiece truly appreciated and, as a benchmark example of his iconic design, this LP500S deserves close inspection.

**\$425,000 - 500,000**

Formerly in the collection of William Ruger Sr.

## 1926 ROLLS-ROYCE SILVER GHOST PICCADILLY ROADSTER

Coachwork by Rolls-Royce Custom Coachworks

Chassis no. S335RL

Engine no. 22355

7,428cc L-Head Inline 6-Cylinder Engine

85bhp at 2,300rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- Exceptional example of the sporting Silver Ghost Piccadilly Roadster
- One of just 79 examples believed to have been constructed
- Ex-works development car, offered with copies of the factory build sheets
- Long periods of ownership by several Rolls-Royce experts
- 2009 Amelia Island Concours award winner



### 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 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

This beautifully presented Springfield Rolls-Royce is believed to be one of approximately 79 American Silver Ghosts built with the sporting Piccadilly Roadster coachwork from new. Originally manufactured in June 1926, this Silver Ghost was used for several years by the factory as a development car. Such attention ensured the Roadster was consistently fitted with the latest technical developments, and as reported by a later owner who was also a Rolls-Royce Owner's Club president, the car was factory-fitted with a number of components from the forthcoming Phantom model.

According to copies of the factory build records, chassis no. S335RL was delivered to its first private owner on December 28, 1928. It was one of the later examples in the Springfield Silver Ghost chassis sequence, and was finished just as it appears today, with the





sporting and very attractive two-seat Piccadilly Roadster coachwork, and naturally, as it was a Springfield Rolls-Royce, left hand drive steering. The Piccadilly was initially purchased by A.J. Davis of the Scullin Steel Company of St. Louis, Missouri. He retained possession for nine years before the car passed to Edward M. Bergen through a title transfer by Elsie Green. A year later, in March 1938, Bergen traded the car back for a new Springfield Phantom, chassis no. 132 PM.

Acquired in October 1951 by John B. Davis of Florissant, Missouri, the Rolls-Royce was then sold in 1953 to Carroll Vail, president of the St. Louis Rolls-Royce Owner's Club. Mr. Vail kept the fine Piccadilly Roadster for nearly two decades before selling it in July 1972 to Conrad Karras of Great Notch, New Jersey, who is known to have toured with the car.

Returning to the vintage market in 1986, the car was acquired a year later by William 'Bill' Ruger, namesake of the famed firearms manufacturer. The Silver Ghost remained in the possession of Ruger's estate for fifteen years, until his collection manager, Lyle Patterson, purchased the car for himself. A complete restoration was entrusted to Frank Cooke's Vintage Garage, during which the engine was refurbished with two new cylinder blocks. The brakes, kingpins, front axle, and gearbox were also disassembled and refurbished. In its subsequent finely restored condition, the car was campaigned by Patterson on the 2003 European Alpine Tour.

In 2006, modern touring conveniences were added with the tasteful integration of overdrive and a new stainless steel exhaust system. The front seats were also reupholstered in black leather, and the paintwork was refinished with

a period-correct scheme of French gray with black fenders. The strength of this work was reflected in the Roadster's presentation at the 2009 Amelia Island Concours d'Elegance, where the car drew an award from *Automobile* magazine.

Regularly maintained and recently serviced, this charming Piccadilly Roadster is accompanied by a complete toolkit, original manuals, copies of the factory build record cards as well as side curtains. It is a particularly striking example of the high-scuttled Rolls variations crafted in America, and is sure to be welcomed at touring events and regional Concours d'Elegance. The car would complement any collection, from gatherings of Rolls-Royce and prewar American classics to the most diverse arrays of sporting roadsters. **\$350,000 - 400,000**

140

*From the Estate of George Fink*

## 1956 AUSTIN-HEALEY 100M BN2 LE MANS

Chassis no. BN2L/230966

Engine no. 1B/230966-M

Body no. 12465

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors, 110bhp at 4,500 rpm

4-Speed, Manual transmission

Independent Front Suspension, De Dion Rear Axle with Coil-Springs

4-Wheel Ventilated Disc brakes

- *Timewarp, original unrestored example*
- *Two documented owners from new*
- *Offered with books and tools*
- *Just 37,000 miles from new*



### THE AUSTIN-HEALEY 100M LE MANS

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and a distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.

From October 1955 the conversion was available, factory-fitted on the successor BN2

model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, a stiffer front anti-roll bar, special Armstrong front dampers and a louvered bonnet. Power increased to 110bhp and top speed, with the windscreen folded flat, was within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars, mostly BN2s, were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA.

### THE MOTORCAR OFFERED

This is an extraordinary example of the increasingly popular Le Mans package Healey. With a known history from new and modest mileage accrual, it survives in time-warp or preservation standard condition.

Offered from the Estate of British car aficionado George Fink, it was delivered new in Wisconsin. As recorded on its original Bill of Sale, the 100M was purchased on May 29, 1956 from authorized agents Roewardt-Thomson Inc. of Sheboygan, Wisconsin. It was bought by a local architect who cleverly negotiated its list price from \$3,535 down to \$3,095 – although for someone with an eye for design he clearly knew what he was getting.

While in that ownership back in the 1950s, it is understood that the Healey was cared for and well-maintained, eschewing the normal competitive careers of these fine sports cars,





only being used on the occasional Kettle Moraine (Wisconsin State Park) sports car rallies.

It was not until its 20th year that it first became available for sale, when an advertisement was placed in Hemmings Motor News by its original owner whose new love appeared to have been a large sail boat, which necessitated the car's sale.

On April 30, 1976 an excited George Fink rented a trailer and headed from Duluth, Minnesota to Sheboygan to meet the owner, test drive the Austin Healey and hopefully become its second custodian. In some regards the day went as he had hoped, but in others not so: for a start, not only would its owner insist that only he drive the car (as no one else had ever done, not even his wife); secondly, when the thorny topic of price came up, the seller was immovable. Despite the old trick of carrying only a cashier's check for the

asking price less \$500, when it was clear that only the full asking figure would secure its sale, Fink reached for the emergency provision of "five \$100 bills I'd brought along . . . so fast I may have ripped my pants pocket!" The car was sold.

Three months later, in July 1976, Mr. Fink showed the 100M at the local Arrowhead Sports Car Club's Motor Sport weekend, winning a trophy. This was the one and only time in his ownership it was shown.

Later in his life, Fink elected to contact both the British Motor Industry Heritage Trust and Bill Meade of the "100M – Le Mans Registry" to notify them of the car that he owned. Anders Ditlev Clausager confirmed the car's original details, supplying a Trust certificate which states that the car was built as it is today: with red and black paint, red interior and black top on February 21, 1956. As new it had a heater, laminated windshield and the all important

louvered hood. Twenty years ago Bill Meade supplied a Certificate of Membership to the 100M Registry, and featured the car in their Summer 1997 edition. In recent dialogue with him he was pleased to confirm the accuracy of its status.

On his day of purchase, just 37,253 were recorded on the title change. In 39 years, the Fink Austin-Healey 100M has only gathered a few hundred more. With the car are the original books and tools.

Owing to its similarities with a stock 100/4, the 100M is frequently copied openly, aspired to or more worryingly faked. Many were even updated in period, making nearly 60 year old judgment calls on their correctness difficult. Great, pure 100M's don't come much better than this – a truly unspoilt original, two owner (two driver even!), matched numbers car.

**\$150,000 - 200,000**

*From the Estate of George Fink*

## 1963 MORGAN PLUS FOUR 'LOW LINE' SUPER SPORTS

Chassis no. 5322

Engine no. TS 39461E

2,138cc Pushrod Inline 4-Cylinder Triumph TR4 Engine

2 Weber Carburetors

Approximately 125bhp at 5,500rpm

4-Speed Manual Transmission

Sliding King Pin Front Suspension - Solid Rear Axle

Front Disc - Rear Drum Brakes

- One of four Super Sports built by Morgan to full race specifications
- Former Sebring and Daytona entry
- Four owners from new
- The ultimate Morgan



### THE PLUS FOUR SUPER SPORTS

The Super Sports is the 'Holy Grail' of all Morgan production. The model took all of the sporting connotations that had been woven into the breed from its earliest days, reviving the 'Super Sports' title which they had applied to some of the most sporting three-wheelers, moving them to another level. In doing so it provided true international racing success for the brand.

Not surprisingly, its story is linked to the greatest endurance race of all, the Le Mans 24 Hour Race. When Morgan racer and preparer Chris Lawrence elected to contest the 1961 running of this event, it is said that the organizers deemed a Plus Four to be a pre-war car and denied it eligibility. This move incensed Peter Morgan to such a degree that he agreed to provide full Works support for Lawrence, guaranteeing acceptance for the '62 edition. Lawrence brought his Super Sports

home to a class win that year earning the model its place in history and arguably perpetuating the company to this day. That car, known simply as 'TOK', referring to its British license plate number, led to production versions and countless replicas of the famed Super Sports.

As ever with Morgan, there was some variety and differentiation between the original Le Mans car and those that the public had delivered, as customers sometimes chose specifications and the manufacturer worked to supply cars relative to their demand. As John Worrall and Liz Turner state in their book *Original Morgan*: "The Super Sports model was originally constructed with the standard Plus 4 body style, but with a bonnet scoop. These were the original high-line models. Later, however, the Super Sports models featured the same low-line body as the original 'Le Mans car'."

They record that the production process saw the cars built with their running gear and ash frames. These were then sent to Chris Lawrence workshops in Westerham Motors; from here the engines, the clutch, flywheel, con rods and crankshaft were sent out to Jack Brabham Motors to be balanced. The cylinder head was polished and gas-flowed, and the compression ratio was raised to 9:1'. A high-lift camshaft was fitted and then aspiration would come from 42 or 45 DCOE Webers mounted to a cast alloy manifold, a four branch exhaust system ensuring clear exit. On the later, 'Low Line' cars, with the reduced height of the intake and exhaust set ups, the whole profile of the car was able to be lowered, and accordingly its radiator was cut down in height. While this aided the aerodynamics, the reduced radiator aperture had to be compensated for, which was achieved with a header tank set back on





Sebring 1964,  
Al Rogers and  
Al Theuhaff



## THE MOTORCAR OFFERED

the firewall. A small bumper set was fixed to the front of the car while overrides only were fitted to the its tail.

The combined effect of all of these improvements was to push the horsepower out from roughly 100bhp on standard TR4 engined cars to north of 125bhp, while its weight was shaved down from nearly 1,900lbs to 1,736lbs and allowed a 0-60mph of 7.6 seconds.

All told, production of the Super Sports tallied 101 cars only, a small fraction of the more than 4,500 Plus Four cars built. According to the *Original Morgan* book, among even this modest number some were more sporting than others, as a result of requirements offering one year guarantees on the enhanced specifications. Some arrived in this country un-tuned, and one was even delivered as a four seater.

The pinnacle of George Fink's collection was his Super Sports, which joined his collection a little later than the others offered today. However, it can still boast more than 30 years in his tenure and his requisite qualities of authenticity, only this time supplemented with a true race pedigree including action at one of Florida's best known and loved events, Sebring.

Super Sports number 5322 is understood to have been one of only four cars to be built by the Morgan Factory to full racing specifications. As recorded in Morgan's own record book, it was built new to right hand drive configuration and is comprehensively listed as: "2 Seater, Blue, Red. Wire Wheels, Lawrence tuned engine and oil cooler, Aluminium body and wings, 16 gallon petrol tank (imperial measuring), dual fuel lines, louvers on top of bonnet. Avon Turbo Speed Tyres. Dual

L.K. Lamps. Koni Shock absorbers. Bucket seats. USA Specification. Sliding sidescreens. Tonneau. 6 leaf Road springs. Seat Belts. Bonnet Strap. Undershield." It was invoiced and then dispatched on February 27th, 1963 to Alton P. Rogers of Niles, Ohio.

By definition this was one of the second series of these cars, more correctly referred to as 'Low Line' cars. It was actually to be Rogers's successor to a 'High Line' car, #5049 which he had previously contested Sebring in 1962, winning the GT10 class. Not surprisingly he wanted the newest specification Morgan to return to Sebring, to attempt to repeat that victory.

As George Fink was able to research, Al Rogers collected the new car from the docks in New York on approximately March 15-18, 1963, had a roll bar fitted to it and drove straight to



Sebring to test it out and get ready for the event. They were unquestionably cutting it a little fine, for the 12 hours took place on March 23rd that year. There, running as race number 41, and partnered with Richard Holquist as the back up driver, they were sadly forced to retire after 45 laps with a blown cylinder head.

But, undeterred by this initial disappointment on #5322's maiden outing, Rogers had the engine rebuilt and contested a full season of events in 1963, including running at Marlboro, VIR, Cumberland, Bridgehampton, Thompson Raceway, Nelson Ledges and Mid-Ohio that year. Interestingly, the car's roll bar still sports scrutineering stickers for these, allowing simple verification of its period racing history. For 1964, Rogers had the car repainted in a new Ivory paint scheme and traveled back to Florida for the

spring races. He ran the Super Sports at the Daytona 200 Miles at Daytona Beach on February 16, presumably as a warm up for another Sebring. Again the car failed him, but it was ready for Rogers third successive Sebring 12 hours entry on March 21st. This time, running as race number 35 and partnered by Al Treuhaft, they sadly failed to finish with cooling system problems.

Perhaps feeling let down by #5322, or with other projects on the horizon, Rogers advertised the car the following month in *Car & Driver* at which point it was purchased by Bob Luchette. Around this time its original engine was replaced with unit TS 39461E.

Luchette retained the car through the decade, competing with it on a number of occasions. He eventually sold it to John J. Jaqua Jr. of

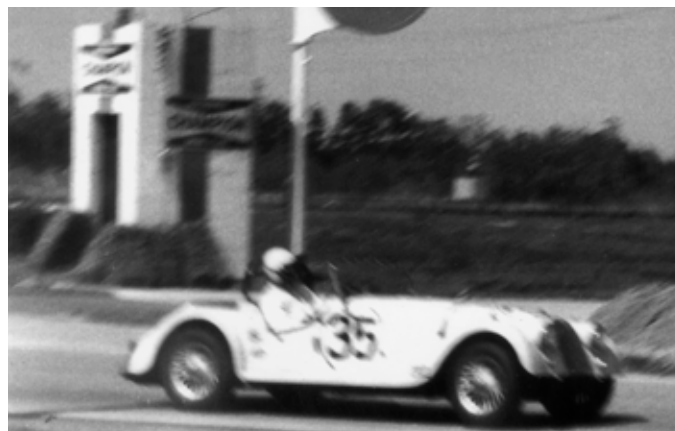
Portland, Indiana in April 1970 without a title, around the same time he also sold Jaqua Rogers's 'High Line' car. Jaqua proceeded to title the car erroneously as car number #5199 having found that number on the car's firewall. It was with this identity number that the car was sold by Jaqua to George Fink in April 1984.

During George Fink's restoration of the Super Sports, he was to discover that chassis numbers #5199 and #5322 had become intertwined in the late 1960s/early 1970s, when they had been the property of Luchette. In keeping with George Fink's typically thorough approach, he constructed a timeline for the two cars, using all of the information that he had directly from former owners as well as physical evidence to try to understand how his car had become titled as #5199. He was able to discover that #5199





Sebring 1964, Al Rogers and Al Theuhaft



had actually been totaled by its youthful 22-year old owner David E. Paulson in the Allegheny Mountains and that its remains had been acquired by Bob Luchette. It seemed that in the days when it was a more important task to keep a car on the road and the track, some of those parts had found themselves onto #5322.

Succinctly, the history of this car aside from its inaccuracy of titling in that period was very simple, it had been sold by Al Rogers after his 1963 and 1964 racing seasons to Bob Luchette. Luchette had sold the car to John Jaqua Jr. in April 1970 and Jaqua in turn had sold it to George Fink in 1984, making it a four owner car from new. Armed with his transparent research, Fink petitioned the local DMV and more than a decade ago the car was correctly retitled as #5322.

Viewed today the car is another time-warp Fink machine. Early on in its life it was clearly color changed to the current white scheme, but it seems likely that the interior seats were never replaced and are the originals.

Rarely does a Super Sport appear on the public market, such that they are perhaps occasionally overlooked for their sheer importance and eligibility. By the very nature of their broad international success roster in period, today it is possible to campaign one at numerous events, not least of course the Le Mans Classic of course.

As with all of the cars George Fink chose to own, this is a truly great example of definitive specification and with a fine provenance.

**\$150,000 - 180,000**



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*From the Estate of George Fink*

## 1964 MORGAN PLUS FOUR PLUS SPORTS COUPE

Chassis no. A 5758

Engine no. CT29261

2,138cc Pushrod Inline 4-Cylinder Triumph Engine

2 Weber Carburetors

Approximately 140bhp at 4,650rpm

4-Speed Manual Transmission

Sliding King Pin Front Suspension, Solid Rear Axle

Front Disc - Rear Drum Brakes

- Offered from long term ownership of more than 30 years
- Rare derivative of Morgan, with only 26 built
- Original US, Left hand drive supply
- Highly authentic example



### The MORGAN +4+

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

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

roadster chassis, it would feature – rather than a wood-framed open body clad with steel panels – a fiberglass two-seat coupe body with an unusual “bubble” top, fabricated by the firm of E.B. (Staffs) Ltd. in Stoke-On-Trent. The tall, rounded roof was shaped, as Morgan lore would have it, to accommodate Mr. Morgan. He stood six-foot-four, and sensibly insisted that he be able to enter, exit, and drive the car comfortably. There were proper bucket seats, a full complement of instruments, a wood-rimmed steering wheel and some space for luggage.

The Morgan faithful were having none of it. Orders began to dry up and the factory was forced to abandon its plans for an initial production run of 50. This reversal, however, proved to be a blessing. Fearful that the new model signaled the end of what they had worshipped for decades, prospective Morgan

buyers hurriedly jumped on the waiting list for a new Plus-Four roadster. This provided the firm with desperately-needed cash, thus ensuring its long-term survival. Only 26 coupes were completed and sold over a three-year period, many of them to U.S. and Canadian enthusiasts.





### THE MOTORCAR OFFERED

This handsome Duck Egg Blue Plus 4 Plus has a known history from new, and was clearly chosen by British Sports Car enthusiast George Fink for its originality.

Proportionately late in the production run, this is the 20th Plus Four Plus to have been built. Originally sold new to Gregory Nowakowski Junior, an American Foreign Service employee living in Saranac Lake, New York, Mr. Nowakowski elected to travel to the factory to collect his new purchase as many Morgan followers before him and since have chosen to do. Parting with £1,055, roughly \$3,000, he picked it up from the Works and exercised it a little on the home turf of the British country roads before shipping it to his home. Its factory dispatch date is recorded as September 12, 1964 and as new the car was actually finished in red.

Towards the end of 1976, he sold it to John Erickson of Yorktown Heights, New York for \$3,500. It quickly 'flipped' through a Hemmings advert which asked for \$6,000, at which point its new owner became Jerry Williams of San Francisco, California. Five years later, George Fink was able to acquire it, when it joined other unique examples of British machinery. Arriving back in Minnesota in 1983, it has remained with him ever since. At some time the car was repainted in the current Duck Egg Blue scheme which was a color offered in period by Morgan. It may have been retrimmed, but both have aged gently and provide a clean presentation today.

With a little over two dozen built, these cars will always be rare and covetable. As with other cars in this collection, this is a fine representation of the model.

**\$130,000 - 160,000**

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## 1904 OLDSMOBILE MODEL N “FRENCH FRONT” TOURING RUNABOUT

Engine no. 31285

117.8ci Horizontal Single-Cylinder Engine

Single Carburetor

7bhp at 600rpm

2-Speed Planetary Transmission

Solid Front Axle with Transverse Leaf Spring– Live Rear Axle

2-Wheel Mechanical Brakes

- *Rarely seen, attractive “French Front” body style*
- *Formerly part of the General Motors Heritage Collection*
- *Recipient of an in-house GM restoration decades ago*
- *Shown at Pebble Beach, Amelia Island, and Hampton Court*
- *An exciting early American touring car with documented provenance*



### THE OLDSMOBILE “FRENCH FRONT”

How do you follow up the most famous front end in early motoring? With an even more attractive model, of course! The legendary “Curved Dash” Oldsmobile was one of the first true success stories of the American motoring industry. The sturdy little Olds was just the thing the American market was craving when introduced in 1901. The ‘CDO’ was nicely priced and perfectly designed for the road conditions facing early American motorists. The cars had good power from the single-cylinder engine and the chassis cum leaf spring frame smoothed out the punishing roads.

Olds was able to keep up with the demand for his namesake machine by employing clever mass production techniques. The business model was not unlike what Ford would adopt with its Model ‘T’ less than a decade later.

Despite the booming success of the Curved Dash Olds, a newer more substantial model was needed. A more upscale, larger and visually distinct model was proposed for 1904. The new model would adopt a more European appearance with a brass radiator with louvered hood. This new Touring Runabout model would adopt the moniker “French Front” as few American cars of the period had this layout – that which in a few years would become ubiquitous in the industry.

The first Olds to feature a steering wheel, the Touring Runabout rode on a 10” longer wheelbase than the curved-dash Model 6C, with seating for two and a sloping rear deck. The engine was the same as in the curved-dash model, incorporating pressure-feed lubrication and jump-spark ignition.

Single chain drive was employed with longitudinal leaf springs on each side, while a small transverse leaf spring was added at the front. Available in dark red or dark green, and with attractive brass side lamps included in the \$750 price, the Touring Runabout was priced at just \$100 more than the curved-dash.

Because of their good looks and scarcity, the “French Front” Oldsmobiles have always been desirable machines. These forward looking and innovative American cars offer strong performance for their age, and their track record of reliability and ease of use has made them a sought after machine for vintage touring events. Few American cars boast the good performance and ease of use of the Olds, together with the decorative European looks of this model.





## THE MOTORCAR OFFERED

This delightful and charming Oldsmobile “French Front” Touring Runabout boasts an intriguing American history, having emerged from the workshops of the General Motors Heritage Collection after many decades spent in their care. The Olds was one of a handful of historical milestone cars that were thinned from this important collection during GM’s reorganization. This charming car was the recipient of an apparent no-expense-spared restoration performed in-house at General Motors at least half a century ago, likely during the 1950s or 1960s. The evidence of that careful work remains today, serving as a historical document of the top-tier restoration techniques employed at the time. The Olds was then carefully preserved in the Heritage Collection for decades until it was sold to the previous owner in 2011.

In its current ownership, the Olds has been proudly shown at events including the Pebble Beach Concours d’Elegance (in the Antique Small Horsepower Class in 2012) and at the Amelia Island Concours in 2014. Not only a show car, the Olds completed the Pebble Beach Tour d’Elegance in 2012, as well as the Hampton Court Concours Tour in 2014, and has been consistently enjoyed on a number of short drives since that time.

Today, the Olds presents as an excellent older restoration, with its lacquer paintwork still showing quite well, complementing its lovely brass fixtures. Painted in correct green with a pinstripe, the “French Front” has been the recipient of recent and extensive mechanical refurbishment following its return to road use, this work being documented by included

receipts totaling over \$13,000. Readily accepted at top-tier Concours events, the Olds can continue to be shown or toured at the new owner’s leisure. While the car was in the UK for its Concours outing at Hampton Court, an application was made to the Veteran Car Club of Great Britain. This process is ongoing and their certification has not been finalized at the time of cataloging. Regardless, with its intriguing General Motors ownership and in-house early restoration, this wonderful early American touring car merits a close inspection today.

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

**Without reserve**

Please note this car is titled under its engine number.

## 1957 CHEVROLET CORVETTE

Chassis no. E57S101560

Engine no. F1116EL

283ci OHV V8 Engine

Rochester Mechanical Fuel Injection

283bhp at 6,200rpm

3-Speed Manual Transmission

Independent Front and Semi-Elliptic Leaf Spring Rear Suspension with Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *NCRS Top Flight and Bloomington Gold Award winner*
- *Beautifully restored*
- *Numbers matching*
- *Top of the line fuel-injected motor*
- *The ultimate 1950s American sportscar*



### THE CORVETTE "FUELIE"

Chevrolet's introduction of the option of fuel-injection for the 1957 season was inspired for it provided the now bored out 283 cubic inch V8 with a matched number of horses under the hood. It was first tested as a solution to gas 'sloshing' of carburetor aspirated cars turning into bends under race conditions at Sebring in 1956, and then rolled out as an option for the next production season. Retrospectively it is amazing to think that Chevrolet was able to offer this contemporaneously with Mercedes-Benz's 300SL, while on other high end machinery it would be more than a decade before this would be the commonplace. And all at once, the term 'fuelie' was born.

In 1957, 6,339 Corvettes were produced, but only 714 were ordered with the RPO (Regular Production Order) 579B option box ticked for the \$484.20 Ramjet fuel injected V8 that

delivered one horsepower for every cubic inch of engine capacity. It's little wonder so few were ordered given that a base Corvette retailed for \$3,176.32.

### THE MOTORCAR OFFERED

An early production 1957 finished on December 21st, 1956, the Corvette offered here was one of the final 3-speed equipped Fuelies ordered. In addition to the 579B fuel injected motor, other options fitted included RPO 101 (heater), 102 (Wonder-Bar AM radio), 107 (parking brake alarm), and 419 (auxiliary hardtop). Interestingly, it was one of only 931 cars ordered with the hardtop but *without* the softtop. Finished in Onyx Black with Inca Silver coves and red leather, it is truly an elegant and sporting machine.

This numbers matching Fuelie was restored by noted Corvette enthusiast and restorer Roy Ester of Wichita, Kansas in 2000. The comprehensive restoration produced a stunning car that earned its chops with a NCRS Top Flight award in 2000 and a Bloomington Gold Certification in 2001—two of the most prestigious awards a Corvette can win. On





those lofty merits, the car was selected to be displayed in the 'Special Collection XVIII—Corvette Evolution 1953-1967' display at Bloomington in 2002.

In the care of the present owner since 2007, this has been carefully maintained and sparingly driven. The now 15 year old restoration has proven its mettle by remaining in top shape. The famously finicky fuel injected motor is nicely detailed and well-tuned. Complete with its original owner's manual, NCRS judging sheets documenting just how good it is, and a listing dating the production of every major part of the car as compiled by Roy Ester, it is a machine that has truly been put under the microscope and passed its tests with flying colors.

Between the clean design of the 1956 and '57 Corvette with its elegant lines, dual headlights,

and scalloped front quarters combined with the power of the most spirited engine available, this Corvette offers phenomenal value.

**\$125,000 – 150,000**

## 1968 JAGUAR E-TYPE SERIES 1.5 4.2 ROADSTER

Chassis no. 1E17502

Engine no. 7E16878-9

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

- Numbers matching example
- Late, open headlight Series 1.5
- Prepared for active use and enjoyment
- Accompanied by original tools 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 unaltered, the main performance gain resulting from the larger engine being improved acceleration.

### THE MOTORCAR OFFERED

This numbers matching open headlight, late Series 1—colloquially known as a Series 1.5—Jaguar E-Type Roadster was built on March 29, 1968 and left the Browns Lane factory in Coventry just under a month later on the 24th of April. Finished in Ascot Fawn over Beige leather with Black soft top, it was originally imported through Jaguar Cars of New York. While the early history of this Jaguar is not known, by the late 1990s it had received a complete restoration and a color change to its current Old English White over Black leather before being sold in August of 2000 in California.

Trading hands a few times before ending up with its present owner, the car is said to be mechanically well kept and has always been garaged since its restoration. Fitted with its original, numbers matching engine—although the unstamped head would indicate that it





is likely an NOS replacement, this elegant Jag may not be absolutely perfect but it is an eminently useable car that shows well. Devoid of the large taillights, heavy bumpers, and additional fittings that came to be a hallmark of later E-Types, the Series 1.5 retains all of the good looks and style of the Series 1 with the only major concession being headlights unencumbered by covers.

Accompanied by its original tool roll, jack, and spare, receipts documenting thousands regular maintenance and its Jaguar Daimler Heritage Trust Certificate, an ear-to-ear grin is virtually guaranteed once out on the open road with the top down in this sleek Jag.

**\$90,000 - 110,000**  
**Without reserve**



## 1968 PORSCHE 911L SOFT WINDOW TARGA

Chassis no. 11860117

Engine no. 3080311

1,991cc SOHC Flat 6-Cylinder Engine

2 Weber Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Immaculately restored Porsche*
- *Rare derivative with only 130 believed as imported to U.S.*
- *'S' specification trim*
- *One-year only model*



### THE PORSCHE 911

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

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S, which featured a

better-equipped interior and a heavily revised engine producing 160bhp. By this time around half of all 911s produced were being exported to the USA, where increasingly stringent regulation demanded that changes be made to the original design, the most significant being the adoption of dual-circuit brakes. However, it took time for Porsche's engineers to get the newly introduced 'S' engine to meet emissions targets, so as an interim measure the 911L was introduced featuring the 911S's superior equipment level but retaining the original 130bhp engine, pending the arrival of the de-toxed US-specification 911S for 1969. The 911L was dropped at the same time, its place as Porsche's middle-of-the-range offering being taken by the 911E.

Around the same time, Porsche added an open-topped variant to the 911 model range

for 1967 featuring a stainless steel-clad roll bar, removable roof panel and a detachable plastic rear window (a fixed glass window wasn't made available until the following year as an option). Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s.





## THE MOTORCAR OFFERED

As with so many collectible cars, the appeal, interest and value are related to a car's rarity, and sometimes over time fashions change. For the Porsche marque, it has long been the case that the rarer variants of models have held considerable intrigue. This has certainly been the case for the soft window cars and indeed also the 'L' model as offered here. These cars have both the benefit of a virtually open car and the luxurious appointments of the 'S' – what could be better? Most surprisingly is the fact that in the day only 130 were imported to the U.S. Therefore finding one is not easy, especially allowing for the few that wouldn't have survived.

This exceptional example has been totally restored to extremely high standards and is presented in one of the signature guises for this era of Signal Red, with a black top and black leather interior. Its well-appointed cabin

benefits from the 'S' instrumentation and trim package and for today's driving enjoyment has the addition of a modern stereo system. Mechanically, its clutch and transmission have been rebuilt and the motor has the sensible addition of a chain tensioner upgrade. During its rebuild a new/old stock soft window was fitted, as were European style headlights.

Presented with records for the last two decades and reportedly 'on the button,' this is a very handsome, usable entry to the Porsche world.  
**\$100,000 - 125,000**



147

## 1952 ROLLS-ROYCE SILVER WRAITH COUPE

Coachwork by Freestone & Webb, Ltd.

Chassis no. WWH6

Engine no. W6H

4,566cc F-Head Inline 6-Cylinder Engine

Single Downdraft Carburetor

Approximately 125bhp

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- One of two four-light, two door saloons built by Freestone & Webb
- Built new for the 1952 Earls Court Motor Show
- Featured as a design sketch on the cover of *The Elegance Continues*
- Superior waftability



### 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

This Silver Wraith features a four-light, two-door saloon body crafted by Freestone & Webb, Ltd. Built specifically for the 1952 Earls Court Motor Show, no original owner was specified on the buildsheet. With the body style interestingly listed as "(Chassis only) 2 door, 4 light saloon", records indicate the chassis was delivered to "RR Lillie Hall" on June 14th, 1952. Sent directly to the Rolls-Royce stand, the WWH6 was most certainly delivered already finished and with the expectation that it would both act as a showcase piece of the brand as well as find itself a buyer during the course of the show.

Both goals came to fruition with WWH6 being delivered to G.R. Mount, Esq. of Lennards, Ltd. in Staple Hill, Bristol on November 12th, 1952 – just after the completion of the Earls Court show in October. Mr. Mount was the chairman of Lennards Footwear, Ltd. throughout the

1950s and '60s and while the car was delivered to Bristol, it carried registration number UMU3 – a London registration issued by the Middlesex County Council. This is likely because the car was originally sent to London and registered by Rolls during the course of the motor show.

WWH6 would eventually find its way to the United States where it would become part of a large collection. Infrequently used, the Rolls was sold to Sweden in May of 1992 where it would remain in a single collector's garage until 2008 when it was sold back to the United States.

The purposeful elegance of WWH6 is most apparent in its profile view. Looking very much like a swift cabin cruiser under full steam, the steep rake of the trunk line alludes to its sporting pretensions. The front end of the car is made less formal and more artful with the





inclusion of smaller headlights from the Silver Dawn in place of the R100s found on virtually every other Silver Wraith.

The unique design on this car, Freestone & Webb design no. 3107, was fitted on only one other chassis – WVH22. Despite the fact that WVH6 was completed first, its body number of 1695 is seemingly out of sequence with WVH22's body number of 1691. The design was so well regarded that it was later adapted to fit a four door model.

Featured in Dalton Watson's *The Elegance Continues* on page 47, it is also present in *The Classic Elegance* on page 119. Lawrence Dalton, who certainly knew more about these cars and was as much a taste maker than anyone else, even selected the design sketch of this car for the cover of *The Elegance*

*Continues*. In February of 2007 the car was featured in a long, multi-page piece in the Rolls-Royce Club of Sweden's monthly magazine.

Today the car continues to show well. Restored some time ago by Hooper & Co. (Coachbuilders) in London and subject to recent cosmetic restoration and detailing, WVH6 exudes a classic elegance that few cars can claim. Mechanically well-kept as well, it would be an excellent tour car for a local RROC or RREC event, or a fine machine in which to just drive to dinner on a Friday night.

**\$150,000 - 200,000**

148

## 1973 FERRARI 365GTB/4 DAYTONA BERLINETTA

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 16393

4,390cc DOHC V12 Engine  
6 Weber Carburetors  
352bhp at 7,500rpm  
4-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Nicely restored in Italy
- Classic Ferrari colors
- Complete with both sets of alloy Campagnolos and wire Borrans
- Documented by its Massini report
- Fitted with optional air conditioning



### THE FERRARI 365 GTB/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.

The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at a hefty 7,500rpm, with 318lb/ft of torque available at 5,500 rpm. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved.

The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' high performance

GT. Air conditioning and power windows were optional, but elsewhere the Daytona remained uncompromisingly focused on delivering superlative high performance.

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











## THE MOTORCAR OFFERED

Rolling off the factory line in Maranello on February 6th, 1973, chassis 16393 was delivered new to Pedini Automobili S.a.s.—the official Ferrari dealers in Perugia, Italy. Finished in *Rosso Chiaro* (20-R-190) over Beige (VM 3218) leather, the Ferrari eventually found its way to the United States before heading back its country of origin for a complete restoration. Mechanical work was carried out by Autofficina Franco Tony while the body was done by Bacchelli & Villa's Autosport. The restoration, which is said to have cost upwards of \$100,000 at the time was completed by fall of 1988 after which the Ferrari was sold in the UK and ended up back in the US. From its return to the US in 1989 until 2008, 16393 would enjoy a pleasant life of regular maintenance and minimal use in sunny South Florida changing hands a few times. Around 2008-9 the Ferrari until early 2014 the car

resided in Canada before being acquired by the present, private owner.

During its tenure in Canada, the car was mechanically serviced—including a compression test—and the brake system received a complete rebuild. The interior is nicely trimmed in its original color of beige leather, but now with red inserts in the Daytona seats which match nicely with the red carpets and black dashboard covering. In front of the driver sits a lovely wood-rimmed, Nardi steering wheel and the correct stereo including the Becker Europa head unit. Currently sitting on Camgagnolo alloy wheels with knock-off center hubs—including a matching spare, a set of four factory correct Borrani wire wheels are also included should the mood swing from alloys to wires and back again.

Fitted with optional air conditioning from new, this Daytona is the perfect example to buy and enjoy with abandon. Long legged and perfectly suited for tours—especially with the optional A/C—this Ferrari is just begging to let loose on the open road!

**\$700,000 - 800,000**

**1969 MERCEDES-BENZ 280SL**

Chassis no. 113.044-10-009469

2,778cc SOHC Inline 6-Cylinder Engine  
 Bosch Mechanical Fuel Injection  
 160bhp at 5,700rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Fitted with the rare and desirable ZF manual transmission*
- *Fitted with both hard 'Pagoda' top and folding soft top*
- *Delivered new to the United States*
- *The most sporting iteration of the W113*

**THE MERCEDES-BENZ 280SL**

In the Spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL- The 230SL. The 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat convertible that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230 SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover are all composed of aluminum. The nickname 'Pagoda' was quickly adopted thanks to the slightly concave roof on the optional removable hardtop that resembled a pagoda roof. Although controversial at its introduction, these SLs are now considered a masterpiece of design.

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL. The

280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection- a combination producing 160 horsepower in US-market variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

While the 280SL did not offer the performance of the 300SL, it is a very charming model with capable handling and braking thanks to its suspension and all-wheel disc brakes. These roadsters also have one of the most beautiful bodies produced in the 1960s and thanks to their robust inline-6 and luxurious Mercedes interior are wonderful cars to be driven and enjoyed.

**THE MOTORCAR OFFERED**

Produced in March of 1969, this White 280SL was one of only a handful of US-market cars to feature the manual 4-speed transmission. By the introduction of the 280, the vast majority of SLs imported into the US were fitted with an automatic gearbox, making these three-pedal cars quite desirable.

This example is a longtime resident of Oregon having been in a single Portland family's garage for the past two decades. Finished in its original color of white with black leather, black soft-top, and optional 'Pagoda' hardtop in black (originally white), the car was repainted about a decade ago. The paint and interior are in very nice condition and the mechanical systems are reported to be in good order. In 2013, the black convertible top was replaced.





This striking 280SL with the desirable manual transmission option and hardtop offers a great opportunity to acquire one of Mercedes' most iconic models.

**\$75,000 - 90,000**

**Without reserve**



150

## 1997 PORSCHE 911 TURBO

VIN. WP0AC2993VS375997

3,600cc SOHC Twin-Turbocharged Flat Six  
Computer controlled port injection  
408bhp at 5,750rpm  
6-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Ventilated and Cross Drilled Disc Brakes

- *Fewer than 15,000 original miles*
- *Single owner from new until last year*
- *Complete with books, tools, and service records*
- *The last air-cooled 911 Turbo*
- *Stupendously fast in 1997, still incredibly quick today*



### THE PORSCHE 993

In 1993 Porsche introduced what is regarded by many as the most beautiful 911 of all: the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognizably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest, 3.6-liter version of Porsche's perennial flat-six engine.

The 993 Turbo, introduced in mid-1995 as a 1996, continued to hold the torch of the most powerful 911 variant while continuing to improve the breed as a whole. Among

the new features on the 993 Turbo was an electronically controlled viscous coupling all-wheel drive system—something Porsche had not offered on a turbocharged model since the 959 and a system that greatly improved the performance of the Turbo. Under the engine lid—now topped with a sculpted spoiler tail with downturned edges—resided the 3.6 liter flat six fed by twin KKK K16 turbos, each featuring integrated wastegates and two charge air intercoolers. Combined with bigger brakes, fatter tires, a wide body and stance, specially designed 'Technologie-Rad' cast alloy wheels, the 993 Turbo was one of the fastest cars on the planet. With all four wheels tearing into the pavement, 0-60mph came in a face melting 3.7 seconds, 100mph ticked by in 5.7 seconds, and the forward progression continued until the speedometer had crossed 180mph. Beyond just going fast in a straight line though, the

car could pull up to 1.00g on the skidpad and haul to a stop from 60mph in just 111 feet. In reviewing the 993 Turbo in June of 1995, *Motor Trend* magazine proclaimed, "To beat this Stuttgart screamer into submission requires a force no less wieldy than the million-dollar 627-horsepower V-12 McLaren F1."

So popular was the 993 Turbo that production continued until July 1998—nearly a year after the introduction of the 996 model that replaced the 993.





## THE MOTORCAR OFFERED

This Turbo was delivered new to sunny Newport Beach, California in July of 1997. Finished in optional Arena Red over Classic Grey leather and listing for about \$100,000, it spent the first six years of its life in California before moving with its original owner to South Florida where it was registered with 14,059 miles on the clock on June 20th, 2003. Since arriving in South Florida, far fewer miles have been driven and today this 993TT still shows less than 16,000 original miles.

Garaged in air conditioned comfort its whole life with one meticulous owner until the end of last year, it has always been regularly serviced with work carried out by Champion Motorsports in Ft. Lauderdale for the last 11 years. Complete with its original books, tools, service records, and squeaky clean CarFax, it is surely one of the nicest of the only 1,048 993 Turbos delivered to the United States in 1997.

Here is a chance to own a beautifully presented example of one of the last, true Teutonic hammers—one that is still considered blisteringly fast some two decades after its introduction.

**\$180,000 – 220,000**



**1952 ALFA ROMEO 1900C SPRINT COUPE**

Coachwork by Touring

Chassis no. AR1900C\*01227

Engine no. AR1308\*00218

1,884cc DOHC Inline 4-Cylinder Engine

Twin Weber Carburetors

99bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

- *Known history from new*
- *Single owner from 1962-2004*
- *Beautifully restored in 2008*
- *Mille Miglia eligible*
- *The embodiment of la dolce vita!*

**THE ALFA ROMEO 1900**

Alfa Romeo's first all-new offering of the post-war period arrived in 1950. Designed by Dr. Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and – in keeping with the company's sporting heritage – was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 99bhp, an output sufficient to propel the four-door saloon to 93mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realized in the form of two high performance derivatives.

Launched in 1951, the 1900 Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilizing the 100bhp engine of the 1900TI sports saloon. An immensely influential design, Touring's Sprint offered family sized accommodation in a two-door sports coupé format and its heart-shaped vertical grille with flanking horizontal intakes would become an Alfa trademark. The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'.

**THE MOTORCAR OFFERED**

This 1st Series Alfa 1900 Sprint was delivered new to Acireale, Italy on January 9, 1953. The original 1961 Italian *Autovettura* and 1956 *Automobile Club d'Italia* registration documents the history in Naples, where the car remained until 1962 when it was purchased by Freeport, Maine based enthusiast Robert Doucette. A true caretaker, Doucette kept the car for the next 42 years before selling it to English collector Robin Otto in 2004.

Having been thoroughly enjoyed for the previous half a century, the complete but patinaed machine was completely restored over the course of the next four years. Faithfully brought back to as-new condition, Mr. Otto enjoyed the Alfa for a further three years before it was acquired by the present owner.





The coachbuilt Superleggera aluminum body by Touring is finished in dark blue while the interior is resplendently trimmed in grey hides with matching cloth inserts. In front of the driver is a dashboard pulled straight from the ethos of Italian Futurism that had come to the fore prior to WWII which an Autovox radio is fitted in the center of the dash. Outside, the four painted Borrani wire wheels show off the wheel-filling drum brakes.

Properly sorted and maintained, it is a fine example of the breed. It is replete with the aforementioned *Autovettura* and *Automobile Club d'Italia* registration, original Maine registrations from the 1960s, and its original owner's manual.

Begging to be driven, there are numerous events onto which ownership can provide entry

including the California Mille, Colorado Grand, and the Mille Miglia. Good enough for Fangio to cut his chops on in the 1952 Mille Miglia, a 1900 is a fitting addition to any garage seeking an events driven car or just a lovely machine with which to enjoy *la dolce vita*!

**\$200,000 – 250,000**



152

*Ex-Lindley Bothwell, ex-D. Cameron Peck*

## 1908 AMERICAN UNDERSLUNG 50HP ROADSTER

Chassis no. 1427

Engine no. 1448

476.5ci (5¾ bore by 5½ stroke) T-head 4-cylinder Engine

Single Carburetor

Listed as 50hp

4-Speed Manual Transmission

Front and Rear Underslung Leaf Spring Suspension

2-Wheel Drum, and Transmission Brakes

- Offered from long term ownership
- Exceptional provenance, a forming part of D. Cameron Peck's collection
- Shown at Amelia Island Concours d'Elegance in 2014
- One of the earliest American Sports cars



### THE AMERICAN UNDERSLUNG

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

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

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

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

### THE MOTORCAR OFFERED

One of the oldest known survivors of its breed, this American Underslung has been part of the hobby since at least the immediate post war period. According to information contained in the Detroit Public Library, it was purchased by D. Cameron Peck from noted West Coast collector Lindley Bothwell in the late 1940s. Both Bothwell and Peck along with a handful their contemporaries may be credited with ensuring that we have a hobby at all, as these pioneers voraciously hunted and secured old cars from various sources, be they wealthy private estates or scrapyards and put them back into service. Remove – {At the present time, where the Underslung was sourced is not a matter of record, but to judge from its intrinsic authenticity today it must have had a relatively uncomplicated life.} The car resided in Cameron Peck's collection for a number of years and was occasionally exercised by him in Brass and old car tours.





In 1951, faced with a potentially life threatening illness Peck had a major rationalization at which point a great number of the extraordinary automobiles that he had been able to collect became available to other collectors. As has been the case a number of times over the ensuing decades, such major sales were feared to dilute the market. Instead, they broadened it, and it is undeniable that by placing these cars in a larger number of hands more cars were able to be used and seen publicly and the passion has certainly grown from these days.

At the time of the Peck auction, one fortunate collector from the Pacific Northwest, a Mr. Wallerich, was able to purchase five cars including a McFarlan and a Rolls-Royce Silver Ghost. Most importantly, however, he secured this – one of the very few early American Underslugs extant at the time. Until the

Deemer family cars surfaced in the mid-1960s, it may well have been that this was considered the oldest around.

The Wallerich family would retain the 1908 American Underslung until the mid-1980s when they elected to sell a number of their cars. At this point the car passed into the current ownership.

With a mere 3 owners this side of the war, the lengthy periods of ownership and knowledgeable custodians that have owned the car have ensured that the car has survived extremely well; it ostensibly appears to remain exactly as when photographed by noted photographer Don McCray for Peck in the 1950s. It still sports the large wheels, decorated lenses to its headlights and its single set back seat at the rear - so often referred to as a

Mother-in-Law seat, complete with handles on the back of the main seats for any scary moments. In fact, any passenger posed in this position in a car that is capable of 50mph or more might well feel that every moment is scary!

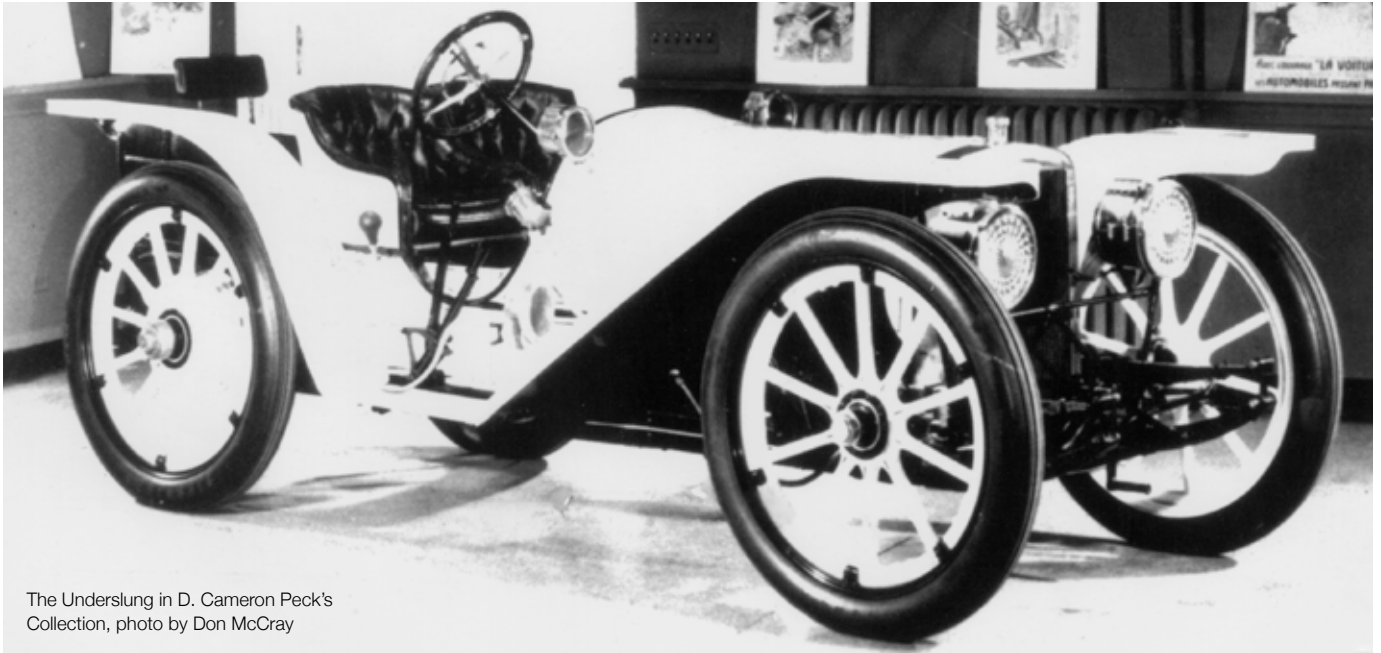
In the current ownership the car has been sympathetically maintained and exercised. It was last seen at the major gathering of Underslung automobiles at the 2014 Amelia Island Concours d'Elegance, where it was on display as part of one of the largest assembly of such cars ever put together in this country.

These cars are an important chapter in the history of the automobile in America and the connotation of its use for sporting purpose. Lest it be forgotten, they predate the likes of Mercer Raceabouts and Stutz Bearcats by a considerable period of time, and there really



The American on display at the  
2014 Amelia Island Concours.





The Underslung in D. Cameron Peck's Collection, photo by Don McCray



wasn't anything like this on the basic American roads in the pre-teen era.

Bonhams has been entrusted with the sale of a few examples of this marque in recent years, each finding new homes in significant collections. With its very fine provenance, this is an extremely covetable Brass Sportscar and may well be the last opportunity to acquire one of these cars for some time.

**\$1,100,000 - 1,200,000**

Please note this car is titled under its engine number.



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## 1963 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 879037

Engine no. R 9820-9

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

- *Recent discovery, early aluminum dash and console car*
- *Matching numbers example*
- *Equipped with desirable period hard top*
- *Offered with Heritage Trust Certificate*



### THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured a 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

This intriguing 'barn discovery' XKE Open Two Seater has recently emerged from long term slumber in an Arizona garage.

Originally supplied to the U.S. market, it was built on the February 12, 1963 and dispatched from the factory at the end of that month. Imported through Jaguar Cars New York, as new it was liveried in cream paint, with a red interior and black top. Its original owner is recorded on the Jaguar Daimler Heritage Trust certificate that accompanies the car as C. K. Ward.

At some point the car migrated west to California, as when found it still sported early 'black plate' license tags before settling in Arizona. In the course of its life it has received a 'blow over' of sky blue metallic paint, though its original scheme is clearly visible in the engine bay and other areas.





Complete with a factory hard top, this recent find is confirmed as a matched chassis and engine car from factory records, and appears to be both sound and straight. Owing to its relatively early production date it retains one of the more appealing aspects of these cars being its aluminum center console and dash. Its interior appears predominantly original and retains a period radio, while the exterior carries the popular period accessory of oval bumper bars/overrides.

These cars never looked better than in open form. With a hard top fitted, this desirable addition, it represents a great opportunity to restore an early example of the breed.

**\$100,000 - 125,000**

Please note this car is titled under Chassis no. J63879037.



## 1948 PONTIAC STREAMLINER STATION WAGON

Coachwork by Ionia Body Company

Chassis no. P8PB13617

248ci Flathead Inline 8-Cylinder Engine

Single Carter Two-Barrel Carburetor

104bhp at 3,800rpm

Hydra-Matic Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *A true piece of post-WWII Americana*
- *Top-of-the line Streamliner Deluxe Station Wagon*
- *Charming powder blue over red and cream interior*
- *Elegant woodwork inside and out*
- *Room to cruise for the whole family*



### THE PONTIAC STREAMLINER

The 'Woodie' station wagon, with its characteristically half-timbered body, ranks alongside the ubiquitous pickup truck as a quintessentially American vehicle type. The style originated in the 1930s, while its popularity peaked in the immediate post-WWII years. Towards the end of the 1950s, the Woodie became the vehicle of choice among California surfers, who appreciated both their unmistakable style along with the practical ability to carry several passengers and their boards. Surfer pop bands such as The Beach Boys and Jan & Dean immortalized them in their hit singles, thereby enshrining the Woodie's cult status.

### THE MOTORCAR OFFERED

Completed at the Pontiac, Michigan based General Motors plant, this eight-cylinder Streamliner Woodie station wagon represented the top-of-the-line of Pontiac's offering in the late 1940s. These luxurious automobiles were priced nearly 40% higher than Pontiac's Convertible and Coupe models, and were the last of the traditional woodie station wagons to be offered by the brand.

Presented in Deluxe trim, this elegant piece of postwar Americana is finished in a beautiful shade of powder blue, with neatly contrasting red and cream interior trim. The Pontiac's woodwork displays wonderfully inside and out, and appears to have been redone at some point in the past. A charming and rarely seen woodie model, this attractive example is equipped with many neat period options such as a front windshield visor, period radio,

spotlight and a vintage California license plate. A standout choice for any vintage auto gathering, and with plenty of room for family and friends, this Pontiac is a rare package, sure to provide many thrilling experiences in the years ahead.

**\$70,000 - 90,000**

**Without reserve**



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## 1994 FERRARI 348 SPIDER

Coachwork by Pininfarina

VIN. ZFFRG43A0R0097343

3,404cc DOHC V8 Engine  
Bosch Motronic Fuel Injection  
300bhp at 7,200rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Low-mileage, US-delivery 348 Spider in beautiful condition*
- *A well-serviced and maintained car, having received a major service in 2013*
- *Elegant Pininfarina styling and capable V8 performance*
- *An affordable, open-top Ferrari*
- *Offered with books, tools, service records and CARFAX report*



### THE FERRARI 348 SPIDER

First seen in prototype form in 1987, the Ferrari 348 entered production in 1989, replacing the immensely successful 328 GTB and GTS models. Mid-engined like its predecessor, the 348 differed by mounting its four-valves-per-cylinder, quad-cam V8 engine - now enlarged to 3.4 liters - longitudinally, enabling it to be positioned lower in the chassis. Another new departure was the transversely mounted five-speed gearbox - a spin-off from Ferrari's contemporary Formula 1 technology - that enabled weight to be concentrated within the wheelbase.

With its aerodynamic skirts, spoilers, minimal overhangs and distinctive gill slats feeding air to side-mounted radiators, the stocky 348 looked very much like a scaled-down Testarossa and, with around 300bhp on tap and a top speed of 170mph, gave little away in terms of outright performance to its larger, 12-cylinder sibling.

### THE MOTORCAR OFFERED

Finished in the iconic color combination of *Rosso Corsa* over beige leather, this smart 348 Spider is presented in remarkable condition, with less than 28,000 miles since new. A US delivered car from new, this Ferrari was originally sold in California to a Mr. Richard Bixon of Los Gatos, in February of 1994. By September that following year, the Spider had moved to the East Coast, where it is believed to have remained ever since.

The 348 has received routine maintenance while steadily accumulating its modest mileage figure; most service work has been performed by the Ferrari specialists at Algar Ferrari in Philadelphia, Pennsylvania, and many service records are included. The comprehensive major service has performed twice; in 2000, at about 15,000 miles, and again in 2013, at 24,579 miles. Furthermore, the clutch was replaced in 2010 at

24,132 miles. This sporty 348 Spider is offered with a CARFAX report, books, tools and the boot cover; without a doubt, it is an underrated V8 Ferrari model that would make a fantastic choice for thrilling open-air drives.

**\$45,000 - 60,000**  
**Without reserve**

## 1991 ASTON MARTIN VIRAGE

VIN. SCFCAM2S5NBL50303

Engine no. 89/50303/M

5,340cc DOHC V8 Engine  
Electronic Fuel Injection  
335bhp at 5,300rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Desirable five-speed manual example*
- *Highly equipped, US-delivery Virage*
- *Limited-production, hand built supercar*
- *Extreme luxury and performance for its era*
- *Evocative and distinctively 1990s sharp edge styling*



### THE ASTON MARTIN VIRAGE

Introduced at the 1988 Birmingham Motor Show, the Virage was Aston Martin's replacement for the 20-plus year old V8 model line. The new sports car was entirely hand built with bodywork in aluminum, and sported a fresh and modern design penned by a duo of design tutors from the Royal College of Art, John Heffernan and Ken Greenley. William Town's sharp-edged Lagonda Saloon had dated quickly, but the Heffernan/Greenley Virage shape was a more timeless design, which successfully blended traditional Aston Martin styling cues, such as the grille shape and front fender vents, into a sleek fastback devoid of excessive exterior decoration.

Power was plentiful from the 32-valve DOHC V8. "Acceleration just never seems to run out", claimed *Sports Car International* in a road test. Just 1,050 Aston Martin Virages

were produced, a rather low production number when compared to contemporary Aston Martin models.

### THE MOTORCAR OFFERED

With its quarter-million dollar price tag when new, the Virage was then and remains a rare sight Stateside, and it is estimated that just sixty or so examples made their way to the US from new. The fine example offered here was completed at the Newport Pagnell Aston Martin Lagonda Limited Works in June of 1991, and was equipped for the US market with the desirable five-speed ZF transmission. Like many limited-production cars imported to the US during the 1980s and 1990s, this Virage carries a 'world-market' VIN attached at the Aston Martin factory during production, and then another VIN in the doorjamb assigned to the car upon arrival in the US.

Purchased new by an enthusiast based in the Midwest, the red Virage would remain in his ownership for more than 13 years, while accruing just over 17,000 miles. The second





owner acquired the car in 2005, and would add just a few thousand miles to the odometer before the car joined the consignor's impressive collection in Florida in 2009.

Today, this hand-built, limited-production Aston Martin presents beautifully throughout, with a nice and tidy interior and sharp exterior. According to the consignor, the car's digital odometer is inaccurately reading over 60,000 miles, a common issue with these cars, but the car's actual mileage is believed to be less than 25,000 miles from new. Regardless, the Virage remains one of the most charismatic sports cars of its era, and here is a rare opportunity to acquire one of Aston Martin's modern classics.

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

**Without reserve**



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## 1971 FERRARI DINO 246 GT

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 02972

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 example of the legendary Dino*
- *Finished when new in the elegant Verde Scurro over Black*
- *Delivered new through William F. Harrah's MCM Ferrari distributorship*
- *Well-documented ownership history, with most owners in California*
- *Offered with tool roll and Marcel Massini's history file*



### THE FERRARI DINO

It was the need for a production-based engine for the new Formula 2 car 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 Alfredino 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 246 GT -- replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246 GTS, 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 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.





## THE MOTORCAR OFFERED

This very sporting, end-of-the-run E-Series 246 Dino was completed at the Maranello Ferrari factory in November of 1971. The new Coupe GT was optioned for the Dino-hungry US market, and finished in the very attractive and unique green color of *Verde Scurro Dino* over a black interior, fitted with the Cromodora alloy wheels and equipped with power windows.

The new Dino had been ordered by the Western US distributorship for Ferrari at the time, Modern Classic Motors, owned by casino-mogul and pioneer collector William F. Harrah. The green Dino was sold to its first owner, a Mr. Wallace B. Farrell of San Bernardino, California, who is believed to have owned it until 1976, when it was purchased by a Mr. Richard L. Maddox of Santa Clara, California. The following year the Dino came into the ownership of Mrs.

Carolyn Trenery of Martinez, California, who is believed to have kept the car until 1986. The 246 GT would remain in the San Francisco Bay Area for at least a decade, before returning to Southern California, where it was in the hands of a Mr. David Weir of Manhattan Beach by the mid-1990s.

By 2003, the Dino Coupe was in Albuquerque, New Mexico in the ownership of Mr. J.C. Peterson, who would keep it for about five years. Subsequently it was sold to fellow Albuquerque resident Mr. Scott Barlow. Mr. Peterson apparently regretted his decision to part with his beloved car, and later bought it back! Now offered from Northeastern ownership, this beautiful E-Series Dino 246 GT presents very well inside and out. It is offered with a tool roll, service records, and Ferrari historian Marcel

Massini's history report. Boasting a very well documented West Coast ownership chain along with a highly desirable, rare original color combination, this Dino is a fine example that embodies the Dino's reputation for lithe handling and killer looks.

**\$280,000 - 320,000**

## 1949 TRIUMPH 2000 ROADSTER

Chassis no. TRA 1664

Engine no. V6031

2,088cc OHV Inline 4-Cylinder Engine

Single Solex Carburetor

68bhp at 4,850rpm

3-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Elegant open-top roadster from the early post-WWII era*
- *Nicely presented inside and out*
- *Later 2.1-liter engine example*
- *One of approximately 2,000 examples produced*
- *A rare sight on US roads*



### THE TRIUMPH 2000 ROADSTER

Standard's wartime purchase of Triumph, whose pre-war cars had been much admired for their performance and quality, was seen as the first step towards establishing an up-market range to complement the more workaday Standards. Design work begun in 1944 envisaged a car built in two body styles - saloon and sports roadster - using a common engine and gearbox, and similar running gear.

The chassis - an all-new design featuring independent front suspension - comprised two large-diameter steel tubes joined by cross-braces. Styled by Standard's Frank Callaby, the Roadster's elegant body was unusual in retaining the dickey seat, which had been a feature of the pre-war Triumph Dolomite Roadster Coupé.

### THE MOTORCAR OFFERED

This right hand drive example of Triumph's first post-war sports car is one of about 2,000 examples produced between 1948 and 1949, featuring the larger 2.1-liter engine. A very nicely restored car, it is finished in black with a tan top and a tan leather interior. Completing the elegant picture up front are large King of the Road headlamps, Lucas fog lights, dual chrome horns, and a chrome grille as well as a marker lamp and rear view mirror mounted atop each front fender. The interior, which features a luxurious quantity of wood, has been redone at some point in the past.

This rare and sporting Triumph Roadster is offered with the original grease gun, air pump and tools. An interesting piece of Triumph history, the 2000 Roadster offers open-top touring with unique and sophisticated styling. A must have model for any serious collector of this established

British marque, the 2000 Roadster is particularly noteworthy for its dramatic coachwork, which, stylistically, was significantly different than the TR models that followed.

**\$50,000 - 70,000**

**Without reserve**



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## 1957 MERCEDES-BENZ 190SL

Chassis no. 1210402502940  
Engine no. 121921101021937

1,897cc SOHC Inline 4-Cylinder Engine  
Dual Weber Carburetors  
125bhp at 5,700rpm (approx.)  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
Front Disc and Rear Drum Brakes

- *Modified for Vintage SCCA and VDCA use*
- *Built with both track and street use in mind*
- *Professionally constructed*
- *Proven race record*
- *One hot little roadster*



### THE MOTORCAR OFFERED

Race cars and road cars are very rarely different sides of the same coin—if a car is made to win on the track it is unlikely that it is usable on the road. This 190SL was prepared to do both with ease.

Modified for vintage SCCA and VDCA track use about a decade ago, the car was torn down to body-in-white and rebuilt over the course of over a year into the machine you see today. Outside, the bumpers and chrome trim was shaved off and a professionally applied Astral Silver Metallic paint job was applied to the exterior while the interior and underside received a similarly high quality trimming in black. Inside the interior was stripped of all but the bare essentials, a full roll cage was installed, a set of Kirkey race seats with Simpson racing harness were fitted, and numerous other modifications required for full certification in

both SCCA and VDCA events. Additionally, the car has tags on its front fender indicating that it was raced with the SVRA vintage racing group in addition to the other groups mentioned.

Under the skin is where the real magic happens though. Up front the engine was rebuilt by Sport Leicht Restorations in Pinehurst, North Carolina with an oversized racing cam and dual Webers in place of the old Solexes. A Racing Fuel brand fuel cell has been fitted in the trunk. The original generator was replaced with a heavy duty GM alternator, the fuel pump was replaced with a P74019 Carter model, a new fuel filter was installed, and a new water pump was fitted. To handle the increased power, handling was improved with front spindles, kingpins, disc brakes and wheel bearing from a 1970 280SE 4.5, high performance Hawk brake pads, front Landrum coil springs, aft Eibach coil springs,

and Carrera shocks at all four corners. The alloy Mercedes-Benz wheels are shrouded in Yokohama AVS ES100 performance tires to take advantage of all the enhancements on this 190SL to their fullest degree.

Tried and true with the tech stickers to prove it, this 190SL will blaze down the track at 115mph as easily as it will score looks driving on the street.

**\$60,000 - 80,000**  
**Without reserve**

## 1925 BENTLEY 3 LITER FOUR SEATER TOURER

Coachwork by Vanden Plas

Chassis no. 1009

Engine no. 1007

Body No. 1125

Former UK Registration no. MH 4796

2,996cc SOHC Inline 4-Cylinder Engine - 4 Overhead Valves Per Cylinder

80bhp at 3,500rpm

4-Speed Close-ratio Gearbox

Four-Wheel Drum Brakes with Perrot shaft actuation

- Rare original matching numbers car with original Vanden Plas Sports Coachwork
- Offered from long term ownership
- Meticulously researched history
- Great looking Vintage Bentley, eligible for many road touring events



### THE BENTLEY 3 LITER

The genre of the sporting Vintage Bentley dates from the earliest days of Walter Owen Bentley's founding of the firm that bore his name and the partnership of his chassis and coachwork which was provided by local coachbuilder Vanden Plas. Between them they created a style that remained with the company throughout its first era of production: that of a compact sports car with lightweight open four seater touring bodywork. It was in this same guise that virtually all of the famed Le Mans campaigns were undertaken. Even when the 4-cylinder cars were usurped by their 6-cylinder models, the most sporting examples were still built in this guise. The legend of the 'Bentley Boys', Tim Birkin and their Le Mans successes, created the spirit and character of the brand that perpetuates today, particularly since its reinvigoration from the early 2000s. It is for this reason that the iconic Bentley 3 Liter Speed

Model with Vanden Plas coachwork is such an important part of the Bentley story.

W.O. Bentley had proudly unveiled his new 3 Liter car on Stand 126 at the 1919 Olympia Motor Exhibition—the prototype engine having fired up for the first time just a few weeks earlier. Bentley's 4-cylinder 'fixed head' engine incorporated a single overhead camshaft, 4-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition, and power was transmitted via a 4-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when 4-wheel Perrot-types were introduced.

Early success in the 1922 Isle of Man Tourist Trophy, where Bentleys finished second, fourth, and fifth and took the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'sloper' carburetors, a higher compression ratio, different camshaft, and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type gearbox was adopted. These engine changes increased maximum power from the standard 70 to 80bhp and raised the top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) Andre Hartford shock absorbers.

The 3 Liter was by far the most popular model of Vintage Bentley production, with





### THE MOTORCAR OFFERED

some 1613 chassis built, however of those only a third were the short chassis Speed models. By the very nature of their racing association the privateers that bought these cars in the Roaring Twenties were keen to push these cars to their limits. A cursory glance through a few of the period service records show many returns to the factory following accident damage, making the actual survival statistics for all 3 Liters less than half of the original production. Because these cars were rather reliable work horses, it was common for them to continue their lives in more rudimentary work, particularly during the war; in the UK many turned into farm 'hacks', shooting brakes, or tow vehicles. For all of these reasons, the actual number of surviving examples of what is undeniably the iconic Vintage Bentley look is rather modest, and they rarely appear for sale.

Bonhams is proud to offer this definitive Vintage Bentley example from the estate that has owned the car for more than 30 years. It is one of the much coveted original Vanden Plas bodied Sports Touring 'Speed' Models.

The car was acquired by its enthusiast owner, a qualified Chartered Engineer, in the UK in the 1980s from a noted London Bentley dealer. It was later brought to the U.S. by him where it has resided ever since. As a truly passionate collector he spent much of his ownership researching the car's ownership history. Compiled in the pre-internet era this was a labor of love – requiring careful thought and an almost forensic eye for detail. The fruits of this work are on file in extensive correspondence with former owners as he pieced together its long British life and endorsed its pedigree.

Importantly, copies of its original build sheet and Vanden Plas coachbuilder records exist and confirm that chassis 1009 was built as it remains to this day, as a Speed Model, with engine number 1007 and wearing Vanden Plas Body number 1125. These records provide insight into how the car looked when new, and show that it must have been quite a striking example. It was finished in Dockers French Grey paintwork, with its chassis and fenders contrasting in Parsons Long Acre Red and with a corresponding Grey mohair top, side curtains and tonneau cover and Connolly leather upholstery and red wheels.

The proud new owner of the car was C. L. Warwick, of Beech Hill Park, Hadley Wood in the UK. Mr. Warwick appears to have kept the car for only a matter of months before it passed to its next keeper, C. A. Cuthbert of Compton,



Nr. Guildford in whose hands it was maintained by the Cricklewood Bentley works until its next sale in 1927 to G.R. Sutton of Newcastle-Upon-Tyne at which point it migrated to the North of England. Notes on the factory records detail some parts supplied to garages in this region until just before the war.

By roughly 1943 the car migrated a little down the country, known to have been owned by a J. F. Collinge of Rochdale in Lancashire. From this point its postwar history is charted as the next owner being a Squadron Leader Baron, who kept the car up to 1949. The car then passed progressively down the country, being owned by a K. Hadley, J. F. Edmondson in 1952, W.F. Crosland from October 1954, and P. Patchett from July 1960, before arriving in the long term custody of the Simons family of Chippenham in Wiltshire in 1965. In the early days of their

ownership it is understood that the car was exhibited at the nearby Cheddar Veteran and Vintage Car Museum, a long since disbanded institution that was situated in the town where the most popular UK brand of cheese was founded.

By the 1970s the car was clearly in need of attention and its then owner commissioned a rebuild at one of the UK's leading restoration shops for Vintage Bentleys, Elmdown Engineering. During this refurbishment, its owner elected to have the car's metal bodywork covered in black fabric. In doing this, the holes for the side curtains were covered; they are no longer with the car. It also is known that at this time the original engine was repatriated to the car.

Its current livery of black with red upholstery and German silver accessories is an extremely handsome scheme, and while its 40 year old

rebuild has some light age to it, the car still presents very well. Close inspection reveals it to be a particularly authentic example. Its chassis number is clearly stamped in the front dumb iron 'knuckle' and front cross member and rarely found details such as its original seats and some floorboards are still numbered with their Vanden Plas commission number (1125). Only its front axle number is inconsistent with the close proximity of its other component numbers, meaning this may have been replaced at some time.

Naturally, therefore, the Bentley has been regularly campaigned in this ownership. Participating in numerous North American Vintage Bentley Meets including those at Chataqua Lake, Lake Placid and Niagara Falls, it has also been used as an everyday transport – used to drive on the daily commute!—as





every true 'car nut' should on occasion. All the while using its owner's strong technical prowess as a meticulous engineer, with able assistance from a noted national expert locally, the car would receive regular maintenance. For more arduous tasks parts were sometimes sent overseas. For example, it is known that the car's magnetos and rear axle were reconditioned by noted UK specialists.

Offered with its comprehensive history file which charts the history noted above and incorporates such gems as early owner J.F. Collinge's original annotated handbook and the British license 'log book', it still retains its UK license/registration plates.

Over the course of the last 30 years, the car has been as carefully maintained as its history was researched, its owner taking great care to

preserve its usability and at the same time to participate in the true spirit with which these cars were built - it will no doubt provide its next custodian with similar entertainment.

Aside from simply being one of the greatest looking cars of its era, these cars offer a multitude of applications for touring events, be it with the North American Vintage Bentley Club, Rolls-Royce Owners Club, or further afield in the British Bentley Driver's Club. They have great road presence and perform well enough to comfortably keep up with modern speeds, yet because they ride on a relatively short chassis, they are nimble enough to be enjoyed on country lanes.

We are proud to offer and recommend this great Vintage Bentley.

**\$475,000 - 550,000**

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*Current family ownership since 1939*

## 1937 MG VA CHARLESWORTH TOURER

Chassis no. VA/0549T

Engine no. TPBG 788

1,548cc 4-Cylinder Engine

58hp

Dual SU Side Draft Carburetors

4-Speed Transmission – Synchros on Three and Four

4-Wheel Lockheed hydraulic brakes

- *Current ownership for eight decades*
- *Well maintained and delightfully presented*
- *Good example of a rare pre-war MG*
- *Very usable car with great road manners*



### THE MG VA

Launched at the 1936 Motor Show, the VA was the second all-new MG model to be introduced following the company's acquisition by Morris Motors, the first being the SA. Although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge. Likewise the VA, or 1½-Liter, shared its 1,548cc four-cylinder overhead valve engine with the Morris 12/4 and Wolseley 12/48. As installed in the VA, this unit featured twin SU carburetors and produced 54bhp, which gave the VA spirited performance.

The VA could cruise comfortably at 60mph and had a genuine top speed of over 75mph, with more to come from the tourer once the windscreen was folded flat. Synchromesh made its appearance on 3rd and top gears

for the first time in an MG saloon. A Tickford-bodied drophead coupé and Charlesworth open tourer completed the range. By the time production ceased in 1939, 2,407 VAs of all types had left the factory.

### THE MOTORCAR OFFERED

This fine VA was purchased in England and brought to the Boston area in 1938. In 1939 it was acquired by the vendor's father from the original owners. The car has been used regularly but sparingly in the 75 years since.

The car resided in Brookline, MA, Brookfield, MA, and Newport, RI before finally settling on Cape Cod where it has spent most of its life. A well-known car in the region, its owner regularly drove it to the country club and the ice cream stand with his Great Dane riding shotgun.

After 50 years of regular but careful use, the MG VA was entrusted to Classic Coachworks of Hyannis to restore the car. Classic Coachworks had maintained the MG for many years prior and was familiar with what needed to be done to bring it back to like-new condition. The car was resprayed in its original black paint. The





paint job, which cost \$2k, looks amazingly fresh today; the interior was retrimmed in the correct green hides per its original specification.

Having recently been demonstrated for a Bonhams specialist, the car proved surprisingly lively and carved the twisty Cape Cod roads with great precision. The engine delivered good power and the transmission shifted easily.

An MG VA is a rare sight in America. To find one with the splendid continuous history this one has is a very special opportunity.

**\$30,000 - 50,000**



## 1958 BMW ISETTA 600

Chassis no. 124770

582cc OHV Flat 2-Cylinder Engine  
Twin Carburetors  
26bhp at 5,500rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Drum Brakes

- *Well presented example of BMW's iconic microcar*
- *Lovely color combination*
- *Top-of-the-line 600 Series example*
- *A must have in any micro car collection*
- *Easy to drive and guaranteed amusement*



### THE BMW ISETTA

The Iso Isetta, which BMW built under license from 1955 to 1962, helped forge a new market segment for microcars that proved instrumental in getting Europe back on wheels. Designed by a company that made refrigerators, and looking like one itself, the little Isetta proved to be a sales success for the brief period when microcars were in vogue.

With only two seats, the Isetta's market was limited and BMW needed something larger. Management had already committed to making an entirely new model—the 700—and resources were limited, so the decision was made to create a lengthened Isetta as a placeholder until the 700 would be introduced in 1959. Deriving its name from the BMW R67 motorcycle-sourced boxer motor, the 600 looked just like an Isetta up front—and even retained its front suspension—but featured a

new perimeter frame and the first ever usage of semi-trailing arm suspension on a BMW motorcar. A second row of seats and a right side door added space and usability.

The resultant design was clean and well presented—it is understood that Michelotti had his hand in it—well constructed, and adequately powered to allow for spirited driving. The ride was nice too, with the wheels mounted at the far corners of the body. Alas, the price was high—about 200 Marks above that of a VW Beetle—and the buying public was starting to hanker for a more 'normal' looking vehicle. Only 35,000 600s left the factory before the more conventional looking 700 replaced it in late 1959. 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

Finished in a lovely two-tone ivory over red livery, with color-coded wheels and chromed bumperettes, the top-of-the-line BMW Isetta 600 offered here looks just right, and upon close inspection, it is apparent that a rather thorough restoration was performed at some stage in the past. Offered from long-term East Coast ownership, this Isetta has recently been serviced, and benefits from having been kept in a fine collection of European 1950s and 1960s classics with a dedicated service and maintenance staff. A smart, innovative, and very handsome microcar that would fit into any collection, and surely attract lots of smiles, this Isetta 600 deserves serious consideration.

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

**Without reserve**

Please note, this lot is titled as a 1959.



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## 1911 KELSEY MOTORETTE TRIKE

Chassis no. 290

72ci Two-Stroke Opposed 2-Cylinder Engine  
Single Carburetor  
Approximately 10bhp  
2-Speed Planetary Transmission  
Leaf Spring Suspension  
Mechanical Brakes

- *Exciting motorcar from the pioneer age*
- *Beautifully restored*
- *AACA Award Winning example*
- *One of just over 200 Kelsey Motorettes produced*
- *Innovative piece of American automotive history*



### THE C.W. KELSEY MANUFACTURING CO.

A great deal of imagination, drive and determination were the marks of the motoring industry's pioneers. Some were spectacularly successful. Others, surely as talented and insightful, somehow missed making their mark on history. Cadwallader 'Carl' Washburn Kelsey was one of the latter and if enthusiasm and vision alone had been sufficient to bring success he would be better known today. He built his first car in 1897 before entering college, his second as an undergraduate at Haverford College. He became the most successful dealer for Maxwell, eventually becoming Maxwell's sales manager. When he and Maxwell's Ben Briscoe fell out he returned to his passion, established the C.W. Kelsey Manufacturing Company in Hartford, Connecticut and introduced the Kelsey Motorette, a trike powered by an opposed twin. Over the next three years just over 200 Kelsey Motorette trikes were built.

### THE MOTORCAR OFFERED

This beautifully presented 1911 Kelsey Motorette is reputed to have a 10hp engine with the two-speed plus reverse planetary transmission. Featuring a chain drive arrangement to the single rear wheel, brakes on both the driveshaft and the rear wheel and right-hand tiller steering, it offers a very special and unique driving experience. The radiator is the brass-trimmed slab behind the side-by-side seats, and the engine fires by a starting handle located on the side. The rear wheel is suspended on a pair of quarter-elliptical leaf springs, which also locate the axle.

A 1997 AACA Senior National First Prize winner, the quality of the restoration and subsequent care the trike has received is evident in its beautiful presentation today. The black finish with gold coach lines on the bodywork against black painted wood spoke wheels gives the car

a very period look. The two bucket-style seats are upholstered in black leather, and the Kelsey is fitted with the optional black folding top.

Kelsey's ads from the era note that these innovative motorcars featured circulating oil lubrication, as opposed to the then-common full loss oiling. As presented here today, the Kelsey is a gorgeous, intriguing little thing that will always attract enthusiastic, positive attention. The colorful story of 'Carl' Kelsey, which continued through another car company and culminated in the design of the 'Skycar' helicopter in the 1960s when Kelsey himself was in his eighties, only adds to its appeal and the many conversations this veteran car will start, and introductions it will make to curious onlookers. There is a whole fascinating narrative about American automobile pioneers wrapped up in this Kelsey Motorette.

**\$70,000 - 90,000**

164

*Offered from a prominent European Collection*

## **1936 WANDERER W25 K ROADSTER**

Coachwork by Wendler

Chassis no. 252702

Engine no. 252922

OHV Supercharged 6-Cylinder Engine  
Single Supercharger Mounted Carburetor  
85hp  
4-Speed Transmission  
4-Wheel Hydraulic Brakes

- *Extremely rare, supercharged, German sports car*
- *Porsche designed competitor of the BMW 328*
- *Product of the Auto Union consortium*
- *Wonderful roadster coachwork by Wendler*
- *From a major European Collection*



### **THE WANDERER**

The 1930s saw a growth in German motorsports. More and more private individuals wanted cars that were high performance for both street and competition use. Cars like the BMW 328 set the pattern for a performance machine of the era and Wanderer, wanting a piece of this glamorous market, turned to Dr. Ing. h.c. F. Porsche GmbH to design a sports car.

Porsche, well known for his forced induction work at Mercedes-Benz, used a similar practice here. By supercharging the robust and reliable two-liter Wanderer engine he produced an engine that had identical power to the BMW 328, but with a far simpler valve train. The BMW had a reputation for wonderful performance but at the expense of fragility in the cylinder head.

From a marketing standpoint, supercharging had a certain allure that a normally aspirated

engine would never have. The few blown pre-war cars today are some of the world's most desired machines; the whale of a vintage roots blown car is something that stirs the heart of most motoring enthusiasts.

The rest of the new sports model, which was dubbed the W25 K for Kompressor, would be on the leading edge of Thirties' design. Built on a tubular steel chassis with independent suspension all around, the engine would drive through a crisp 4-speed transmission. Stopping would be handled by hydraulic-brakes on all four wheels. The car would be dressed in fine sporting coachwork built by Wendler.

The W25k, though distinctive, could arguably be considered as the BMW 328's sibling. Dimensionally almost identical, with the same engine size, horsepower and wheelbase, the

two cars differed only in philosophy. Wanderer preferred a supercharged robust motor while BMW chose to push the limits of their fine normally aspirated design.









## THE MOTORCAR OFFERED

This Wanderer W25 K Roadster has been part of two major European collections for many decades. It is being offered for the first time publicly and represents the first supercharged Wanderer W25 K to be offered at auction in decades. Lightly used but well cared for, the Wanderer is offered in nice yet older, restored condition. Close examination of the car shows that it was restored from a good original car and has received fairly sympathetic work. Despite its age the restoration looks very good and the car is even and pleasing. The condition is quite appropriate for a true sports car of this era.

The car has recently seen a number of miles and has been subject to a good deal of mechanical fettling. Having primarily been displayed for the last ten years it has been subject to routine work to bring it back to road going condition. Reported to be running well,

Bonhams would still advise a proper checking over before any lengthy touring.

This is a rare opportunity to acquire a pre-war German supercharged sports car. With its connection to the legendary Auto Union and its striking Wendler coachwork, this Wanderer would be a charismatic addition to any fine collection.

**\$450,000 – 650,000**





165

## 1992 FERRARI F40

Coachwork by Pininfarina

VIN. ZFFMN34A1N0093627

Engine no. 31130

2,936cc DOHC Twin-Turbocharged V8 Engine

Electronic Fuel Injection

478bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

- *The very last US-specification F40 produced*
- *1992 model benefitting from all the production-run upgrades*
- *Few owners, less than 10,000 miles and excellent service history*
- *One of just 213 US-delivery F40s ever produced*
- *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.

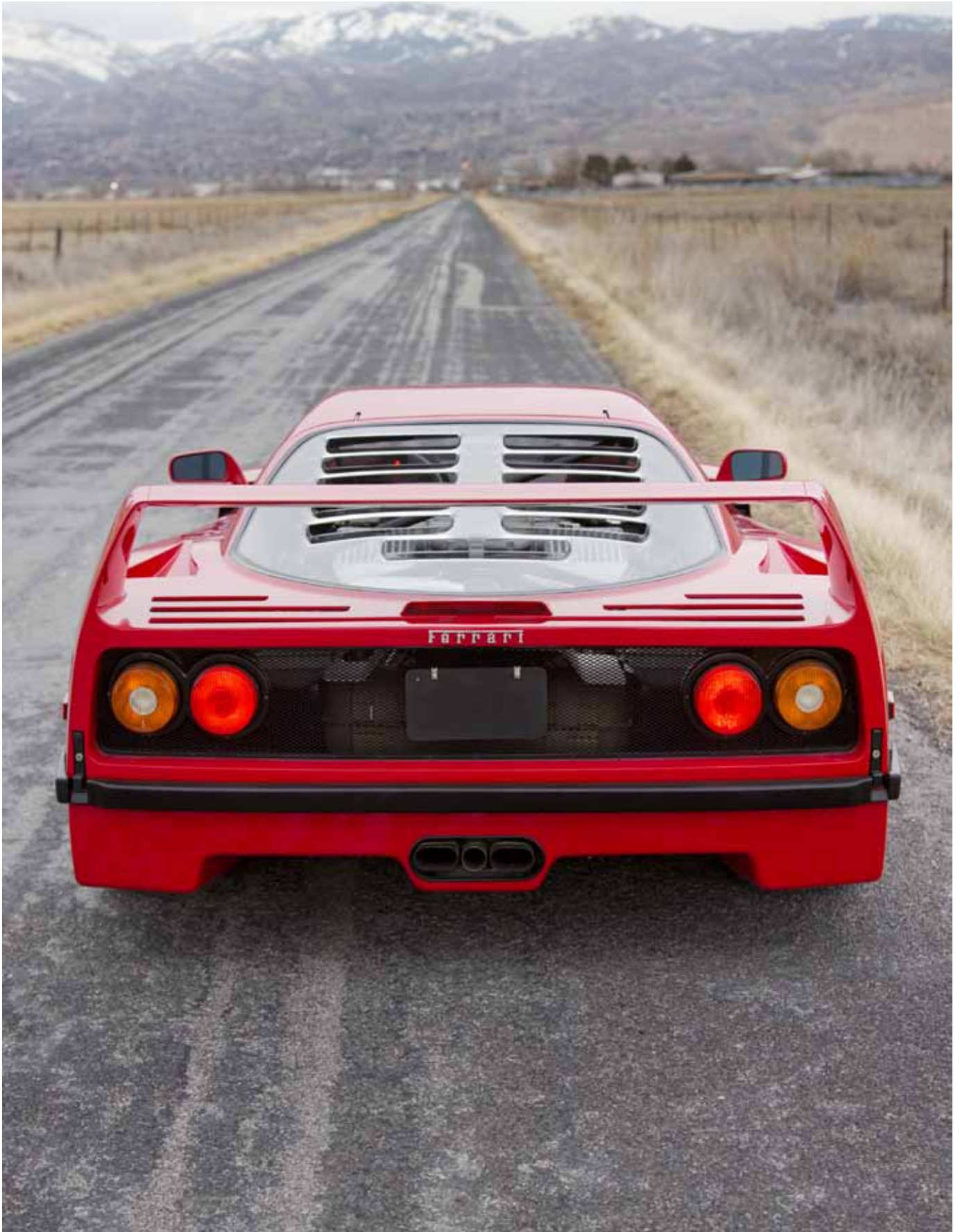
A mid-engined, two-seater Berlinetta, the F40 was a development of the limited-production 288GTO and like the latter - but unlike the preceding 308/328 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-liter V8 with four valves per cylinder, the F40 engine employed 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 racing car, with body-contoured seats, an absence of carpeting and trim, and







## THE MOTORCAR OFFERED

sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series occasionally proved quicker 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*."

Of the 1,315 F40s produced, just 213 examples were destined for the United States market. These cars, which were modified to meet US EPA and DOT regulations, were given slightly modified bumpers, reinforced doors, aluminum gas tanks, and modified seats with automatic seatbelts. These 213 examples have been coveted since their release because of the demand for these rare, mid-engined twin-turbo charged monsters in the enthusiastic American Ferrari market.

The superb example offered here, chassis no. 93627, is according to leading Ferrari historians known to be the last US-specification F40 built at the Maranello works. Having been built in the final production year, 1992, the car benefits from the upgrades and enhancements made throughout the F40 production run, and is among only twenty examples built that year.

Furthermore, it is believed to have been on display at the 1992 Los Angeles Auto Show. The new F40 was titled to its first owner on November 10th, 1993, after having been purchased at Ferrari of Beverly Hills. This Ferrari F40 stayed with its first owner for nine years, covering less than 4,000 miles, during which time it was kept in a climate controlled garage. It received a major service (including replacement of the timing belts) by Symbolic Motor Car Company in 2000. In 2001, this F40 briefly moved to Kansas to join another private Ferrari enthusiast's garage, where it shared driving duties and garage space with its predecessor, the iconic 288 GTO. Afterwards, the F40 was purchased by a collector in Nevada, who drove the twin-turbocharged supercar an additional 3,000 miles in just two years, taking advantage of the flat southwestern desert roads to enjoy the F40's addictive power.





In August 2004, after having made an appearance at the Cavallino Classic Ferrari show earlier that year, the F40 was offered for sale with 6,900 miles, reportedly in pristine condition and with a stainless steel Tubi exhaust fitted. Purchased by the consignor in 2005, the F40 has continued to be kept in good order, used regularly and serviced as needed. In 2010, Ferrari of Orange County performed a belt service at an indicated 9,228 miles. Fewer than 500 miles have been added since.

Furthermore, the F40 was inducted into the Ferrari Classiche Certification program, and comes with full Classiche Red Book certification. The car was then displayed at the 2011 Quail: A Motorsports Gathering in Carmel Valley, California in the company of other rare and desirable sports cars. While in its current ownership, the front seats have been replaced

with a pair of NOS units for optimal visual presentation, however the original items still accompany the car.

Presented in its original color combination with *Rosso Ferrari* paint on its lightweight Pininfarina body and red cloth on its US-spec seats, this F40 is in excellent condition and boasts exceptional pedigree as the final example produced for the US market. With fewer than 10,000 miles since new, this incredible F40 can be either preserved as a low-mileage original, or driven as intended – the choice is yours.

**\$1,200,000 - 1,400,000**

## 1974 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UE1S26055

Engine no. 7S17151 LB

5,343cc SOHC V12 Engine

4 Zenith Stromberg Carburetors

264bhp at 5,750rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Just over 18,000 miles from new
- Excellent patina inside and out
- Powerful twelve-cylinder E-Type Roadster
- Desirable 4-speed manual version
- The final evolution of the legendary Jaguar E-Type



### THE JAGUAR E-TYPE SERIES III

Few self-respecting automotive connoisseurs could ever ignore that iconic 20th Century classic, the E-Type Jaguar. From its sensational launch with its 3.8-liter 6-cylinder 'XK' series engine in 1961 to its final expression as the 5.3-liter V12-engined Series III model twenty years later, Coventry's finest was not only an aspirational supercar of its era, but also a generally attainable one – always offering would-be owners tremendous value for money.

It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models were produced, Jaguar's

preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

With the large cross-slatted radiator grille – described by *Motor Sport* magazine as “a decorative birdcage” – flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting uprated brakes and power steering as standard. From the new Series' launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

A V12 Roadster model, finished in red with black hardtop, was road tested by *Motor* magazine in November 1971, proving itself to be the quickest Jaguar model up to 100mph that the magazine had ever tested – taking 15.4 seconds from rest.

The car's 0-60mph time was only 6.4secs while it could cover the standing-start quarter-mile in 14.2 seconds. *Autocar* magazine declared that the new V12 engine was just “superb, smooth power with virtually no mechanical noise at all (rare for a V12) and with little exhaust noise – from 70mph to 140mph wind noise is by far the loudest sound and even that is by no means excessive”.

The Series III V12's “natural cruising speed” proved to be around 125mph, and influential American market publication *Road & Track* extolled the fact that “...the E-Type is an easy car to drive and is most at home when driven fast...a very predictable car with excellent balance between ride and handling. The ride is soft but very well controlled and even at high speeds there is no tendency towards front end lift or wander. Characteristics are forgiving to the inexperienced driver but useful to the more skillful during fast motoring.”





## THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane factory in June of 1974, this exceedingly original E-Type Roadster is one of the final examples of the legendary model. Believed to have been delivered to the US when new, the car is equipped with left hand drive, and the end-of-the-line twelve-cylinder power plant. Finished in the very fitting livery of silver metallic over red, this highly original Jaguar is believed to have covered just over 18,000 miles since new.

The Jaguar's first owner is believed to have owned the car until 1980, when its most recent previous caretaker purchased the car. The silver exterior has been refinished at some stage, presumably in the 1980s, and presents today with a lovingly aged patina. The interior has a very original feel, with neatly worn-in seats and most of the factory trim still in place. A period radio is installed in the dash, most likely the

factory or dealer installed unit from when the car was new. A car with a very pleasing patina of age, low mileage and boasting great options, this Jaguar would be an enjoyable companion on any number of motoring adventures.

**\$80,000 - 100,000**



167

## 1903 E.R. THOMAS MODEL 18 TONNEAU

Chassis no. 635

Engine no. 635

Single Cylinder F-Head Engine

Single Updraft Carburetor

8hp

3-Speed Sliding-Gear Transmission

Rear Wheel Mechanical Brakes

- *Brighton era car by one of Americas most revered manufacturers*
- *Freshly restored to a very high standard*
- *3-Speed transmission*
- *Attractive four-seat coachwork*



### THE THOMAS

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

E. R. had bigger things in mind, however, and the first Thomas automobiles were introduced in 1903: small runabouts described in the catalog as the happy medium between the cheaper and more expensive cars. By 1905

the Thomas Company was building bigger 4-cylinder cars dubbed 'Thomas Flyers'. Thomas Flyers soon gained notoriety among the faster and more flamboyant Touring cars of their day. E. R. had an eye for flair and his huge powerful cars showed it - they were often finished in bright colors and loaded with many ornate brass accessories. The 1907 sales catalogue boasted "You can't go by a Thomas Flyer, so go buy one!"

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

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

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





## THE MOTORCAR OFFERED

The Thomas Model 18 represents the first car produced by the Thomas Company after E.R. Thomas consolidated his manufacturing into one division. E.R. Thomas continued following the French pattern of design that had served him well with his previous motorcycles, tricycles and quadricycles. The resulting new car looked quite similar to a Renault or DeDion Bouton and shared a similar mechanical design. Since the French had lead the motor industry for over a decade, this was certainly a safe and reliable model to copy.

The Thomas Model 18 proved a good car and a fairly successful product. Thomas would quickly begin to move towards a more American/German type design with his next motorcars. The limitations of the light French design would prove a bit frail for difficult American conditions.

Today, on our properly paved roads, the Model 18 is a delight and a fine American alternative to the ubiquitous French voiturettes. The Thomas Model 18 is well engineered and has the build quality that helped establish the company's excellent reputation. The strong 8hp single drives the car through an efficient 3-speed sliding gear transmission. The 3-speed is a big help in efficiently climbing rolling hills without having to resort to low gear. Equipped with a roomy and comfortable tonneau, the Thomas is an appealing four-up transport to Brighton.

This Thomas was discovered in largely complete and original condition and was subject to a comprehensive restoration to bring it up to a very high standard of presentation. Finished in an attractive and proper French grey, it has the jewel like look more common to French cars of the day. Equipped with a full

complement of brass accessories and nice tonneau baskets, the car presents beautifully.

Offered here is a fine American London to Brighton eligible car made by one of the most revered brass era makes. A technically advanced car with a four-person body restored to a beautiful standard, anyone would be proud to make the trek from London to Brighton in such a fine machine.

**\$225,000 – 275,000**

**1912 PEERLESS MODEL 60 RUNABOUT**

Engine no. 12970

824ci 6-Cylinder T-Head Engine

Single Updraft Carburetor

4-Speed Sliding-Gear Transmission with Overdrive

2-Wheel Brakes

Live Axle Suspension with Leaf Springs

- *Runabout with a 13.5 liter factory engine*
- *Well set up to better cope with the power*
- *Nicely executed with plenty of brass*
- *Not much from this era can keep up with this*
- *Extremely rare model*

**THE PEERLESS MODEL 60**

The old adage "there is no replacement for displacement" was truly taken to heart by Peerless. Even during the displacement wars of the brass era, only two manufacturers ever broke the 800ci mark. Peerless and Pierce-Arrow at 824ci together hold the claim of the largest engine ever fitted to a production motorcar.

Packard, Pierce-Arrow and Peerless, better known as the three Ps, were the major players at the high end of the American market. From 1912-1914 all three companies made both a 38hp and a 48hp 6-cylinder engine, but only Pierce-Arrow and Peerless would make a larger car.

In 1910 Pierce-Arrow made an audacious move by introducing a model with an engine displacement of over 800ci. This model would even better the massive Bugatti Royal by over 1 liter. This colossal but civilized brute named

the 66hp could have been offered without a transmission for it had ability to conquer anything in high gear.

Not content with being bettered by Pierce, Peerless launched a behemoth of their own in 1912, the Model 60. At 826ci in six-cylinders it tied Pierce-Arrow for the honor of the biggest of the big.

The engine was a T-head design with cylinders cast in pairs. It had a cylinder bore and stroke of 6" x 8" and fed through two giant valves per cylinder. A central carburetor on long brass runners would feed the enormous engine. The engine just squeezes in under the top of the hood.

Far less known today than the famous Pierce 66 the Peerless 60 is equally refined and well-engineered. In 1912 at \$6000 the model 60 it

was actually priced slightly higher than Pierce-Arrows astronomical figure of \$5750. This is likely a factor in why the Peerless are less common than the Pierce Arrows. The few 60s that survive today are cherished treasures.

To drive a motorcar with a factory displacement of over 13 liters is a something that needs to be experienced to comprehend. The chassis twisting torque that unloads when releasing the clutch and the slow pulsing exhaust note of an engine that makes nearly all its power at a few hundred RPMS is something unique to these vehicles.





## THE MOTORCAR OFFERED

This Peerless Model 60 was restored to its present configuration in the late 1960s. Based on an original Model 60 it has been modified to enhance its performance and looks. The chassis has been shortened and modifications have been made to the steering and brakes to better cope with the power. A modern starting and electrical system have been fitted. An overdrive has been added to allow for effortless high speed driving. The chassis has been fitted with attractive and sporty runabout coachwork.

The coachwork is well-executed and has fine tufted leather upholstery. The large polished copper gas tank is a prominent feature in the well-proportioned body. The looks are no doubt enhanced by the extremely long hood. Good brass lights and accessories adorn the machine giving it a great period look.

During the 1970s and 80s it formed part of the prominent Craven Foundation Car Collection in Canada, later being sold at auction to the present owner, a prominent European collector. Having resided in its current collection for approximately 20 years it has been well-cared for and used sparingly. Recently re-commissioned for road use and is reported to be performing well.

The result is a car of great fun and staggering performance. This car is quite light for its size and combined with tremendous power and improved braking and handling it is an absolute blast to drive.

The only comparable car today would be the Pierce 66 owned for many years by Henry Austin Clark. This stripped down Pierce "speedster" was a prominent machine on brass tours of the

1950s and 60s. The few other "60s" surviving wear their original type coachwork.

This machine promises to be a head turner as well as pacesetter at any HCCA gathering. With its incredible power packed into a manageable well-sorted package it should prove great fun indeed.

**\$250,000 – 350,000**

169

## 1981 BMW M1 COUPE

VIN. WBS59910004301336

3,453cc DOHC Inline 6-Cylinder Engine  
Kugelfischer Mechanical Fuel Injection  
277bhp at 6,500rpm  
5-Speed Manual Transmission  
4-Wheel Double Wishbone Independent Suspension  
4-Wheel Vacuum Assisted Vented Disc Brakes

- Fewer than 7,600 miles on the clock
- One of only 453 M1s built
- Italian styling paired with German engineering
- A legend of the 1980s



### THE BMW M1

The BMW M1's existence originates from the need for a production based car for a proposed Group 5 'Silhouette Formula' to compete in the World Sports Car Championship. The mid-engined concept car was designed in-house by Frenchman Paul Bracq. Ex-racing driver Jochen Neerpasch was responsible for initiating this ambitious project which was intended to take on rivals Porsche and hopefully yield a victory at Le Mans.

Internally dubbed the E26, the M1's development was a cooperative effort with top Italian specialists. Lamborghini was initially contracted to build the car but Giorgetto Giugiaro's Itai Design ultimately took over the project. The coach assembly was performed at Itai Design featuring a fiberglass body built by composite specialist T. I. R. on a multi tubular space frame chassis supplied by chassis specialist Marchesi & C.

Assembled bodies were shipped to BMW's German partner Baur for the mechanical assembly, the last stop then being BMW Motorsports for final preparation and distribution. The twin-overhead-cam, four-valves-per-cylinder 3.5-liter six was all BMW with tweaks by the Motorsports division. A five-speed ZF transaxle was used to transmit power to the ground. Lamborghini's Gian Paolo Dallara was responsible for developing the suspension, which followed racing practice by using unequal-length wishbones at front and rear. The M1's wedge-shaped coachwork proved highly efficient aerodynamically, needing very little in the way of additional spoilers and wings, even in race configuration. The M1's interior was exceptionally well equipped for a sports car. It featured Recaro seats in leather with fabric inserts, air conditioning, electric windows, remotely operated door mirrors and heated rear screen.

First shown at the Paris Motor Show in 1978, the road-going version came with 277bhp and a top speed of 160mph. The abandonment of the Group 5 Silhouette Formula robbed the car of its raison d'être, but production nonetheless continued. An M1-only Procar Series was run at Grand Prix races in 1980 and '81 provided BMW Motorsport with a valuable showcase by way of consolation. Some 453 M1s were built thereby fulfilling racing homologation requirement that 400 be produced. Production ceased at 399 road cars and 54 Procars.













## THE MOTORCAR OFFERED

Completed on September 23, 1980 and finished in white over black leather with black and white checker cloth inserts—the most popular color with 163 road cars similarly trimmed—, the car was delivered to the US on January 13, 1981. At the time Federal regulations required a speedometer that reads a maximum of 85mph. The 85mph speedometer is still fitted further supporting the mileage shown today.

Records show that in late 2002 long term owner of the car sold it with 3,382 miles on the odometer. Subsequently owned by 3 well known and knowledgeable collector/enthusiasts from 2003 until 2009, the car was clearly enjoyed as an additional 3,200 miles were logged. Offered at Bonhams' Quail Lodge Auction in 2009 with just under 6,600 odometer miles, it then went to a South Florida enthusiast

who kept the car until recently. Regularly serviced, it has since covered an additional nearly 500 miles since 2009. 34 years after leaving the factory, the car presently shows fewer than 7,200 miles.

On inspection today the car is every bit as one would expect from such a car that has covered so few road miles. The interior shows only the slightest signs of wear, the trunk and hood compartments are both in excellent condition. Stowed in the former are the warning triangle, first aid kit, tool roll, and unused spare wheel/tire still in the original vinyl cover. Although the bodywork is nearly three and a half decades old there are only a few unavoidable signs of age such as the odd minor paint chip or blemish. The underside of the car, straight and with no evidence of any structural damage, is consistent with the recorded mileage and proper care.

Enthusiasm for supercars for the 1980s is on a meteoric rise. There is an unprecedented demand for such memorable cars from the era as the Ferrari 512BB, Porsche 930 Turbo, and Lamborghini Countach. Significantly rarer than all of those by an order of magnitude, the M1's styling was avant garde for its time and even today it is difficult to consider that the M1 came on stage more than three decades ago. The M1 holds a special place in the hearts of enthusiasts and will no doubt continue to rise in popularity as BMW savvy younger collectors enter the market.

**\$400,000 - 450,000**

Please note, this lot is titled as a 1980.

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*Ex-Marlene Dietrich, Multiple Best in Show winner*

## 1930 ROLLS-ROYCE PHANTOM I TORPEDO TRANSFORMAL PHAETON

Coachwork by Hibbard & Darrin

Chassis no. S317KP

Engine no. 20178

Body no. 767

7,672cc OHV Inline 6-Cylinder Engine

108bhp at 2,300rpm

3-Speed Manual Transmission

- A gift to 20th Century film icon Marlene Dietrich
- Unique example of the Transformal Phaeton
- Subject of a \$500,000 restoration
- Multiple Best in Show and Best in Class award winner
- Prominently featured in Tom Cotter's book *The Cobra in the Barn*



### MARLENE DIETRICH

Newly restored and never shown, this magnificent 1930 Rolls-Royce Torpedo Transformal Phaeton by Hibbard & Darrin is documented to have been delivered new to Marlene Dietrich, one of the greatest film icons of Hollywood's golden age.

Born near Berlin in 1901, Dietrich became an international film star with her role in 1929's *The Blue Angel*, directed by Josef von Sternberg. Shot with both German and English soundtracks, the film was the first major sound motion picture made in Berlin, a global center of avant garde film production at the time. Dietrich sang what would become her signature song, "Falling in Love Again," in the movie.

On April 14, 1930, Marlene Dietrich arrived in Hollywood to continue making films with von Sternberg, who had left Germany a few months

earlier to work for Paramount Studios. In a letter written that evening, Dietrich mentioned that von Sternberg had greeted her at the train with two welcoming gifts from Paramount...a bouquet of flowers and a green Rolls-Royce.

That green Rolls-Royce is the very car offered here.

Dietrich and von Sternberg immediately set to work on the Paramount production *Morocco* with Gary Cooper and Adolphe Menjou co-starring. Remarkably, Dietrich's Rolls-Royce appears prominently in the movie's final scene. The big car was moved around on location in the California desert on an enormous sled, drug by a huge Caterpillar tractor.

Rolls-Royce factory records show that ownership of Springfield Phantom I chassis S317KP, with coachwork by Hibbard &

Darrin, was formally transferred from Josef von Sternberg/Paramount Studios to Marlene Dietrich on November 26, 1930. A few days later, *Morocco* opened in movie theaters. Dietrich would receive an Oscar nomination for her performance in the film.

Dietrich was photographed several times with her sleek uber-luxury car for publicity purposes. Some of the resulting pictures are still frequently published today. Dietrich's daughter, Maria Riva, reminisces about the Rolls-Royce in her 1992 memoir, *Marlene Dietrich*. Maria recalls the big green car—and it's fascinating sculpted radiator ornament—when she, at age 6, joined her mother in California during 1931. Other childhood memories of the Rolls include shopping trips to Bullocks on Wilshire and runs to the beach—always with her mother's liveried chauffeur, Harry, at the wheel.





Marlene Dietrich emerging from S317KP, with her chauffeur Harry Wright holding the door, in front Paramount's "dressing room row", Hollywood 1931.



Marlene Dietrich and her chauffeur Harry Wright, Hollywood 1933.  
Credit: Courtesy of the Marlene Dietrich Collection Berlin, part of the Stiftung Deutsche Kinemathek.  
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Marlene Dietrich and S317KP on the set of *Morocco*.  
The sled on which the car sets was used to prevent it from sinking into the sand. Credit: movimages.com



From the motion picture *Morocco*, Adolphe Menjou, Marlene Dietrich and S317KP. Credit: Photofest Inc.



Marlene Dietrich and S317KP, Hollywood 1933.  
Credit: Courtesy of the Marlene Dietrich Collection Berlin, part of the Stiftung Deutsche Kinemathek.™ and Copyright: 2015 Marlene, Inc. All rights reserved.





## THE MOTORCAR OFFERED

Dietrich had a long career in film and, later, as a live entertainer. In 1939, the year she became an American citizen, Dietrich played a memorably comedic role in *Destry Rides Again*, a film co-starring Jimmy Stewart.

During World War II, Dietrich toured extensively with the USO, entertaining Allied troops in both European and Pacific theaters. In the 1950s, Dietrich chummed with Frank Sinatra and the “Rat Pack” in Las Vegas. She opened at the Sahara Hotel in 1953, receiving a then unprecedented \$30,000 a week to perform. Poor health finally sidetracked one of the entertainment world’s most enduring and unique personalities in the mid-1970s. Marlene Dietrich died at age 90 in 1992.

Documented ownership by an iconic movie star aside, S317KP carries an especially attractive and important example of a patented convertible design by Parisian coachbuilders Hibbard & Darrin. Between 1923 and 1931, “Carosserie Hibbard et Darrin” was operated by expat American partners Thomas L. Hibbard and Howard “Dutch” Darrin. The duo designed and built bodies for the finest automotive chassis available and served a clientele that included royalty, tycoons and celebrities.

Even as they consulted with other prestige automakers on design matters, Hibbard & Darrin represented Rolls-Royce in Paris during the late 1920s and their shop was the preferred coachbuilder for the automaker’s cars sold there. Rolls-Royce records indicate Hibbard & Darrin built 35 bodies, of varying styles, for the

American-built Rolls-Royce Springfield Phantom I chassis. These bodies were built to order in Paris and shipped “in the white” to America, where they were painted and trimmed by a Rolls-Royce approved coachbuilder (usually Brewster) before being installed.

“Dutch” Darrin personally designed, and held a patent for, the Torpedo Transformal Phaeton’s distinctive convertible top treatment and trapezoidal-shaped side windows. With the top up, an inverted triangle-shaped flap fills the area between the retractable glass side windows, creating a weather-tight body with an elegant, intimate appearance. With top and side windows down, the style is that of a sporting dual-cowl phaeton.

The Torpedo Transformal body construction is also unusual. All major body elements are



aluminum alloy—conventional custom bodies of the period were typically fabricated with metal panels over a wood framework. The Transformat's doors are single-piece aluminum alloy castings. Hibbard & Darrin marketed their innovative rattle-resistant and light-weight aluminum body structure under the trade name Sylentlite (silent-light).

Most Hibbard & Darrin commissions were formal town cars and it is thought only one additional long-wheelbase Torpedo Transformat was built and was also delivered to Hollywood royalty with studio head Jack Warner of Warner Brothers taking delivery of the car when new. The sporty two-piece Vee-windshield design appearing on the Dietrich car is, however, thought to be unique to the car.

Several coachbuilders were licensed by Hibbard

& Darrin to build very few bodies in the Torpedo Transformat style, including Derham in the U.S., Castagna in Italy, and T.H. Gill in England.

According to Maria Riva's book, Marlene Dietrich eventually supplanted her green Rolls-Royce with a Cadillac V-16 town car, custom equipped with a large trunk in preparation for a European tour. The year that she actually gave up ownership of her cherished Rolls is not known.

By the 1940s, the ex-Dietrich Rolls-Royce had come into the possession of Colorado rancher and pioneer car collector J. R. "Bob" Creighton, who subsequently became the car's second owner of record in the Roll-Royce files. In 1960, Bob Creighton's then 16-year old niece successfully took her driver's test at the wheel of the Dietrich car—an occasion that generated

local press coverage. The young woman had learned to drive the massive car on her uncle's ranch. At that time, the car's odometer read 64,000 miles.

The Rolls-Royce was inherited by Bob Creighton's daughter in the mid-1970s. A family member commenced a restoration attempt, an initiative that never got beyond stripping the body down to bare metal, rechroming some parts and painting the chassis. The partially disassembled car then languished in storage for two decades.

In 1995, a noted mid-western collector learned of the car's continuing existence and was able to obtain it from the Creighton family heirs. The full story of this amazing, truly once-in-a-lifetime "barn find" is told in Tom Cotter's book, *The Cobra in the Barn*.





In 2007, the still unrestored Dietrich Rolls-Royce was sold to the late mega-collector John O'Quinn. The sale agreement allocated \$500,000 to a total "turn-key" restoration that restored the car to the as-new condition and appearance it evidenced on the day Marlene Dietrich first set eyes on it in 1930.

Restorer Rick Hamlin's Classic Body Works agreed to take on the extensive project. The body was completely disassembled, revealing fascinating details of the Hibbard & Darrin aluminum construction. Paint chips found beneath the windshield frame correlated period reports that the body was originally finished in a medium green that had tiny flecks of gold mixed in, a step that gave the paint a rich sparkle in bright sunlight. The special paint was recreated for the restoration. Remnants of the original interior were a guide for authenticity inside the car. The car's exquisite

book-matched wood veneers were expertly reconditioned. The unusual original rearview mirror was missing and was painstakingly recreated.

The Rolls-Royce Phantom I six-cylinder 468ci engine and attendant mechanical and chassis systems were dismantled, cleaned and rebuilt/ repaired as necessary. Work on the restoration was at last completed in 2010.

The present vendor acquired the car from Bonhams' inaugural Scottsdale Auction in January of 2012. A collector with attention to detail, the new owner topped and tailed the Rolls with a new top and reupholstered front seat, minor paint repair, and a tune-up on the engine that had been minimally used since its 2010 restoration.

Never shown publicly, the Rolls went on to win awards nearly everywhere it went. Best of Show

awards have poured in: in 2012 from Keels & Wheels and both the Louisville and Milwaukee Concours d'Elegance. Best in Class awards have been achieved at the 2013 Amelia Island Concours and the Celebration of Automobiles Concours at Indianapolis Motor Speedway. Further awards were brought home from the Pebble Beach, Hilton Head, Boca Raton, and Winter Park Concourses.

The golden age of film-making and the classic era of automotive design are uniquely intertwined in the well-documented provenance of this magnificent and historically important car. Here is an automobile loaded with genuine star power and proven show winning status. It will be a delight to own and will unquestionably continue to be a 'show stopper' whenever and wherever it might appear.

**\$700,000 – 1,000,000**

## 1957 JAGUAR XK140 MC DROPHEAD COUPE

Chassis no. S818689BW

Engine no. G8354-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

3-Speed Borg-Warner Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully presented XK140 MC Drophead Coupe*
- *Equipped with the rare, optional Borg-Warner automatic*
- *Wonderful model for tours and rallies*
- *Exceptional performance and elegant styling*
- *Offered with Heritage Trust Certificate*



### THE JAGUAR XK140

"For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety" - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with

stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear.

Like its forbear, the XK140 was built in three model types: roadster, coupe and drophead coupe, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tryed, 3.4-liter, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel-bearing caps replaced the previous cast-iron type. A close-ratio gearbox

enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. A three-speed Borg-Warner automatic transmission was also available. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head.

XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road tests regularly recording top speed figures in excess of 120mph. Tested by *Road & Track* magazine, a USA-specification XK140 MC (as the 'C'-type head-equipped SE version was known here) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.





## THE MOTORCAR OFFERED

Completed at Jaguar's Coventry works in the latter half of 1957, this wonderful Jaguar XK140 Drophead Coupe was fitted from new with the rare Borg-Warner automatic transmission option. Very few Jaguars of the period received this convenient addition, making this stunning example a member of quite a rare breed. Although the early history remains unknown, the XK140 is believed to have been delivered new to the United States.

By the 1990s, the Jaguar resided in Kansas City, Missouri, and was later consigned to a Monterey Auction in 2010, where it was acquired by the consignor. In recent years, the automatic transmission has been refurbished. Equipped with smart chrome wire wheels, bumper-mounted driving lights, MC dual exhaust and C-Type valve covers, this XK140 Drophead Coupe reflects elegance and luxury.

Inside one finds a neatly patinated interior, set off by a period radio. Sporting classic style Michelin tires and the all-important high-performance MC package, this elegant Jaguar Drophead is ready for its next custodian.

**\$80,000 – 120,000**  
**Without reserve**



172

*The ex-Dr. Frederick A. Simeone, William Ruger Sr.*

## **1932 STUTZ DV-32 SUPER BEARCAT**

Coachwork by Weymann

Chassis no. DV-SB-1486

Engine no. DV33194

322ci DOHC Inline 8-Cylinder Engine

Single, Down Draft, Dual-Throat Stromberg EE-3 Carburetor

156hp

3-Speed Warner Transmission with Freewheeling

4-wheel, Vacuum Boosted Lockheed hydraulic brakes

- *One of the most sensational American sports cars*
- *Weymann fabric coachwork with original covering*
- *Powerful and sophisticated engine*
- *Impeccable provenance*
- *One of the last examples not in a major collection*



### **THE STUTZ DV-32 SUPER BEARCAT**

If the 1930s was one of the most fruitful and memorable decades in the history of American cars, then most would agree that 1932 was the "Pinnacle" of the classic era. During this golden period, only few, true super sports cars were built. There were several boulevard sports models such as the Auburn Speedsters of course, but true, purpose-built from the ground up sports machines were exceedingly rare.

Stutz, perhaps the American manufacturer most consistently fascinated with sporting cars, would build what many consider to be the true American sports car of the decade. The Super Bearcat was born from a desire to showcase the full performance potential of the new technologically advanced and powerful DV-32 engine. This most exciting Stutz helped to attract the attention the firm desired in launching this new twin cam engine.

The Stutz "Vertical Eight" cars were the vision of Frederick Moskovics, who dreamed of creating the great American Gran Turismo car that could rival the best of the European performance machines. He broke with many conventions of American car design of the era to do this: his machines would employ overhead cam engines, four speed transmissions, very low chassis with worm drive axles and would be offered with European-style, fabric skinned coachwork.

Moskovics's dream became real in motorsports. The new Stutz Vertical Eight was immediately dominant in AAA stock car racing, winning the championship and every event in 1927. In 1928, a privately entered Stutz competed against the world's best at the 24 Hours of Le Mans. The sole Stutz entrant led much of the race and only lost

its' lead to one of the five factory-entered Bentleys in the final lap. It was a failed high gear that had caused the loss, although this showing would stand as America's best performance in the endurance race until the Ford GT40's victory nearly forty years later.

Although Stutz bowed out of factory-supported racing in the late 1920s, Stutz cars continued to be entered by privateers. The 24 Hours of Le Mans saw numerous Stutz cars competing until 1932.

As a result of the emerging "cylinder wars" of the early 30s, Stutz became aware of the need to create something new to attract attention. Stutz, being a small company that did not have the resources to develop a complex new 12- or 16-cylinder engine, did have great engineers and experience in motorsports,





particularly with 4-valve engines which the company decided to use exclusively from 1917 till the early 20s. They decided that with the higher revving vertical Eight, the benefits from this valve arrangement would be far greater. Stutz adopted twin-overhead camshafts and a cross-flow design with near hemispherical combustion chambers. This design, save for the Duesenberg J, had not been seen on any American passenger cars.

The new DV-32 engine would boost power from around 125hp to nearly 160hp. Stutz was never as boldly optimistic in their power rating as Duesenberg. The resulting engine was noticeably more powerful than the excellent Vertical Eight. Along with a new cylinder head the engine received newly designed pistons, down draft dual-throat carburetion, and a new ignition design.

To celebrate their technological triumph, Stutz commissioned a new machine that would show off the power and charisma of the brand. Stutz had always offered racy models in their line-ups. The reputation was built on the Bearcat models from 1911-1924. The Blackhawk speedsters were wonderful sports cars for the original Vertical Eight models. The new DV-32 Super Bearcat would be the most exciting Stutz since the original Bearcat.

Stutz conceived the car on the model of a Mercedes SSK; a huge engine in the shortest possible chassis. The basis of the car was a 116-inch chassis – a dramatic comparison to the dual DV-32 that was offered in lengths up to 145 inches! This short chassis received the same excellent axles and big brakes of the standard DV-32.

The body was the real news on the Super Bearcat, and for this Stutz turned to Gordon Buehrig. Stutz and Buehrig both had a keen eye on the cars of Europe and would show their affection with this design. The car was built in the Weymann method with stretched fabric coachwork, but, perhaps to show his own flare, Buehrig designed the car as a full convertible coupe with proper roll up windows; no doubt influenced by the Mercedes SSK drop head coupe by Corsica. The two designs bear a striking resemblance.

Not since the heroic days of early motoring had an American manufacturer packed such a large and potent engine in such a small car – and this unfortunately resulted in a great cost. Priced at nearly \$6000 in the midst of the depression, the car's price tag was a difficult sell. As a result, today it is believed that less than twenty of these remarkable machines were produced.



The Super Bearcat during World War II in temporary blackout livery.



Photo of the Super Bearcat in the 1950s



## THE MOTORCAR OFFERED

Fortunately, however, their charisma and appeal made those that do remain better survivors than most. It is believed that eight survive, only two which are fabric-bodied. Nearly all those extant are part of some of the finest collections in the country, making a Super Bearcat a very difficult car to get your hands on.

This highly original and correct Super Bearcat is one of the finest in existence. It's remarkable, and perhaps unique for the fact that it still is clothed in its original Weymann fabric skin. Having been a well-known part of the old car hobby since the 1950s, the Bearcat has since been part of several major collections.

After passing through a few early collectors, the Stutz found its way into the hands of pioneering sports car collector and historian Dr. Frederick A. Simeone. Dr. Simeone, who assembled one of the finest collections of sporting Stutz cars in the country, only reluctantly sold this one so he could acquire the 1929 Stutz Supercharged Le Mans racing car present in his Museum today.

After that, the Bearcat would become part of noted collector and Stutz aficionado William Ruger Sr.'s collection. Well known for the Sturm,

Ruger & Co. firearms company that bears his name, Mr. Ruger had a particular affection for the Stutz make, even manufacturing a pistol named the Super Bearcat. The Super Bearcat was a key member of his Stutz collection and was only sold after Mr. Ruger's passing.

For the last decade, the Stutz has been in the care of one of the most knowledgeable Stutz experts and engineers, and has been meticulously sorted throughout its ownership. Just about every aspect of the car has been gone through and perfected. A full brake system rebuild was completed, including a careful contouring of the brake shoes for maximum performance. To better take advantage of the powerful engine, custom high-ratio gearsets were fitted. A full stainless steel exhaust system has just been installed, producing a nice deep exhaust tone.





*The Super Bearcat, an Ideal All-Weather, All-Purpose Sports Car*  
**THE CAR WHICH IS SAFEST HAS THE RIGHT TO BE FASTEST**

Period advertising for the Super Bearcat.



Because of the owners' extensive knowledge of Stutz cars you would be hard pressed to find anything out of place or incorrect on the car. The smallest details like the crank-hole cover and the running boards are all factory correct. Wherever possible, the cosmetics have been left original. It is evident that the body has never been dismantled for restoration and its skin has not been removed. The Stutz has been used regularly in present ownership, proven to be a reliable and excellent performing machine.

This Super Bearcat is a highly genuine and original example with meticulously prepared mechanicals. Because these models have been coveted as long as people have been collecting cars, today these cars are virtually impossible to separate from their owners. A chance to buy one as real and well prepared as this one is certainly a rare occurrence.

**\$850,000 – 1,200,000**



173<sup>52</sup>

## 1968 MAZDA 110S COSMO SPORT COUPE

Chassis no. L10A-10419

Engine no. 10A-1581

982cc Twin-Rotor Wankel Engine

Single 4-Barrel Carburetor

110bhp at 7,000rpm

4-Speed Manual Transmission

Front Independent Suspension - DeDion Rear Axle

Front Disc - Rear Drum Brakes

- Very rare "Series Middle" combining parts of Series I and II
- An original export model
- Actively used by penultimate owner in Japan
- Never officially sold here in the US
- One of the most desirable Japanese sports cars of all time



### THE MAZDA COSMO

Although founded in the 1920s, the company that would become Mazda Motor Corporation did not commence series production of passenger cars until 1960. Only four years later the Japanese firm exhibited its first rotary-engined prototype, having acquired the rights to produce NSU's Wankel-designed engines. In 1966 Mazda launched its first rotary, the Cosmo L10A, which went into production the following year. Mazda's flagship model, the Cosmo was powered by a twin-rotor engine displacing 982cc and producing 110bhp, which was enough to afford the pretty two-seater coupé with a top speed of 185km/h. In July 1968 a more powerful and faster (128bhp, 193km/h) L10B version on a longer wheelbase was introduced.

While, as with Toyota and their 2000GT, the Cosmo was a comfortable grand touring car in road going trim, Mazda was keen to prove the

model's competition abilities. Mazda additionally sought to prove the reliability of their Wankel rotary engine. To this end, the factory entered two cars in the 1968 Marathon de la Route, an 84-hour test of endurance held at Germany's famed Nürburgring circuit. The Cosmos ran near the top of the field during the entire race, with one retiring in the 82nd hour, the other going on to finish 4th overall behind two works-entered Porsche 911s and a works Lancia Fulvia 1.3 HF.

Production was limited, and when the Cosmo was phased out in 1972 only 1,519 had been made, of which 1,176 were the Series II L10B version. In the world of collectible Japanese cars, the Mazda Cosmo ranks in the top tier, alongside its high-performance Toyota and Nissan competitors, the 2000GT and the Skyline GT-R. Because the original Cosmo was

never officially sold in the US, sightings of these cars on American roads are almost nonexistent. This is therefore an exciting opportunity to acquire one of these futuristic looking, jet age rotary-powered sports cars.





## THE MOTORCAR OFFERED

This Mazda Cosmo 110S was originally built for export, as all 110S badged cars were. The name was derived from the 110 horsepower of the Series I cars and was featured in script in place of the 'Cosmo' badge on the front of cars made for markets outside of Japan. The 110S was only produced on the shorter 2200mm wheelbase featured on Series I models.

Built around the end of Series I and the beginning of Series II production, this 110S combines features from both the much rarer Series I and more refined Series II cars. The drivetrain and short chassis are straight from the Series I, but the more aggressive and larger front air dam as well as other styling features are derived from Series II examples. Right hand drives, as all Cosmos are, this car was originally finished in white – the most popular color – over black vinyl with

houndstooth cloth inserts, but was repainted orange in January of this year. The new color suits the car well and sets the already unique car apart from the rest of the pack.

After originally being sold outside of the Land of the Rising Sun, the car eventually found its way home. Prior to the current vendor's ownership, this Cosmo belonged to a member of the Cosmo Sport Club who had the brakes, engine, and carburetors overhauled to ensure reliability on the tours he enjoyed running. Most recently, the front headlight lenses have been replaced and the steering wheel and bumpers have been rechromed.

Said to be a strong runner and enjoyable driver, the mounting enthusiasm for Japanese cars is bringing cars like the Cosmo to the forefront of collecting. With its uniquely

attractive good looks, technical prowess, and sheer rarity, it is of little wonder that the Cosmo has become so sought after.

**\$150,000 – 200,000**

Please note this lot is titled as a 1970.

174Ω

## 1925 HISPANO-SUIZA H6B TRANSFORMABLE CABRIOLET

Coachwork by Coachwork by Belvallette

Chassis no. 11093

Engine no. 301111

Body no. 9899

6,597cc OHC Inline 6-cylinder Engine

Single Carburetor

3-Speed Manual Transmission

Front and Rear Semi-Elliptic Leaf Springs

4-Wheel Drum Brake With Servo Assistance

- Formerly the property of Arturo Keller
- Quality restoration of a highly original car
- Fully convertible body style, with variety of configurations
- A CCCA Full Classic™
- Winner of the Breitling Grand Prix d'Innovation, Louis Vuitton Classic, Paris, 1992



### HISPANO-SUIZA

The choice of European royalty, Indian Maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers.

The genius of Swiss engineer Marc Birkigt had been proven by Georges Guynemer's 'Escadrille Cigogne' (Stork Squadron), of Hispano-Suiza-engined Spad fighter planes in World War I. It was this same brilliance that was reflected in the sensational and finely engineered new H6 cars built in Paris at the Bois Colombes factory and unveiled to the world in 1919. The H6B model followed for the 1922 season.

For the first time in 1919 the radiator emblem 'La Cigogne Volante' appeared, the insignia of Captain Georges Guynemer's Stork

Squadron of Hispano-Suiza-engined Spads. The mascot adorned the radiator of the new H6, an all new six-cylinder car of 6,597cc capacity which was to be the mainstay of production for some fifteen years. The model was renowned for its ease of handling, the flexibility of its engine – which necessitated only a three speed gearbox – and its efficient servo-assisted brakes, a design later to be adopted by Rolls-Royce. Subsequent significant developments of the H6 included the Monza and the exciting short chassis 8-liter Boulogne.

Reflecting aero engineering technology, the new car made the other 'hyphenated greats', Rolls-Royce, Isotta-Fraschini and Pierce-Arrow, take notice. The H6B Hispano-Suiza found favor with the rich, the discerning and the famous.

### THE MOTORCAR OFFERED

Luxury automobiles of this era of Continental European manufacturing were a marriage of refined engineering and exquisite coachwork hand tailored for their clientele. As times evolved from the 1910s, when it was quite possible that one may have had the bodywork on their cars changed between summer and winter to suit the climate in which a car were used, coachbuilders began providing more and more options of versatile, transformable bodywork, particularly suited to those that might well have required 'town and country' use.

One such company who pioneered the fully convertible body was Belvallette of Paris, a concern who like many had their origins in the carriage trade. They were also visible in the early days of the automobile as constructors of trailers for motorized tricycles and quadricycles. In the mid-1920s, using









a license acquired from Gustave Baehr, they offered a design that gave its owner all manner of options for its use, a body that truly transformed. This is one of the very few surviving examples of that style of design.

According to renowned marque expert Jules Huemann, chassis 11093 was supplied as new with the engine it still carries, number 301111. It was purchased under order number 1854 through the agent or dealer 'Saint Didier' and sold to a 'M. de Surville' on 21 January 1925. Further assistance as to the location of this delivery may come from the license plate designation of '30Y69', which the car wears. This number would seem to place the car's registration in the Rouen/Versailles region.

Although there is very little documented history for the first 60 years of the Hispano's life, it is

understood and believed to have remained in the same family from new during this time; therefore it would not have appeared in any public transactions. In the summer of 1984 it emerged to be sold at a public auction in Paris. A contemporary advertisement in *Le Figaro Magazine* listed it as: Hispano Suiza, engine 301111, describing it as being 'de première main'. Noted as being unrestored, it would have been the epitome of a 'barn discovery' automobile.

Six years later and seemingly unchanged, the car was offered at a second Paris auction in December 1990. Its description and photos provided greater insight into how original and authentic the car must have been, loosely translated as: "There is no better way to portray the exemplary 11093 H6 presented, than to say that it's unquestionable quality

remains consistent in all respects to what it was originally. The last oil change was made in 1939 at 86930km. The counter indicates 89067km."

The purchaser on that day was M. Claude Decoster of Neuilly, who subsequently commissioned famed Paris restorer Andre Le Coq to restore the car. This rebuild would surely have been a task; straightforward in as much as it was totally complete, but surely quite an ordeal owing to the complicated nature of the coachwork. On its completion the car was shown at the popular Louis Vuitton Classic at the Bagatelle in Paris in 1992, where it was awarded with the Breitling 'Grand Prix de l'Innovation'.

Shortly after this, the car crossed the Atlantic and joined the collection of famed connoisseur of automobiles (and particularly





of Hispano-Suizas) Arturo Keller. It remained with him until 2007, when it was acquired privately to join another important collection, returning to its European origins. In the present 8 year tenure the Hispano has continued to be well maintained, including some mechanical attention by fine engineer and noted Hispano expert Eddie Berrisford in the U.K.

As viewed today, the car has very limited age to its restoration and presents beautifully. A fascinating and fully convertible body style, its coachwork is exquisitely engineered, particularly when one considers the mechanisms involved in enabling the windows to function in either closed or open forms. Its leather upholstery and wooden cabinetry are of the finest quality – all tastefully and accurately restored.

An extremely practical and finely restored Classic Era Automobile, by definition the Hispano is eligible for events of the Classic Car Club of America. It would make a perfect tour car for all seasons.  
**\$350,000 – 450,000**



175

**1967 CHEVROLET CORVETTE 327/300HP COUPE**

Chassis no. 194377S109438

327ci OHV V8 Engine  
Single Four-Barrel Carburetor  
300bhp at 5,000rpm  
3-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Delivered new to Los Angeles
- Incredibly well documented with all original dealer paperwork and 30 years of service records
- Single owner for over three decades
- Nicely equipped with air conditioning and power features
- Three owners from new



Delivered To	HANSEN CHEVROLET	
Where Delivered	11351 W OLYMPIC BLVD	
	W LOS ANGELES CALIF	
Delivered To		
Dealer At		
or where		
the car was		
Make	CHEVROLET	
Model	109438	
Year	1967	
Assembly	ST. LOUIS, MISSOURI	
Manufacturer's Suggested Retail Price (Includes Federal Excise Tax & Suggested Dealer Delivery & Handling Charge)		
Model	1967 CORVETTE SPT COUPE	4353.00
Destination Charge		141.75
	Subtotal	4494.75
Manufacturer's Suggested Retail Delivered Price on Options and Accessories Installed on this Vehicle by the Manufacturer		
2976AA MARINA BLUE		42.15
2300AA VACUUM POWER BRAKES		194.00
2414AA BR77 BLUE VINYL TRM		15.00
2415AA POWERGLIDE TRANS		15.00
2416AA INFO GLASS		15.00
2417AA POWER WINDOWS		15.00
2418AA 4 SEASON AIR COND		15.00
2419AA PB 300PM RADIO		15.00
2420AA 6W AIR INJ. INJECTOR		15.00
2421AA SPEED WARNING EQUIP		15.00
2422AA 7752 5/2 P.T. WLM		15.00
2423AA POWER STEERING		15.00
2424AA POSTTRACT AXLE		15.00
	Subtotal	1120.00
Factory Installed Options And Accessories		
	Subtotal	1120.00
Total Amount		\$ 5614.75

**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 center 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 (later uprated to 300bhp) 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

This very attractive Marina Blue over Bright Blue vinyl Corvette Coupe dates to the final production year of the svelte C2 body style, and was one of 8,504 Corvette Coupes to roll off the production line that year. This Corvette was delivered new to Hansen Chevrolet in West Los Angeles, California for its first owner, Dr. Dennis Galanter—a dentist from Los Angeles.

A nicely equipped small-block engined car, the Corvette was fitted from new a Powerglide automatic transmission, “4-Season” air conditioning, a Positraction rear-end, Am/FM radio, as well as a bevy of power features including power steering, power brakes, and power windows. Its blue on blue color scheme is especially good looking and representative of its time period, especially when set off against Turbine wheels wrapped in red-line tires.

Dr. Galanter would keep his Corvette for over thirty years with meticulous records of service performed in his name from 1974 until 1999. The next of the car was one Dr. Scott Seeman, a friend of Dr. Galanter. The vendor, the Corvette’s third owner, purchased by coupe some half dozen years ago.

Incredibly well documented, all of the original purchase paperwork was retained by Dr. Galanter including the original invoice, Monroney sticker, tank sticker, California ‘pink slip’ title, owner’s manual, and warranty plan with Protect-O-Plate. A quarter century of invoices document regular and meticulous service work that included rebuilding of all major parts and documentation of the currently mileage to be original.

One of the most charismatic and easily recognizable American sports cars of all time,

the C2 Corvette offers excellent value for money and a huge amount of style, and this blue on blue ‘67 offers both those attributes in spades.  
**\$70,000 - 80,000**

## 1966 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER

Chassis no. 1E13415

Engine no. 7E9990-9

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

- *Wonderfully restored example of the classic Series 1 E-Type*
- *Retains its original matching numbers engine*
- *Presented in striking Opalescent Red over Biscuit interior*
- *Desirable 4.2-liter, left hand drive Roadster*
- *Offered with Heritage Certificate, restoration file, books and tools*



### THE JAGUAR E-TYPE

In 1958, Jaguar technical director William Heynes and designer Malcolm Sayer convinced their boss, Sir William Lyons, that a new production sports model was needed. Thus was born the E-Type, one of Jaguar's longest-running and most revered models.

Actually, the E-Type already existed as a concept. Developed from the racing D-Type in 1956, it had been put aside when Lyons abruptly canceled the competition program. Dusting off the prototype, an aluminum-bodied roadster with 3.4-liter XK engine and independent front and rear suspension, Heynes and Sayer reengineered it for steel, and a 3.8-liter engine as used in the Mk IX saloon.

The engine and transmission aside, the production E-Type was all new. It combined a multi-tube front chassis with a monocoque

center section. Front suspension was similar to the XK 150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshaft's, 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 disk brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut

came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

From the start there were two models, a soft top with roll-up windows, called "roadster," and a fixed-head coupe. At \$5,595 for the roadster and \$300 more for the coupe it was more than twice the price of an MGA but also twice the car. On the other hand, its sticker was barely half that of a 300SL. 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.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.





## THE MOTORCAR OFFERED

On August 23rd, 1966, this elegant E-Type Roadster rolled off the Coventry assembly line, finished in Opalescent Dark Green paint over a Suede Green interior with a French Grey convertible top. The desirable left hand drive, covered-headlight Series 1 E-Type Roadster was fitted with Jaguar's 4.2-liter inline-six and the fully synchronized 4-speed manual transmission. Shortly after production, the new E-type was shipped to the United States, where it was sold through Jaguar Cars of New York to a Mr. Frank Spivey. It remains unclear for how long Mr. Spivey owned the E-Type, but it is believed that the car has had just three subsequent owners up until today.

In 2005 the Roadster received a comprehensive restoration by noted Jaguar specialist Lloyd Gillespie of Jacksonville, Florida. Utilizing genuine Jaguar parts wherever possible, the

E-Type was treated to a rotisserie refurbishment of the bodywork, during which time the color combination was changed to the charming Opalescent Red over a Biscuit interior. Delicate modern enhancements were made to increase reliability, including installation of maintenance free electronic ignition, additional cooling fans, and a stainless steel exhaust system. While in the consignor's ownership, the Jaguar has benefitted from another mechanical and cosmetic freshening by the specialists at Predator Performance in Tampa, Florida.

In very fine condition throughout, the E-Type's brightwork and paint has a brilliant shine and the supple interior leather reflects a wonderful, lightly used look as this Jaguar has covered only about 2,000 miles since its restoration. This classic Series 1 E-Type still retains its original, numbers-matching engine block and cylinder

head, as confirmed by the Jaguar Heritage Trust Certificate accompanying the car. Furthermore, a tool set and owner's manuals, as well as a comprehensive file documenting the car's restoration and service work accompany the sale. This very attractive 4.2-liter Series 1 E-Type Roadster would be a great candidate to show at JCNA events, or simply to enjoy on Sunday drives. A very fine example of one of Jaguar's finest models, and boasting arguably the best specification for the classic E-Type, this Roadster is undeniably a charmer.

**\$175,000 - 225,000**

## 1940 BUICK SPECIAL SERIES 46-C CONVERTIBLE COUPE

Chassis no. 13671295

Engine no. 69365104

248ci OHV Inline 8-Cylinder Engine

Single Carburetor

107bhp at 3,400rpm

3-Speed Column Shift Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Excellent example of Buick's last pre-WWII Convertible*
- *Two door, five passenger convertible coupe with full-width rear seat*
- *The Special Series 40 - 121 inch wheelbase*
- *Micropoised Dynaflex valve-in-head straight eight*
- *Body by Fisher*



### THE 1940 BUICK CONVERTIBLE

All of the 1940 Buick production was described by the maker as “new”. For the Buick Series 40 Special the wheelbase was increased by one inch to 121 inches, which in turn enabled dual (spare wheel) side mounts to be installed and front doors capable of being fully opened to coexist on the same car. The front fenders incorporated the headlamps, and the front grille was more dominant with its horizontal bars. There were minor interior changes over the previous year although the fitment of a dual diaphragm fuel pump that would facilitate windshield wiper performance improvement should not be overlooked. In spite of being Buick's entry level series, the car was full-size and met the market's expectation for comfort and performance.

Buick Specials featured an all-steel construction that was a rigid I-beam frame, both front and

rear stabilizer bars, a thermal circuit breaker which eliminated the need for fuses, and an Aerobac carburetor on the iconic 248ci OHV straight 8-cylinder Dynaflex engine. It operated quietly and gave off a very luxurious feel, thanks to its aluminum rockers, and the rubber shims between its Fisher-built B-body and the frame. The torque tube on the live rear axle gave a very comfortable ride and responsive on-road behavior. The Model 46C Convertible (there were both 2- and 4-door versions) was designed for open-air family driving.

### THE MOTORCAR OFFERED

This Convertible Coupe's early history is unknown although it is believed to have sat outside a gas station as early as the 1970s. It was purchased possibly from either its second or third owner, some 23 or 24 years ago, by a Jerry Larson. Larson took it to well-known hot rod restorer Bruce Smith of Big Lake, Minnesota for a frame-up, stripped-to-the-metal restoration. It needed everything: exterior, interior, and all mechanical systems had to be dealt with. The rebuilt motor is correct for the car, although not the original. The result was as you see it today, truly excellent. It then sat in a climate-controlled warehouse for eight or nine years, only having been uncovered within the past 12 months. It was re-commissioned in late 2014 and a new black Stayfast top was installed.

Today it starts easily and runs strongly – the 3-speed column-shift manual gearbox is buttery





smooth and the 4-wheel hydraulic brakes pull it up sharply and in a straight line - and presents well in its original Sequoia Cream (one of eight colors available in 1940 mixed by Ditzler Color Company of Detroit) and black interior.

The odometer reading of 73,917 miles is believed to be correct, although only approximately 1,000 miles have been covered since restoration, making this striking car "near new" once more.

**\$55,000 - 65,000**

## 1935 AUBURN MODEL 851 CUSTOM PHAETON

Chassis no. 2505H  
Engine no. GG3602

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

- *High quality older restoration*
- *Versatile touring body style*
- *A CCCA Full Classic™*
- *Offered from long term private ownership*
- *Featuring Dual-Ratio Differential*



### THE AUBURN 851

From the moment E. L. Cord arrived at Auburn, the company's fortunes improved markedly. In 1925 Cord arranged for Lycoming straight-eight engines to be installed in the existing six-cylinder chassis and instigated a re-styling program that saw the new-for-'25 Auburns featuring two-tone color schemes and a novel belt-line that swept up over the bonnet. Sales doubled for three consecutive years and in 1926 Cord became president of the Auburn Automobile Company.

The eight-cylinder Auburn line reached its zenith in 1935 with the introduction of the 851. One of the truly great American automobiles of the 1930s, the 851 owed its sensational appearance to designer Gordon Buehrig, who – though he was only 30 – had already worked for Dietrich, Packard and General Motors in Detroit, and Stutz and Duesenberg

in Indianapolis before joining Auburn in 1934. Buehrig transformed the appearance of the range (always a style setter since the Cord takeover) adopting a new radiator grille that gave the car real presence and visual strength. Performance from the straight-eight 279.9 cubic inch Lycoming engine ranged from 115bhp in standard form to 150bhp with supercharger, and acceleration was aided by its dual ratio rear axle. The Phaeton was one of five body styles offered on the 851 Standard chassis in 1935. Selling for \$1,368, it offered the styling hallmarks of the flamboyant Speedster version in a good-looking body capable of carrying five or six adults in comfort.

### THE MOTORCAR OFFERED

The car that we are proud to offer here has been extensively restored over the course of nearly fifty years in its current ownership. The Auburn had been found in the mid 1960s and was acquired by him from its finder Roaring Twenties Autos, who they recall being in New Jersey. At that point the car was in somewhat derelict but substantially complete order and represented a perfect project for its perfectionist owner to supervise being brought back to life.

The first restoration began in 1968 and was carried out by Vintage Auto Restorations of Ridgefield Connecticut. This involved complete disassembly, bare metal repaint, chassis rebuild and engine redone twice, no less, on its quest to a perfect specimen. From this point the restoration was 'dialed in' with very close attention to its details and finishes. w carried out through the 1970s included several repaints by





Edward T. Billing of Shrewsbury, Massachusetts and refurbishment of its interior. Further work was carried out by William H. Oexle also of Ridgefield, Connecticut. This concluded its original restoration.

A second full rebuild was carried out nearly 20 years later in the mid 1990s, this time much of the work was entrusted to John Ehresman in Southwick, Massachusetts. Since that time its use has been extremely limited. Tastefully finished in a lustrous burgundy hue, this is contrasted beautifully with a fawn fabric top and wheels. Its interior is extremely well finished in a deeper tan interior coloring and replete with accessories including a period style radio and heater.

Offered from the Estate of a Private Collector who clearly cherished the car, it appears to

have covered less than 100 miles since its restoration. At the time of cataloguing and photography a brief test drive was conducted by a member of the Bonhams team and the car was shown to be a great driving car, particularly notable was the fact that its Startex system functions properly as do its gauges and instrumentation.

One of the most practical, elegant and sociable Full Classics it should show as well as it tours.

**\$100,000 - 125,000**

## 1910 PREMIER MODEL 4-40 FIVE-PASSENGER TOURING

Chassis no. 2725

340ci 4-Cylinder T-Head Engine  
40hp  
Updraft Carburetor  
4-Speed Sliding Gear Transmission  
Rear Mechanical Brakes

- *High quality 40hp touring car*
- *Excellent older restoration*
- *Great Indianapolis brand with racing history*
- *Highly usable touring car with electric start*
- *A quintessential brass era touring car*



### THE PREMIER

Indianapolis, Indiana has always been the heart of American motorsports. Known today for the 500, Indianapolis was home to some of the greatest sporting car manufacturers in America, such as the Stutz and Premier. Like Stutz, Premier used racing to help develop its road cars. Best known for having a sensational air-cooled machine produced for the Vanderbilt Cup Race, the Premier was barred from competition for being 60 pounds overweight. However, they still ran three entries in the 1916 Indianapolis 500, achieving excellent results with their road going cars. Premier also received a perfect score in three consecutive Glidden Reliability tours.

Premier was a technically advanced car from the outset. In an era of single-cylinder planetary-transmission cars, the first Premier model in 1903 featured an over-head valve four-cylinder

engine and a sliding gear transmission. Initially favoring air-cooling for its designs, water-cooled engines became available in 1907 and were featured on all models by 1908. By 1910 Premier was a two model line offering a 60hp six-cylinder and a 40hp four. Following the established pattern of high quality motorcars at that time, the 40hp featured a T-head engine, four-speed transmission and a shaft drive rear axle. Offered in just roadster and tourer models, the 40 was priced at \$2500.

### THE MOTORCAR OFFERED

This excellent example of a 40hp Premier represents the quintessential American brass tourer. It has all the features one expects on a quality brass touring car: attractive open front bodywork, a full complement of polished brass, a two-man top, large wheels, and a hearty T-head engine. With 40hp and light coachwork, one can expect solid performance from this Premier all in a package that is the perfect size for horseless carriage touring.

The restoration on this Premier is particularly noteworthy. Though now several decades old, it is of the highest quality. The upholstery is the correct grained leather with stiff horsehair stuffing, the paint has the proper sheen and color combination and the top material is the correct grained vinyl. This is the type of restoration that ages like an original car.





Mechanically the Premier has been subject to recent servicing, including the fitting of a modern electric starter. This could be easily reversible by a purist, but would be a real benefit for those less enamored with hand cranking a 40hp motor.

High quality brass touring cars are difficult to find on the market today. To find one that has great performance, pedigree, a fine restoration and the good looks this one has would be especially difficult. This Premier represents excellent value for a car of its caliber.

**\$175,000 - 225,000**

Please note this lot is titled as a 1909.



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## 1924 TEMPLAR 4-45 FIVE-PASSENGER TOURING

Chassis no. 6706

Engine no. 3375

197ci 4-Cylinder Overhead Valve Engine

Updraft Single Carburetor

43hp

3-Speed Transmission

Rear Wheel Mechanical Brakes

- *One of the first high quality American small cars*
- *Sophisticated overhead valve engine*
- *Extremely expensive car when new*
- *Rarely seen today*
- *Stylish and fun to drive twenties car*



### THE TEMPLAR 4 -45

The "Super Fine Small Car" was an apt slogan for the Templar 4-45. One of the first super high-quality, small American cars on the market, the Templar was a product of some of the best talent of the day. The team had previously worked at Pope Hartford, Stearns, Matheson and most notably Mercer; Mercer undoubtedly had the strongest influence. Although the engine bears striking resemblance to the L-head Mercer, Templar took it a step further with overhead valves. Extensive use of aluminum throughout the engine and novel features like the perpendicular drive of the magneto and water pump off the nose of the engine made the Templar unusual. The aluminum components were polished, even the crank case.

The wonderful Templar engine was wrapped in some good-looking sporty bodywork. A

roadster that is a near twin to Stutz Bearcat and a sport tourer that was a twin for Mercer Sporting were offered along with more traditional coachwork like tourers and coupes. Sport styling and performance were always at the forefront of Templar and, as a result, nearly all of the cars were equipped with wire wheels. All of this style and mechanical sophistication, however, came at a cost. In 1921, a Templar Tourer cost just under \$2900, while a coupe rang in at \$3700! These were enormous sums for a small car when there were many similarly sized cars available for well under \$1000.

Templar managed to have a few reasonable good sale years in the early 20s, but unfortunately it wouldn't last. The car was too expensive and not enough people appreciated its technical superiority. Templar would produce its last cars for the 1924 model year.

### THE MOTORCAR OFFERED

This nicely restored Templar Tourer is a rare example of a late model. Subject to recent and comprehensive restoration, this is likely one of the nicest examples of its type. Finished in an attractive dark green over black leather and white Houck wore wheels, the top is trimmed in high quality heavy grained vinyl with a matching boot. The dash is beautifully finished with all the correct instruments and details. Having seen only limited use since restoration, the car is in fine mechanical order and ready for show or touring use.

Templar motorcars seldom come to market. The few that survive are coveted for their fine engineering and excellent quality. A fun and interesting car that has been fully restored, this Templar represents an excellent value in a fine twenties motorcar.

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





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*10,000 miles from new, highly original*

## **1932 LINCOLN KA FIVE-PASSENGER SEDAN**

Coachwork by Murray

Engine no. KA4864I

384ci V8 Engine

120hp

Dual Throat Downdraft Carburetor

3-Speed Transmission

4-Wheel Vacuum Boosted Mechanical Brakes

- *One of the best preserved prewar cars we have ever seen*
- *Approximately 10,000 miles from new*
- *Fully documented history from new*
- *Stunning original paint and upholstery*



### **THE LINCOLN KA**

Having left Cadillac in 1917, company founder Henry Martyn Leland set up Lincoln to build Liberty aero engines and only turned to motorcar manufacture after the 1918 Armistice. Like the Cadillac, the Lincoln was a precision-made product and featured a 60-degree V-8 engine developing 80bhp, good enough to guarantee 70mph performance. Unfortunately, Lincoln customers had to endure a protracted wait to experience it for themselves as deliveries did not commence until September 1920, eight months behind schedule. This delay and the onset of the post-war recession combined to hinder sales and, by early 1922, the company was up for sale. The buyer was none other than Henry Ford, whose acquisition of Lincoln enabled him to contest the upper reaches of the market while the ubiquitous Model T continued to dominate at the other extreme.

By 1928 the Lincoln engine had been enlarged from 357.8ci to 384.8ci and for 1931 was heavily revised, incorporating five main bearings and a host of other improvements – including the first American use of a two-barrel, downdraft carburetor – that raised maximum power from 90 to 120bhp. Lincoln's up-rated motor went into an entirely new car, the Model K, built on a lengthened (145") wheelbase chassis.

In 1932, there was a major change to the Lincoln line up. All cars were restyled to keep the family resemblance with the new '32 Fords. Lincoln would have two models, the K engine model which would be called the KA, and the KB, which would receive the new V-12 engine.

### **THE MOTORCAR OFFERED**

This Lincoln KA is perhaps the best preserved prewar car we have offered. With only around 10,000 miles from new, its condition is truly remarkable. It has seen only occasional and very careful use from new.

Delivered on August 18, 1932 to David Schlack of Eagle River, Wisconsin, Mr. Schalck traded his Peerless towards the \$2550.00 Lincoln. Mr. Schalck drove the Lincoln only in good weather and put the car up on blocks every fall. In 1947, the car was discovered and acquired by George Farr. Used only in parades while in Mr. Farr's possession, the car was sold to Perry J. Shadpe in 1960. Mr. Schadpe was a Pontiac dealer in Madison, Wisconsin, who also had a private antique car Museum. He held onto the car until 1998, when the ownership passed to a private collector in Kentucky. The current owner acquired it from him in 2007.





The car survives today with near flawless original paintwork, original interior with barely a moth hole and close to perfect original rugs. The side-mount spares are still wrapped in the original oilcloth covers that appear to have never been removed, with the original factory tires underneath. Under the hood reveals the original V-8 with the original radiator hoses and clamps. Literally nothing seems to be out of place or non-factory, save for a new fan belt.

To sit in this car is the closest thing one can get to sitting in a new Lincoln of the period. It is difficult to find any notable defects on the car and the underside looks almost as good as the top. The car serves as a benchmark reference for anyone restoring a Lincoln of this era.

This car would undoubtedly be a welcome and competitive car in the most prestigious of

Concours D'Elegance preservation classes. A truly incredible survivor, this fine Lincoln deserves a new owner who will appreciate this piece of preservation history.  
**\$60,000 - 80,000**



## 2005 MERCEDES-BENZ SLR MCLAREN

VIN. WDDAJ76F45M000157

Engine no. 15598060000131

5,439cc DOHC Supercharged V8 Engine  
Multi-Point Fuel Injection  
617bhp at 6,500rpm  
5-Speed AMG Speedshift R Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- 7,400 miles from new
- Presented in nearly showroom fresh condition
- One of only 45 SLRs produced in the 2004 calendar year
- A perfect blend of Mercedes-Benz quality and McLaren/AMG performance
- Offered with CARFAX report, books and service history



### THE MERCEDES-BENZ SLR MCLAREN

Introduced in 2003, the Mercedes-Benz SLR McLaren supercar was created through the collaboration of two legendary automotive powerhouses, Mercedes-Benz and McLaren Automotive. The result was a 617-horsepower, 206 mile-per-hour grand touring coupe that combined Mercedes luxury, AMG performance, and McLaren technology.

SLR, which stands for *Sport Leicht Rennsport* (Sport Light Racing), recalls the venerable 300SLR racing cars from the 1950s that were driven to victories in the Targa Florio and Mille Miglia by Sir Stirling Moss, along with the iconic 300SL road car. The SLR McLaren pays homage to these cars with its long hood, sweeping roofline, and side exit exhausts, reminiscent of the 300SLR 'Uhlenhaut Coupe'.

From a design standpoint, the SLR McLaren

is unmistakably a modern Mercedes-Benz, with its rounded headlights and prominent three-pointed star, however the side vents and dramatic sweeping lines differentiate it from any other Mercedes. Moreover, the dihedral doors are a part of McLaren's DNA, as they were used on the mighty McLaren F1. These doors not only add drama to the car, they open in less space, which is important for a car as wide as the SLR, and recall racing cars from McLaren's past. The nose section is inspired by the nosecone of a Formula 1 car, referencing the relationship between McLaren and Mercedes as race team and engine supplier. The sense of occasion demonstrated by the doors and the long, sweeping lines carries through to the interior. Inside, there is a pulsing red start button on top of the gearshift lever that initiates the riotous fanfare from the side-exit exhaust.

The SLR McLaren was manufactured at the McLaren Technology Centre in Woking, Surrey, England. It features a carbon fiber and carbon fiber reinforced plastic (CFRP) body shell and chassis and an all-aluminum supercharged 5,439cc V8 engine hand-built by AMG. The twin-screw Lysholm-type supercharger provides 16 psi of boost to the M115 powerplant. Mercedes opted for an AMG Speedshift R 5-speed-transmission to drive the rear wheels. It also features brake-by-wire "Sensotronic" carbon ceramic disc brakes, which offer improved fade resistance over steel discs and are assisted by an innovative active aerodynamics airbrake system.

Despite its high-tech construction and Formula 1 inspired technology, the SLR McLaren weighs nearly 4,000 pounds and retains the luxuries of a modern Mercedes-Benz, including climate





## THE MOTORCAR OFFERED

control, 7-speaker BOSE sound system, multifunction steering wheel, and leather interior. The weight, however, doesn't hinder its ability to perform, being able to achieve 60 miles-per-hour in 3.2 seconds and 100 miles-per-hour in 7.5 seconds.

This SLR was built on August 11th, 2004 and purchased new on Christmas Eve in 2004 from Mercedes-Benz of Beverly Hills. Finished in Crystal Laurite Silver over Semi-Aniline Black leather seats, the original window sticker was \$450,000—\$455,750 including delivery and gas guzzler tax.

Only spending the first three months of its life in California, the SLR was registered by its next owner in Chicago in March of 2005 with only 70 miles on the clock. In June of 2006 it found its way to Pennsylvania and has remained in the Keystone State since. Driven some 3,200 miles in its first two years, it has covered a mere 4,200 additional miles in the ensuing eight years.

Regularly maintained since new, a clean CarFax and Mercedes-Benz dealer Vehicle Master

Inquiry detailing the car's full service history attest to its meticulous and regular service throughout its decade on the road.

In close to showroom condition, this striking supercar begs to be taken out on the open road and enjoyed. Mercedes intended to produce 500 SLRs annual over the course of a seven year production run but fell well short of that figure virtually every year. This SLR dates from 2004 production when only 45 SLRs were finished. These historically important supercars will remain one of the most iconic, powerful and luxurious cars made in the early 21st century. Here is an excellent opportunity to own an exclusive, usable, low mileage and iconic supercar that will undoubtedly be a future classic.

**\$170,000 - 200,000**  
**Without reserve**

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*The ex-Baronet Sir Everard Scarisbrick, William Lassiter Jr., Paul Karassik*

## **1934 MERCEDES-BENZ 500K FOUR-PASSENGER TOURER**

Coachwork by Mayfair Carriage Works Ltd. of London

Chassis no. 123689

Engine no. 123689

5,019cc OHV Inline 8-cylinder Engine with Rootes Supercharger

160bhp at 3400rpm With Blower Engaged

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- One of just eight RHD 500K chassis delivered to England for custom coachwork
- Believed to be the only Mayfair-bodied 500K
- Matching numbers
- Restored in the 1990s
- Lightweight aluminum body



### **THE MERCEDES-BENZ 500K**

The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary 500K supercar cost a small fortune when new and today commands a king's ransom, such is its rarity. The 1930s were a period of unprecedented innovations in motorcar styling, of which the sublime 500K represented the very pinnacle of excellence. Its timeless appeal endures to this day.

The 500K, which boasted an ingenious swing-axle independent rear suspension layout, was created by Hans Nibel who, having started with Benz in the early years of the 20th Century, succeeded Marius Barbarou as chief engineer in 1904 and designed (and raced) the huge Benz cars of the period, culminating in the 200hp 'Blitzen' Benz. After the merger with Mercedes, he replaced Ferdinand Porsche and created the most sophisticated chassis of their day for road and track, including the first of the 'Silver Arrow' racers. The

supercharged road-going Mercedes of the 1930s are a wonderful tribute to his engineering skills.

Together with its successor, the 540K, the magnificent Mercedes-Benz 500K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s. The 500K was powered by a 5,018cc supercharged straight-eight engine that featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been thoroughly proven on the preceding series of Dr. Porsche-conceived S-Type cars, and in effect the 500/540K was the last supercharged production Mercedes until relatively recent times.

Beneath its seemingly endless bonnet, the

500K's straight-eight engine developed 100bhp un-supercharged or 160bhp with the compressor engaged. The gearbox was a four-speed with overdrive top ratio. With the supercharger engaged, the 500K had a top speed approaching 110mph (177km/h) matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.

The manufacturing record of the 500K reveals its exclusive nature: 105 were produced in 1934, 190 in 1935 and 59 in 1936. In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.





## THE MOTORCAR OFFERED

Just 342 examples of the breathtaking 500K were built from 1934 to 1936 before that model was superseded by the mighty 540K of which 419 were constructed. Most of those chassis were fitted with factory coachwork in various long- and short-wheelbase styles from Sindelfingen, but no more than 70 are known to have been delivered to custom coachbuilders. According to marque authority Michael Frostick, 56 right-hand drive chassis were sent to England, eight of them as rolling chassis. Those eight received bespoke bodies, both open and closed, to the buyers' specifications. This long-wheelbase (129.5-inch) right-hand-drive chassis carries Daimler-Benz commission number 207792, and was delivered through Norwich dealer Mann Egerton to its first owner, Sir Everard Talbot Scarisbrick (1896-1955), the 2nd Baronet and 30th Lord of Scarisbrick in Lancashire. The

Baronet, a connoisseur of fine automobiles, would have had his choice of many coachbuilders, and selected the Mayfair Carriage Company of Kilburn, London, where a handsome four-place touring body of aluminum with steel fenders was designed and crafted. Founded as the "Progressive Carriage Company" in 1920, Mayfair is best known for its fine, high-quality coachwork. By 1929, the firm had changed its name to "Mayfair". One source states that "By the 1930s, (they) were responsible for creating some of the most luxurious and impressive coach bodies of their time."

Nearly 400 Rolls-Royce chassis were clothed in Mayfair's coachwork, as were a few pre-war Bentleys, several open and closed Alvis Speed models, Lagondas, Armstrong-Siddeleys, at least one Sunbeam, a Buick, and according

to the consignor, a single Mercedes Benz 500K, chassis 123689. Originally finished in British Racing Green, this Mayfair Tourer body is wonderfully stylish, it's sporting lines highlighted by a beltline dip highlighted by a chrome accent strip, a feature also seen on some Alvis convertibles bodied by Mayfair as well as many of Howard Darrin's famed custom Packards. At the same time, this 500K retains all the classic hallmarks of that series, including the massive upright radiator, long sweeping fenders, and twin chromed exhaust pipes exiting through the hood side panels.

Upon its completion and delivery to the Baronet in July of 1935, the car was assigned UK registration BYU150. It is not known when it left the Baronet's ownership, perhaps after his passing in 1955, but a sales advertisement by prominent London dealer Jack Bond







appeared in the November 1952 issue of *Motor Sport*. This unique 500K surfaced in America in the early 1960s, when it was displayed in Albany, New York by Mr. Arnold Dubb. Mr. Dubb registered the car with the Classic Car Club of America, as it appears in that group's 1967 directory. Its next owner, a Mr. David Cohen, installed a striking new interior in what was charitably described as "grapefruit pink", which must have made a stunning combination. The next owner was a Dr. Henry A. Camperlengo, also a resident of the Albany area. Dr. Camperlengo reportedly purchased the car for \$5000. The doctor retained the Mercedes until 1973, when it was acquired by well-known marque enthusiasts Paul and Barbara Karassik. Mr. Karassik - born in Russia and fluent in that language - is famed in car collector circles for his decade-long search and recovery of two long-missing 1939

Auto Union Type D Grand Prix racing cars from the old Soviet Union in the 1990s.

History records that BYU150 returned to the United Kingdom, but was purchased by Don Williams and returned to America. In late 1992, it was purchased by the late William Lassiter, Jr. of West Palm Beach, Florida, another well-regarded antique car collector. Mr. Lassiter was known for his stable of fine classics which were all driven and maintained to a high standard. In 1999, it was again sold, remaining in a family collection for over 15 years.

As offered today, this magnificent custom-bodied Mercedes Benz 500K Four-passenger Tourer by Mayfair is finished in bright red with complimentary cream leather upholstery, red carpeting, and a black canvas folding top, all offset by silver-painted wire wheels and twin

spares. While the paint and leather still appear to be in good condition, some of the plating will need attention to prepare the car for show. Because of its rare coachwork and brilliantly-designed drive-train, it is certainly a candidate for a full restoration and would thus become a welcome entrant to major Concours anywhere in the world. 123689 retains its original matching-numbers chassis, frame, and engine, as well as its original *Typenschild*, or data plate.  
**\$1,250,000 - 1,500,000**

## 1974 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UE1S25820BW

Engine no. 7S10301LA

5,343cc SOHC V12 Engine

4 Zenith Stromberg Carburetors

264bhp at 5,750rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Rare manual transmission example of the V12 E-Type
- Over \$20,000 in receipts document restoration and maintenance work
- The final evolution of the legendary E-Type
- Believed to be 64,000 miles from new
- A striking example of a British motoring icon



### THE JAGUAR E-TYPE SERIES III

Few self-respecting automotive connoisseurs could ever ignore that iconic 20th Century classic, the E-Type Jaguar. From its sensational launch with its 3.8-liter 6-cylinder 'XK' series engine in 1961 to its final expression as the 5.3-liter V12-engined Series III model twenty years later, Coventry's finest was not only an aspirational supercar of its era, but also a generally attainable one – always offering would-be owners tremendous value for the money.

It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models were produced, Jaguar's

preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

With the large cross-slatted radiator grille – described by *Motor Sport* magazine as “a decorative birdcage” – flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting uprated brakes and power steering as standard. From the new Series' launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

A V12 Roadster model, finished in red with black hardtop, was road tested by *Motor* magazine in November 1971, proving itself to be the quickest Jaguar model up to 100mph that the magazine had ever tested – taking 15.4 seconds from rest.

The car's 0-60mph time was only 6.4secs while it could cover the standing-start quarter-mile in 14.2 seconds. *Autocar* magazine declared that the new V12 engine was just “superb, smooth power with virtually no mechanical noise at all (rare for a V12) and with little exhaust noise – from 70mph to 140mph wind noise is by far the loudest sound and even that is by no means excessive”.

The Series III V12's “natural cruising speed” proved to be around 125mph, and influential American market publication *Road & Track* extolled the fact that “...the E-Type is an easy car to drive and is most at home when driven fast...a very predictable car with excellent balance between ride and handling. The ride is soft but very well controlled and even at high speeds there is no tendency towards front end lift or wander. Characteristics are forgiving to the inexperienced driver but useful to the more skillful during fast motoring.”





## THE MOTORCAR OFFERED

This lovely Series III E-Type Roadster was purchased by the consignor in 2003 in Southern California; it is believed to have spent most of its life before that time in the Golden State, though ownership details are not recorded. A rare manual-transmission equipped example, this car is somewhat unique among its V12-powered brethren, as many buyers for these cars opted for the popular automatic.

Over \$20,000 in accompanying receipts document restorative work as well as regular maintenance and care items performed during the previous owner's tenure. It is believed that the paintwork, upholstery, and top were all redone in the early 2000s prior to acquisition by the vendor. The result is a striking example of this powerful cat, and it has been much admired, receiving best in class awards during Jaguar club events.

Offered with its spare wheel, top boot cover, tools, jack, as well as the aforementioned file of receipts, the Jaguar is described by the vendor as a smooth runner and driver. Brightwork is extremely presentable, while the resplendent red paint still shines and sets it apart from the scores of more-muted color Series III E-Types. It is believed that the ~64,000 miles on its odometer reflect the Jaguar's actual mileage since new. With its manual gearbox, the Series III can exploit its potential as a driver's car in a way an automatic simply cannot compare to. The thrill of manipulating the torquey five-plus liter V12 via throttle and clutch is a sensation unique to these final evolution E-Types, themselves the ultimate evolution of the original E-Type design that dated back to 1961. One of the last of the breed, this E-Type is sure to provide many thrills for its next keeper.

**\$70,000 - 90,000**  
**Without reserve**

## END OF SALE

## ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2015 AMELIA ISLAND AUCTION CATALOG

Amelia Island Concours D'Elegance

Schumacher Cargo Logistics

Passport Transport

Cars Europe

Tom Black's Garage

Stephen Carlson

Chadbee Photography

Fernandina Beach, Florida and the Fernandina Beach Golf Club

Theo Civitello – Theo Graphics

Simon Clay

Jeremy Cliff

Motoring writer Mike Daly

Jasen Delgado

Tom Donahue

DZ Media

Michael Furman

Peter Linsky

Pawel Litwinski

Scott Nidermaier

Neil Rashba

Chip Riegel

Sean Smith Photography

Bill Warner

Jaguar Heritage

R. C. Greene

Randy Ema

Bob Ames

Mike Eshaia

Tom Black

Peter Street

The Marlene Dietrich Collection Berlin

The Stiftung Deutsche Kinemathek

mptvimages.com

Photofest Inc.

George Eastman House

Mike Daly

Alexis Delicourt

Jules Huemann

Dan Vaughan, conceptcarz.com

## PHOTOGRAPHY CREDITS

### MOTERING PHOTOGRAPHER PAWEL LITWINSKI

After nearly a decade of specialization in this field, Pawel's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. [www.litwinski.com](http://www.litwinski.com)

Pawel Litwinski: Lots 106, 107, 110, 111, 112, 122, 131, 135, 149, 154, 165, 171, 172, 183

Chadbee Photography: Lots 133 and 184

Theo Civitello – Theo Graphics: Lots 138 and 170

Jeremy Cliff: Lots 144 and 151

Jasen Delgado: Lots 120, 130, 145, 150, 169 and 176

Tom Donahue: Lots 152 and 175

DZ Media: Lot 167

Michael Furman: Lot 148

Scott Nidermaier: Lots 114, 123, 124, 155 and 166

Neil Rashba: Lots 103, 105 and 156

Chip Riegel: Lots 146 and 157

Sean Smith: Lots 101, 104, 125, 147, 153, 159, 162 and 182

Simon Clay: Lots 143 and 174





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## **SAMPLE BANK LETTER OF REFERENCE**

### **BANK LETTERHEAD**

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

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Amelia Island Auction on March 12th, 2015.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)



## 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' Amelia Island Auction on March 12th, 2015.

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.

# 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 Fernandina Beach Golf Club, Fernandina Beach, Florida, on Thursday, March 12, 2015.
- 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 local Eastern Time on Saturday, March 14, 2015**. 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 New York City, New York; and (iii) discovery and the procedure for the arbitration shall be as follows: (A) All arbitration proceedings shall be confidential; (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences; (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law; (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days; (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions including Florida 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](http://www.bonhams.com/WebTerms) for more information.

# 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](http://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 Amelia Island Auction	Sale date: March 12, 2015
Sale no. 22530	Sale venue: Fernandina Beach Golf Club Fernandina Beach, Florida
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at 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		
<b>Shipping Address:</b> (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	<b>Automobilia:</b> I will collect purchases myself by 12pm March 14 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____	<b>Motorcars:</b> I will collect purchases myself by 12pm March 14 <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:





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March 12th, 2015

Warren Barnes will be on site  
email: [warren@sclusa.com](mailto:warren@sclusa.com)  
tel: 310 626-7117



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*Micah's Place, Inc.* is the only Certified Domestic Violence Center serving residents of Nassau County, FL. Our mission is to provide prevention and intervention services to victims of domestic violence, as well as their children; and to provide education within our community to effect change in behavior and attitudes relating to domestic violence through awareness and education.

The support of Bonham's makes it possible for *Micah's Place* to continue working toward ending domestic violence, one relationship at a time. We are honored to call them partner in this mission.



By educating people we hope to increase awareness and understanding that domestic violence is society's problem, not something to be ignored.

*Micah's Place* Services include:

Emergency Shelter, 24-Hour Hotline, Youth Program, Child Assessments, Community Education, Professional Training, Counseling, Dating Violence Education, Youth Prevention Program, Outreach Services, Weekly Support Groups, Court Advocacy, Safety Planning, Rural Outreach, Transportation, Cell Phone Distribution for emergency use.

We also operate The Purple Dove Resale Center, located at 474311 SR 200, Fernandina Beach, FL. This store offers gently used items, including furniture, household and decorative items, ladies', men's and children's apparel creating revenue to help sustain operations for victims of domestic violence. However, its first priority is to meet the needs of survivors by offering free and private shopping when relocating.



Please feel free to visit our website, [micahsplace.org](http://micahsplace.org), to see more information, enjoy upcoming events, or to volunteer or make a donation.

***Micah's Place***  
**P.O. Box 16287**  
**Fernandina Beach, FL 32035**  
**[Micahsplace.org](http://Micahsplace.org)**  
**904.491.6364**



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## GREENWICH CONCOURS D'ELEGANCE AUCTION

May 31, Greenwich, CT

**Consignments now invited**

Bonhams returns to the Greenwich Concours d'Elegance for the eighth annual Greenwich Auction. The premier collectors' motorcar auction in the Northeast, consignments are now invited to this exclusive event.

*The 91st left-drive E-Type built,  
external bonnet lock, flat floor*

**1961 JAGUAR E-TYPE SERIES 1  
3.8-LITER ROADSTER**

**Sold for \$335,500**

### INQUIRIES

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[motors.us@bonhams.com](mailto:motors.us@bonhams.com)



# Bonhams

[bonhams.com/greenwich](http://bonhams.com/greenwich)

## WORLD-CLASS MOTORCARS AT BONHAMS

Bonhams' 2014 Quail Lodge Auction was a truly historic event; multiple world auction records were set, including the sale of the most valuable motorcar ever sold at auction.

This remarkable grouping of collectors' motorcars sold to an international audience of Bonhams' discerning clientele. In total, 92% of the motorcars sold for in excess of \$108 million.

*Single ownership since 1978*  
*Exceedingly original condition*  
**1967 LAMBORGHINI MIURA P400**  
Design by Bertone





**AUGUST 13-14, CARMEL CA**  
Consignments now invited

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LODGE  
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*Victory at the SPA 24 Hours - Jock Horsfall and the Works Team  
celebrate around THX 259 © Klemantaski and Griffiths*

*The SPA 24 Hours Winning  
London Motor Show*

**1948 ASTON MARTIN 2-LITRE WORKS TEAM CAR**





**AUGUST 13-14, CARMEL CA**  
Consignments now invited

**INQUIRIES**

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+1 (212) 461 6514, East Coast  
[usacars@bonhams.com](mailto:usacars@bonhams.com)

**QUAIL  
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Art by renowned photographer, Pawel Litwinski.



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# THE QUAIL, A MOTORSPORTS GATHERING

FRIDAY, AUGUST 14, 2015 | QUAIL LODGE & GOLF CLUB | CARMEL, CA



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*The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection.

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The Great Ferraris | Sports and Racing Motorcycles | Supercars

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**Important Sports, Competition  
and Collectors' Motor Cars**

Saturday 21 March 2015  
Chichester, Sussex

Catalogue now online

Bonhams is delighted to announce a new world-class Goodwood Sale for 2015, appearing at the newly established Members' Meeting which plays host to a weekend of sensational motor racing.

*In single family ownership since 1970*

**1939 FRAZER NASH-BMW 328 ROADSTER**  
£650,000 - 750,000

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73<sup>RD</sup>

GOODWOOD

MEMBERS' MEETING SALE



Bonhams

[bonhams.com/motorcars](http://bonhams.com/motorcars)



# The Mercedes-Benz Auction

Saturday 28 March 2015  
Mercedes-Benz Museum  
Stuttgart, Germany

**Entries now invited**

Bonhams is delighted to announce the return of the Mercedes-Benz Auction in association with Mercedes-Benz Classic. Following last year's success the auction will be held within the stunning surroundings of the award-winning museum.

The sale will also be taking place during RETRO CLASSICS 2015, Stuttgart.

**1938 MERCEDES-BENZ 540K CABRIOLET A**  
€2,000,000 - 2,500,000

## **ENQUIRIES**

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# Bonhams



# THE ESTATE OF LAUREN BACALL

March 2015  
New York

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# Bonhams

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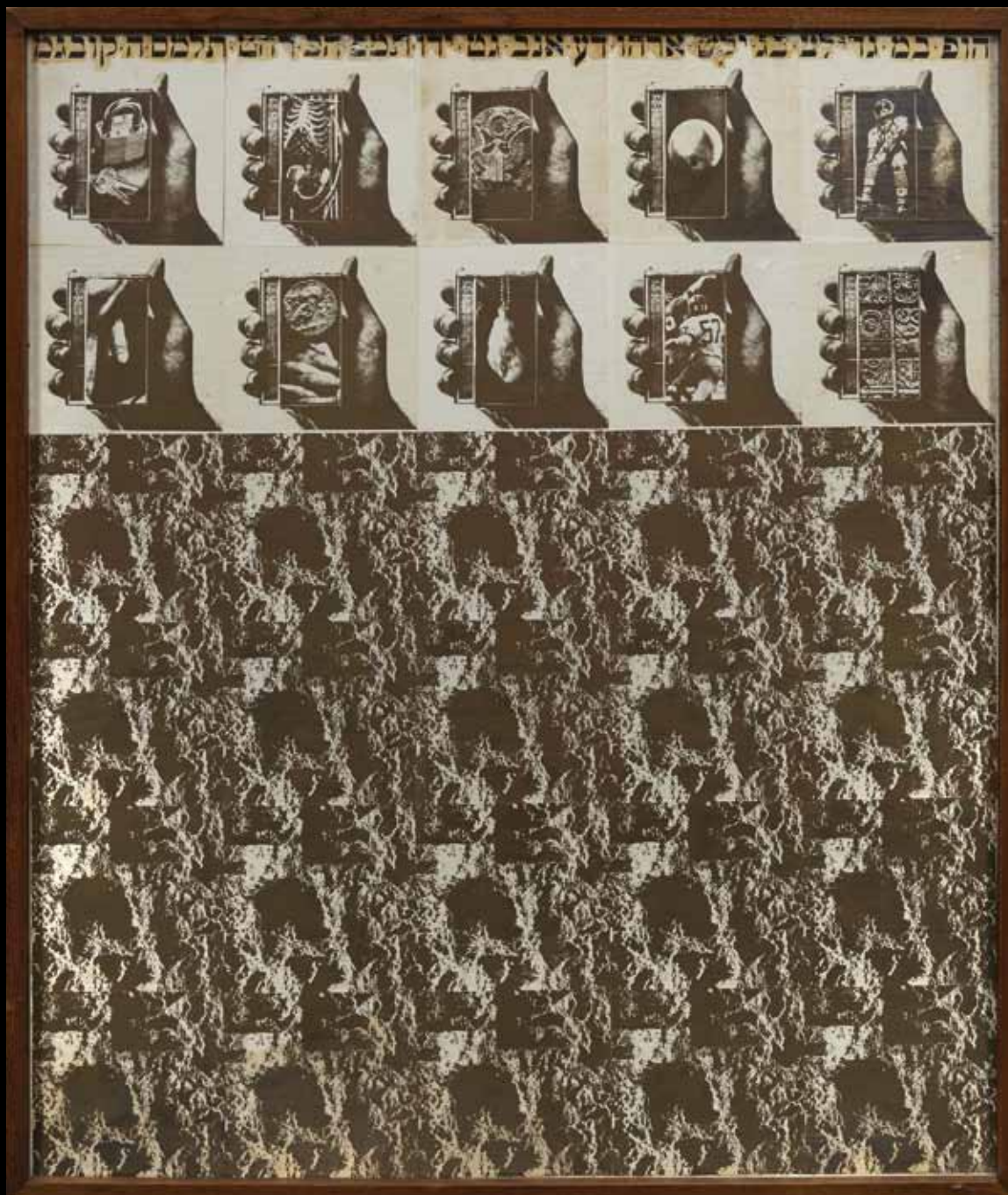
Tuesday March 31, 1pm  
Los Angeles

**WALLACE BERMAN (1926-1976)**

Untitled  
Verifax collage on paper on panel  
in artist's frame  
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## FINE BOOKS AND MANUSCRIPTS

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## ALAN TURING

Autograph Manuscript on the foundations of mathematics and computer science, 56 pp, c.1944. Almost certainly the only extensive Turing manuscript extant. Estimate upon request

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2.) Way 1. Classical type p3.

A formal expression

$$f(x) = \sum_{i=1}^n \alpha_i x^i$$

involving the 'indeterminate' (or variable)  $x$ , whose coefficients  $\alpha_i$  are numbers in a field  $K$ , is called a ( $K$ -) polynomial of formal degree  $n$ .

The idea of an 'indeterminate' is distinctly subtle, I would almost say too subtle. It is not (at any rate as van der Waerden sees it) the same as variable. Polynomials in an indeterminate  $x$ ,  $f_1(x)$  and  $f_2(x)$ , would not be considered identical if  $f_1(x) = f_2(x)$  all  $x$  in  $K$ , but the coefficients differed. They are in effect the array of coefficients, with rules for multiplication and addition suggested by their form.

I am inclined to the view that this is too subtle and makes an inconvenient definition. I prefer the indeterminate to be just the variable.

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## PHOTOGRAPHS

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## DAVID WOJNAROWICZ

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LOT 160 – 1925 BENTLEY 3 LITER FOUR SEATER TOURER





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