

August 14, 2015
Carmel, California

*Third overall at Tour de France
Monthéry and Watkins Glen Winning*
1959 FERRARI 250 GT COMPETIZIONE
ALLOY BERLINETTA
Ferrari Classiche Certified

QUAIL LODGE AUCTION



Bonhams







August 14, 2015 at 11am
Quail Lodge & Golf Club
Carmel, California

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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

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Wednesday August 12, 10am to 6pm
Thursday August 13, 9am to 6pm
Friday August 14, 9am to 11am

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Online bidding will be available for this auction. For further information please visit:
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AUCTION NUMBER: 22792

Lot 56

Please see pages 4-5 and 32-33 for bidder information including Conditions of Sale, after-sale collection and shipment.

Bonhams

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San Francisco, California 94103
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BUYER INFORMATION

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IMPORTANT NOTICE

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

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Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Additional copies of the catalog 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.

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

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150 California Street
San Francisco, CA 94111
Account #432742997
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Bonhams will be accepting payment during and after the auction on Friday August 14. We will be open on Saturday August 15 from 8.30am until 5pm, and again on Sunday August 16 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 16; 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 lots must be paid for and collected from the sale venue by *12pm on Sunday August 16*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Sunday August 16. 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.

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If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 16th, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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Lot 56
*Third overall at Tour de France
Monthéry and Watkins Glen Winning*
**1959 FERRARI 250 GT COMPETIZIONE
ALLOY BERLINETTA**
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Additional images can be found at [Bonhams.com/quail](https://www.bonhams.com/quail)

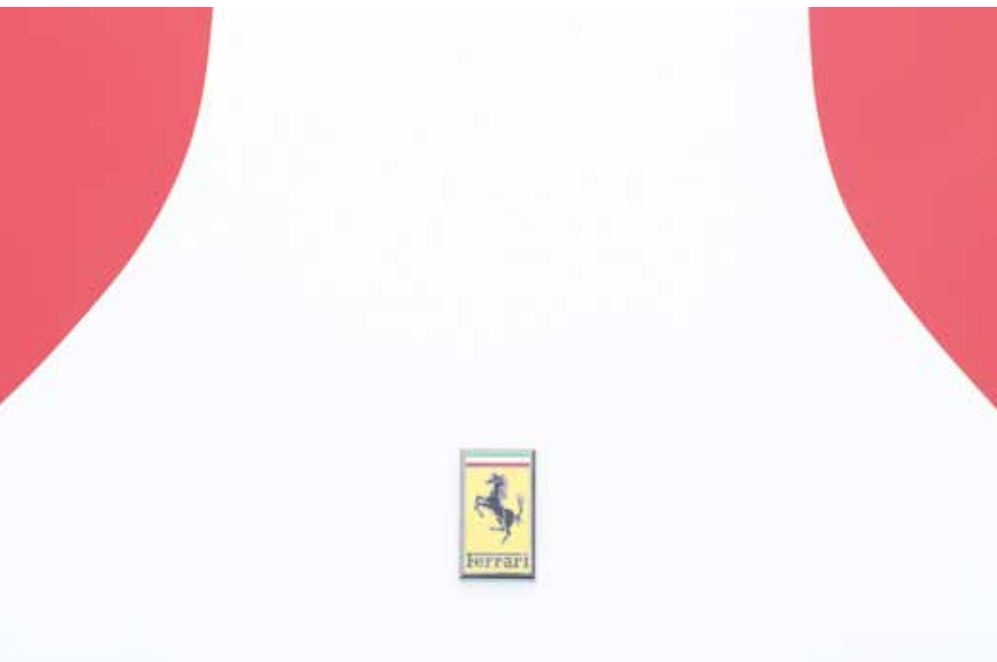
To view a video of this car in action, please visit [Bonhams.com/video/19574/](https://www.bonhams.com/video/19574/)



THE FERRARI 250 GOES RACING

*Aerodynamics are for people
who can't build engines.*

-Enzo Ferrari



Gioacchino Colombo's famed "short-block" V-12 engine was tied to Ferrari's earliest racing campaigns, being the motive power behind the company's 125S and 166MM racecars, and the concurrent road car line developed around them. As engine displacement increased over the early years, the motors were implemented in the 212 and 225 Inter and Export models, which in some cases were used for racing but were more commonly sold as roadgoing customer cars.

As Scuderia Ferrari's sports car competition program developed in the early 1950s, it was Aurelio Lampredi's alternative engine design, the Formula 1-based "long-block" V-12, that became the mainstay of Maranello's sports car racing efforts. The Lampredi motor enjoyed much success in cars like the 340 Mexico, 375 MM, and 375 Plus, accounting

for a majority of Ferrari's sports car racing wins between 1953 and 1956.

Despite the overwhelming competition success of the larger Lampredi engine, Maranello continued to experiment with various cross-hybrids of their different chassis designs and motor specifications, maintaining that the Colombo unit might serve further racing purpose at some point. Sure enough, at the 1952 Mille Miglia, the short-block engine was enlarged to displace 2,953 cubic centimeters, and dropped into a 2,400mm chassis clothed with Vignale coachwork similar to a design used on the 212 Export. Chassis no. 0156 ET, officially dubbed a 250 S, was entered for Luigi Villoresi, but a last-minute substitution gave Giovanni Bracco the opportunity of a lifetime, and he delivered an inspired first-overall finish.

Renamed the 250 MM, the same car showed great promise at Le Mans and was driven by Bracco again at the Carrera Panamericana, where a failing transmission during the last leg of the rally prevented what could have been another Bracco runaway. On the basis of these performances, the 250-specification engine was produced for a short run of 250 MM customer racing cars, and though the motors featured Lampredi-style heads, they marked the first competition use of Colombo's design with a 2,953cc displacement.

Following the disaster of the 1955 24 Hours of Le Mans, the FIA implemented displacement limitations for sports cars, which had evolved into thinly veiled grand prix machines. Keen to take advantage of these new GT Classes, and to reclaim the Italian Sports Car Championship that Mercedes won in 1955, Ferrari introduced



Dean McCarthy in 1519GT, battling with Bob Grossman in 250 GT SWB 1785GT - Montgomery Nationals, 1960.



a new competition 250 GT in early 1956 with Scaglietti coachwork based on an earlier Pinin Farina show car design. The new model was marketed as a dual-use competition variant of the 250 GT road cars, with a body style henceforth defined as the Berlinetta.

Right out of the gate the new 250 GT Berlinetta showed its potential, as the first car, chassis no. 0503 GT, took 4th overall and 1st-in-class at the Giro di Sicilia in April 1956 with Olivier Gendebien and his cousin Jacques Washer driving. The pair repeated the class victory with a 5th overall finish at the Mille Miglia the following month. But the new car's reputation was truly established at the fifth running of the Tour de France Auto in September 1956 when the Marquis Alfonse de Portago drove chassis no. 0557 GT to a dominating victory.

The remarkable Berlinetta earned scores of trophies at various European circuits over the next two years, with Gendebien notably winning the Tour de France in 1957 and 1958, giving the model a three-year sweep of the event. The 250 GT Berlinetta so thoroughly dominated the French rally that it was soon nicknamed the Tour de France, or TdF, sealing a place for itself in sports car racing history.





TRANSITIONAL MOTIFS – THE 250 GT 'INTERIM' BERLINETTAS

As 250 GT Tour de France production continued, several bodywork changes were made over the course of the model's three-year run. Perhaps the most obvious of these changes was evident in the rear quarter-panels, or sail panels, which featured varying numbers of louvers as the model evolved through three small batches.

At the Paris Motor Show in October 1959, Ferrari would soon introduce the realization of its Berlinetta concept on a new 2,400mm short-wheelbase platform. But the transition to this shorter configuration was not delivered in one decisive switch. During spring 1959, the Tour de France model underwent one final series of development, a fourth variation sometimes referred to as the interim Berlinetta.

Starting with chassis no. 1377 GT, the 2,600mm-wheelbase chassis was clothed in

a new Scaglietti body penned by Pinin Farina. The fresh design featured an under-sloping front grille, more rounded front fenders, and a bulbous fastback rear end with pronounced haunches. It is interesting to note the model's physical similarities to its successor, the 250 GT SWB Berlinetta. Generally identical in overall shape and dimensions, the earlier LWB Competizione model features a short rear quarter-panel window pane where the sail panels had been, essentially accounting for the extra 200mm in wheelbase length that would soon be lost with the switch to the SWB.

Still built by Scaglietti with lightweight all-alloy coachwork, the new 250 GT Berlinetta continued on its forebears' competitive record at races such as the 1959 Le Mans, where 1461 GT finished 4th overall and 1377 GT followed close behind at 6th-overall (and





4th-in-class). Key to these successes were some recent advances in the Colombo V-12 engine architecture, which during the Testa Rossa campaigns had adopted a new outside spark-plug design with individual, non-siamesed porting. The new tipo 128 F architecture provided superior power, easier maintenance, and better reliability for extended competition use.

With just seven examples manufactured between April and September 1959, the last series of long-wheelbase 250 GT Berlinettas are characterized by unusual rarity, even by TdF standards. The model is a fascinating study in the design evolution of Ferrari's racing Berlinetta, incorporating elements of both the outgoing Tour de France chassis and the soon-to-appear 250 GT SWB bodywork. It also illustrates the genius of Scaglietti's

coachwork interpretations, which time and again effectively reconciled Pinin Farin's two-dimensional designs with the various technical demands of Ferrari's evolving chassis, always to breathtaking effect.



1519GT and Dean McCarthy charging ahead to victory - Watkins Glen Classic, 1960.





Lot 56

Third overall at Tour de France - Monthéry and Watkins Glen Winning

1959 FERRARI 250 GT COMPETIZIONE

ALLOY BERLINETTA

Chassis no. 1519GT

Engine no. 1519GT

2,953cc SOHC V12 Engine

3 Weber 40 DCL/6 Carburetors

260bhp at 7,000rpm

4-Speed Manual Gearbox

4-Wheel Disc Brakes

- *Exceptional example of a rare 250 Competition Ferrari*
- *Exquisite Two-year restoration by Modena's finest craftsmen completed in 2014*
- *Certified by Ferrari Classiche*
- *Displayed at the 2014 Concorso d'Eleganza Villa d'Este and Goodwood Festival of Speed*
- *FCA Platinum award at the 2015 Cavallino Classic*



THE MOTORCAR OFFERED

Chassis no. 1519 GT is the fifth of the seven 1959 'interim' LWB Berlinettas that featured SWB-style coachwork mounted on the traditional 2,600mm wheelbase. On July 31, 1959, the Maranello factory sent this chassis to Scaglietti to receive lightweight Berlinetta coachwork, and a week later the Berlinetta

was sold to the nickel company Soconomet S.A. on behalf of Jean-Pierre Schild, a founding member of the Ecurie La Meute, one of Switzerland's earliest racing teams. Schild had raced Alfa Romeos through 1956 and 1957, achieving a first-overall finish at the Coupes du Salon at the Circuit de Linas-Montlhéry in October 1957. By mid-1958, he had acquired a 250 GT, which he drove to a 2nd-place finish at that year's Coupes du Salon. Even after acquiring a 3-louver TdF (0747 GT) in late 1958, Mr. Schild still sought greater performance, and his new LWB alloy Berlinetta was officially completed by the factory on September 16, 1958, just two days before its racing debut.

On September 18, Schild and Roger de la Geneste entered 1519 GT in the Tour de France decorated with #161, as one of about fifteen 250 GT TdF examples in attendance, and one

of three interim Berlinettas. After the grueling six days of sprints, hillclimbs, and circuit laps (including Le Mans), the Berlinetta placed an impressive 3rd overall, finishing behind only the two TdF's of the Ecurie Francorchamps, the first of which was driven by two-time reigning Tour de France champion Olivier Gendebien. A month later, Schild reprised his regular appearance at the Coupes du Salon, driving 1519 GT to 1st place in the GT class.

In March 1960, the 250 GT returned to the Maranello factory to receive some upgrades intended to keep it competitive. Most significantly, these measures included fitting Dunlop disc brakes all around. Following these official factory conversions, the car was exported in April to Luigi Chinetti Motors in New York, and in turn sold to John Bunch of New Canaan, Connecticut.

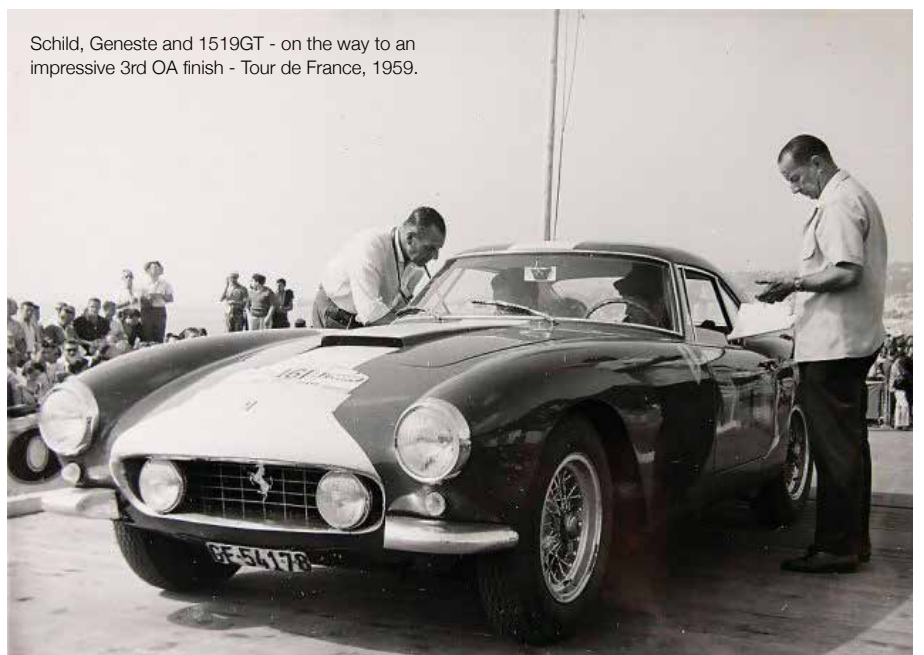




159GT with fellow competition cars - Tour de France, 1959.



Schild and friend - TdF, 1959.



Schild, Geneste and 159GT - on the way to an impressive 3rd OA finish - Tour de France, 1959.



Schild and Geneste racing during the night - Tour de France, 1959.



Dean McCarthy with 1519GT.

Fitted with a black rollbar and registered with tags reading "20-769," the 250 GT Competizione was campaigned on Bunch's behalf by Dean McCarthy of Syracuse in numerous SCCA events over the course of the 1960 season, including races at Cumberland, Marlboro, Lime Rock, Bridgehampton, and Watkins Glen. Highlights of the season included 2nd-place finishes at Thompson and Montgomery, with a 1st-overall victory at the Glen Classic at Watkins Glen in June.

After 1960 there is little record of any SCCA use for 1519 GT, and the car was soon purchased by the well-known Ferrari privateer and dealer Bob Grossman. Following a minor accident, though, Grossman removed the original engine, transmission and sold the car to William Denger of New York, who stored it for many years. In the mid-1970s, 1519 GT

was acquired by John Damron of Ottawa, Illinois, a nuclear scientist, and he similarly kept the car safely domiciled for many years.

In 1972, an esteemed Connecticut-based collector of important vintage Ferraris, entered the story of 1519 GT when he purchased a 250 GT SWB Berlinetta, chassis no. 2237 GT. Installed in the car was 1519 GT's original V-12 motor, as removed by Bob Grossman. Though he did not retain possession of the SWB, itself, for more than five years, he did recognize the significance of the unusual tipo 128 DF motor, which he put away for safe keeping and eventually sold it to Mr. Damron.

In 2011, the alloy Berlinetta became available when offered by Mr. Damron, who had owned it for over 30 years. The previously mentioned

1519GT arrives on US shores - Dean McCarthy and team - Montgomery Nationals, 1960.



Greenwich-based Ferrari collector agreed to buy the car from Mr. Damron, and set about a complete restoration of the complete body, chassis and original engine. Italian specialists Dina & Silingardi were commissioned to rebuild all the running gear and the original motor, Tappezzeria Luppi re-trimmed the interior, while Carrozzeria Autosport Bacchelli & Villa (the renowned restoration house founded by former employees of Drogo and Scaglietti) restored the coachwork, finishing the exterior in the Ecurie la Meute's Swiss livery of red with a central white stripe. As their reputations would suggest, the work of these old-school Modenese craftsmen resulted in exquisite detail and artful execution.

Following completion of the two-year restoration in 2014, the car was authenticated by the Maranello factory with the desirable

Dean McCarthy winning the Watkins Glen Classic, 1960.





Victory at the Glen! Dean McCarthy and 1959GT – Watkins Glen Classic, 1960.



Pitstop - Montgomery Nationals, 1960.



1519GT at the 2014 Concorso d'Eleganza Villa d'Este.



Charging the hill at Goodwood, 2014.



Winning Platinum – Cavallino Classic, 2015.

Ferrari Classiche Red Book. As noted by the Red Book, all major components in the car remain original, including the engine, body, suspension, and brakes. The lone exception to complete originality is the gearbox, which is the correct tipo 508 C, though the unit is not original to chassis 1519 GT.

Bolstered by the breathtaking, handcrafted restoration and the assurance of factory-backed authenticity, 1519 GT was presented at the Concorso d'Eleganza Villa d'Este in May 2014. It subsequently ran the hill climb at the Goodwood Festival of Speed in June 2014, and in Brandon Wang's "Le 250 Tornano a Casa" tour in France and Italy later that month. In January 2015, the Berlinetta was presented at the 24th Annual Palm Beach Cavallino Classic, where it won a Platinum Award and took home the

Excellence Cup 2 for best restoration. At the Mar-a-Lago Concours d'Elegance held during the same weekend, the car won an Excellence in Class Cup, while four months later the Berlinetta garnered the Best Ferrari award at the Greenwich Concours d'Elegance, rounding out a very impressive list of exhibition accolades.

Still displaying the benefits of its immaculate restoration, chassis no. 1519 GT is an extremely rare and historically important competition Ferrari. Not only does the car represent a fascinating design transition to the more widely produced 250 GT SWB Berlinetta, but it exemplifies the competition success of the early 250 GT Berlinettas at the Tour de France Auto, where the model performed so well that it became synonymous with the race. This unique and race-pedigreed

250 GT Competizione Alloy Berlinetta would constitute a crowning addition to any postwar sports car collection, and should particularly attract the interest of Ferrari connoisseurs and sports car racing aficionados.

\$9,000,000 - 12,000,000







FERRARI CLASSICHE CERTIFICATION

In 2006, in response to overwhelming customer interest, Ferrari established its own dedicated heritage department, Ferrari Classiche. The department would not only conduct its own premium restorations of Maranello-built motorcars, ensuring the highest possible degree of authenticity, but it would also set a new standard for heritage certification. With the growing recognition among the collector car community that no vehicle attribute is as prized as proven originality, Classiche established a two-tier system of certification that would attest to any vintage Ferrari's level of authenticity, or lack thereof.

The lower-level Classiche White Book was offered for cars that might not contain all of their original mechanical components, but had been restored to a high degree with proper new-

original-stock parts or faithful reproductions. For very special cars, the Classiche Red Book offered factory certification of the presence of all the original numbers-matching mechanical components and a faithful as-new presentation of the coachwork.

On June 19, 2014, chassis no. 1519GT was recognized by the Classiche department with the highly desirable Red Book certification. The Red Book confirms that the car is finished in its original cosmetic configuration of *Rosso* red, with a *Banda Bianca* white center band, a *Pelle Beige* interior, and that all the major original mechanical components remain in the car, particularly the engine. Stampings on the motor display its proper original internal number, 0478D, while the gearbox and rear axle also display their correct stampings, although the gearbox

is not original to this car. The Dunlop disc brakes and Houdaille shocks are both of the correct type and deemed original to 1519GT, and the alloy Borrani wire wheels are authentic original factory-issued components.

Most importantly, the Red Book certification indicates that the chassis and body is original and continues to comply with original factory specifications. The Red Book, therefore, unequivocally demonstrates the overall originality and correctness of 1519GT, assuring that this rare Competition Ferrari is as authentic as it is historically significant.



Certificazione di autenticità



Certificato di autenticità

Certificate of authenticity

Rilasciato da Ferrari SpA Modena, Italia

Issued by Ferrari SpA, Modena, Italy

Ferrari Classiche (di seguito "Ferrari") certifica che, riservate le eventuali riserve indicate nell'antenna scheda tecnica, la seguente vettura (di seguito la "Vettura"), è autentica.

Ferrari Classiche ("Ferrari") hereby certifies that, subject to the qualifications as outlined in the enclosed technical file, the following car (the "Car") is authentic.

Ferrari 250 GT Berlinetta

Series/Car

1519

White/Chassis no.

Modello 18 Giugno 2014

Ferrari Classiche 

Classifica cronologica di reperibilità

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Declarations

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3383P



Scheda tecnica certificazione

APPLICATION FOR CERTIFICATION: TECHNICAL SHEET

(Di seguito "Antenna A")

Dati vettura/car's data

Modello/Model	Ferrari 250 GT Berlinetta
N° telaio/Chassis No.	1519
Anno di produzione/Year of production	1959
Data di consegna/Delivery date	September 1959 - (March 1960)
Coordinamento - Importatore /Dealer	Direct sale - (Luigi Chinetti Motors Inc.)
Motore/Engine	12 V 60°
Altezza e corsa/Bore and stroke	73 x 58,8 mm
Cilindrata / Displacement	2953,21 cm ³
Colori originali / Original colour	
Esterno / External	N/A
Interno/Internal	N/A
Colori attuali / Current colour	
Esterno / External	Rosso - Banda Bianca
Interno/Internal	Pelle Beige
Targa titolo / Licence plate number	N/A



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2. Telaio

CHASSIS

Il telaio è originale?
Is the chassis original?

☒ SI/YES ☐ NO

È attualmente secondo le specifiche originali (dimensioni, materiali)?
Is it still complying with the original specs (dimensions and materials)?

☒ SI/YES ☐ NO

È stato riparato o parzialmente sostituito?
Was it repaired or partially rebuilt?

☒ SI/YES ☐ NO

Presso quale officina?
Which workshop performed the repairs?

Ferrari Classiche / Ferrari S.p.A. - Maranello (MO) - Italy

Sono stati utilizzati materiali originali?
Have original materials been used?

☒ SI/YES ☐ NO

Il numero di telaio si trova nella posizione originale?
Is the chassis number in its original position?

☒ SI/YES ☐ NO

Principali caratteristiche costruttive
Main structural features



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3. Motore

ENGINE

Tipo e numero di motore attualmente in vettura
Type and number of the engine currently fitted to the car

128 DF n. 0478

Il motore è quello montato in origine?
Is the engine the original one?

☒ SI/YES ☐ NO

È attualmente secondo le specifiche originali?
Is the engine still complying with the original specifications?

☒ SI/YES ☐ NO

È stato sostituito?
Was it replaced?

☐ SI/YES ☒ NO

Con un motore dello stesso tipo montato in origine?
Using an engine of the original type?

☐ SI/YES ☐ NO

Il numero di motore si trova nella posizione originale?
Is the engine number in its original position?

☒ SI/YES ☐ NO

Le valvole sono quelle originali?
Are the pushrods still the original ones?

☒ SI/YES ☐ NO

Carburatore/i o sistema iniezione/accensione tipo:
Carburettor/s or injection system type:

Weber 40 DCL/6 X 3

Impianto di accensione tipo:
Ignition system type

Magneti Marelli ST207 DTEM/A



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4. Cambio/differenziale GEARBOX/DIFFERENTIAL

Tipo di cambio e numero montato sulla vettura
Gearbox type and number fitted to the car

508 D n. 285

Tipo differenziale e numero montato sulla vettura
Differential type and number fitted to the car

508 D n. 505

Il gruppo cambio/differenziale è quello montato in origine?
Is the gearbox/differential unit still the original one?

☐ SI/YES ☒ NO

Gearbox NO Differential YES

È attualmente secondo le specifiche originali?
Is it still complying with the original specification?

☒ SI/YES ☐ NO

È stato sostituito?
Was it replaced?

☒ SI/YES ☐ NO

Gearbox YES Differential NO

Con gruppi e della stessa tipo montati in origine?
With a unit of the type originally fitted to the car?

☒ SI/YES ☐ NO

I numeri di cambio/differenziale si trovano nella posizione originale?
Are the gearbox/differential numbers in the original position?

☒ SI/YES ☐ NO

Le manovelle sono quelle originali?
Are the punchings still the original ones?

☒ SI/YES ☐ NO

Rapporto al ponte/l'asse ratio **9 / 33**

Numero delle ruote/Number of gears **4 + RM**

Gearbox with new castings produced by Ferrari Classiche in 2014

- 10 -

Doc 18-06-2014



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5. Sospensioni/Impianto freni/Ruote SUSPENSIONS/BRAKE SYSTEM/WHEELS Sospensioni/suspensions

Sono quelle montate in origine sulla vettura?
Is the suspension system the original one?

☒ SI/YES ☐ NO

Sono state sostituite con altre di tipo diverso?
Has it been replaced by a different type?

☐ SI/YES ☒ NO

Sono attualmente secondo le specifiche originali?
Does it still comply with the original specifications?

☒ SI/YES ☐ NO

Ammortizzatori tipo
Shock absorber type

Anteriori/Front **Hoodaile** Posteriori/Rear **Hoodaile**

Principali varianti all'allestimento originale
Main changes to the original design

- 14 -

Doc 18-06-2014



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5. Sospensioni/Impianto freni/Ruote SUSPENSIONS/BRAKE SYSTEM/WHEELS Ruote/wheels

Sono quelle (o della stessa tipo) montate in origine sulla vettura?
Are they still the original (or the same type) wheels?

☒ SI/YES ☐ NO

Sono state sostituite con altre di tipo diverso?
Have they been replaced by a different type of wheels?

☐ SI/YES ☒ NO

Sono attualmente secondo le specifiche originali?
Do they still comply with the original specifications?

☒ SI/YES ☐ NO

Tipi ruote/Wheel type

Borrani RW 3526

Materiale/Material

Alloy

Dimensioni ruote/Wheel dimensions

anteriori/Front **5 1/8 K x 16"** posteriori/Rear **5 1/8 K x 16"**

Pneumatici/Tyres

anteriori/Front **185 VR 16** posteriori/Rear **185 VR 16**

- 18 -

Doc 18-06-2014



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6. Carrozzeria CAR BODY

La carrozzeria è quella originale della vettura?
Is the body original for this car?

☒ SI/YES ☐ NO

È conforme all'originale per dimensioni, materiale, ecc.?
Does it comply with the original specs (dimension, material, etc.)?

☒ SI/YES ☐ NO

È stata riparata?
Was it repaired?

☒ SI/YES ☐ NO

È stato ricostruito?
Was it rebuilt?

☐ SI/YES ☒ NO

Presso quale carrozziere?
Which bodybuilder (bodyshop) performed the work?

Restoration performed by Carr. Auto Sport - Bastiglia (MO) - Italy

Data/Date **2013-2014**

Materiale/Material

- 20 -

Doc 18-06-2014



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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

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CONDITIONS OF SALE – MOTOR VEHICLES

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

1. DEFINITIONS

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

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Quail Lodge & Golf Club in Carmel, California, on Friday, August 14, 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 therefore 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

Buyer's Premium for Motor Vehicle Property: 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.

9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon Pacific Time on Sunday, August 16, 2015. 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).

15. NON-PAYMENT OF PURCHASE PRICE

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

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;

CONDITIONS OF SALE – MOTOR VEHICLES

- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

MEDIATION AND ARBITRATION PROCEDURES

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

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial

law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

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

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and such other bonds as required by its licenses and permits.

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

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

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

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

18.7 Time is of the essence of this agreement.

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

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

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

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

SAMPLE BANK LETTER OF 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 Quail Lodge Auction on August 14, 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' Quail Lodge Auction on August 14, 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.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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

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

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

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

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

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

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

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

Bonhams

Sale title: Quail Lodge Auction	Sale date: August 14, 2015
Sale no. 22792	Sale venue: Quail Lodge & Golf Club Carmel, California
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your resale license number here _____ We may contact you for additional information.	

SHIPPING	
Shipping Address (if different than above): Address: _____ City: _____ Country: _____ Post/ZIP code: _____	I will collect purchases myself by 12pm August 16 <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:

Saturday September 26
Ebeltoft, Denmark

PREVIEW

September 24-25

Bonhams is pleased to be the exclusive auctioneer for the Frederiksen Collection. Featuring rare, coachbuilt examples from the most exclusive marques, this exceptional collection is considered one of the finest in Europe and will be offered at the 16th century Lyngsbækgaard Manor near Ebeltoft, Denmark.

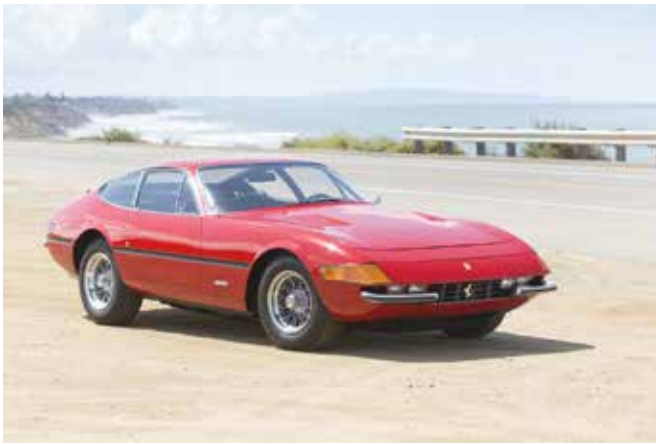
+44 (0) 20 7468 5801
ukcars@bonhams.com

The Frederiksen Collection
An Auction at Lyngsbækgaard



Bonhams

bonhams.com/frederiksen



Exquisitely restored example
1971 FERRARI 365GTB/4 DAYTONA BERLINETTA
 Coachwork by Scaglietti – Design by Pininfarina

Pebble Beach Concours d'Elegance Award Winning
1949 BMW VERITAS SCORPION CABRIOLET
 Coachwork by Spohn

Well-known provenance from new
1923 BENTLEY 3-LITER SPEED MODEL
 Coachwork by Chalmer & Hoyer

The ex-Bobbie Gentry
1968 FERRARI 365GT 2+2
 Coachwork by Pininfarina

Ex-Henry Wessells - Watkins Glen 2nd-in-Class
1952 SIATA 300BC SPORT SPIDER
 Coachwork by Bertone

Highly original example
Less than 19,000KM from new
1980 BMW M1

August 14
Carmel, CA

PREVIEW
August 12-14

+1 (415) 391 4000
motors.us@bonhams.com

*The ex-Charles G. Renaud
Pebble Beach Concours d'Elegance Award Winning*
1951 FERRARI 212 INTER CABRIOLET
Coachwork by Vignale
Ferrari Classiche Certified
Photo credit: Steve Burton

QUAIL LODGE AUCTION



Bonhams

bonhams.com/quail





8B 1793

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
+1 415 861 7500

580 Madison Avenue
New York, New York 10022
+1 212 644 9001

7601 W. Sunset Boulevard
Los Angeles, California 90046
+1 323 850 7500

101 New Bond Street
London, W1S 1SR
+44 20 7447 7447

4, rue de la Paix
75002 Paris
+33 1 42 61 10 10



August 14, 2015
Carmel, California

QUAIL LODGE AUCTION



Bonhams



LOT 44 - THE EX-LOU BRERO 1955 LANCIA AURELIA B24S SPIDER AMERICA





LOT 96 - 1967 LAMBORGHINI MIURA P400

QUAIL LODGE AUCTION

Friday August 14, 2015 at 11am

Quail Lodge & Golf Club

Carmel, California



BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

bonhams.com

PREVIEW

Wednesday August 12, 10am to 6pm

Thursday August 13, 9am to 6pm

Friday August 14, 9am to 11am

ADMISSION TO

PREVIEW AND AUCTION

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

INQUIRIES

Mark Osborne
+1 (415) 503 3353
mark.osborne@bonhams.com

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

Rupert Banner
+1 (917) 340 9652
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+1 (917) 206 1630
eric.minoff@bonhams.com

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evan.ide@bonhams.com

Nick Smith
+1 (323) 436 5470
nick.smith@bonhams.com

General Information

Stephen Girlich
+1 (415) 391 4000
+1 (415) 391 4040 (fax)
stephen.girlich@bonhams.com

Vehicle Documents

Veronica Duque
+1 (415) 503 3322
veronica.duque@bonhams.com

Client Services

Fiona Spence
+1 (415) 503 3220
fiona.spence@bonhams.com

BIDS

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

From August 10 to 16, to reach us directly at the Bonhams Pavilion at Quail Lodge:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

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

AUCTION NUMBER: 22792

Lots 1 - 111

Please see pages 4-6 and 296-297 for bidder information including Conditions of Sale, after-sale collection and shipment.

FRONT COVER

Lot 28 - The ex-Lou Fageol
1953 FIAT 8V Supersonic

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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Auctioneers Corp.; All rights reserved.
Bond No. 57BSBGL0808

BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

ADMISSION TO PREVIEW & AUCTION

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

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

BIDDER REGISTRATION FEE

• **\$150:** includes the Quail Lodge Auction Catalog Set, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative 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. Additional copies of the catalog 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.

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

BUYER'S PREMIUM, TAXES & LICENSE FEES

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

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, California and Florida, such that any motor vehicle lot sold to a resident of either of those states is subject

to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

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

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

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

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Sunday August 16.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

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

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

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

PAYMENT & COLLECTION OF LOTS

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 10 until sale day.

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online up to twenty-four hours in advance of the sale, from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, Bonhams is pleased to offer our live online bidding facility. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/Quail or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Sunday August 16. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering a cash discount program.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Friday August 14. We will be open on Saturday August 15 from 8.30am until 5pm, and again on Sunday August 16 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 16; 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 lots must be paid for and collected from the sale venue by *12pm on Sunday August 16*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Sunday August 16. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Sunday August 16.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 16th, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

Domestic Motorcar Transport

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

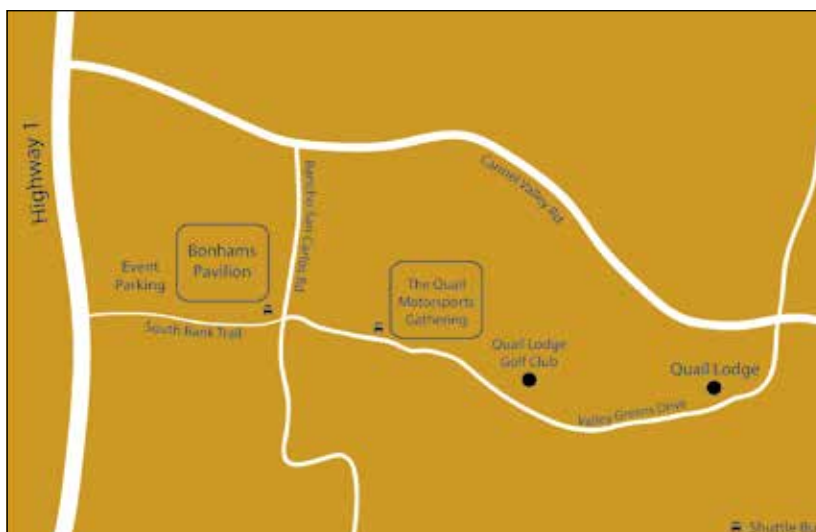
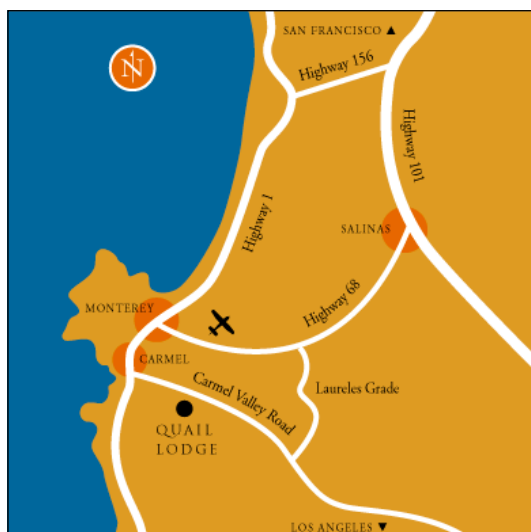
International Motorcar Transport

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

Domestic and International Motorcar Transport

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

BONHAMS AT QUAIL LODGE & GOLF CLUB, WEST FIELD



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

From August 10 to 16, to reach us directly at the Bonhams Pavilion at Quail Lodge:

+1 (415) 391 4000

+1 (415) 391 4040 (fax)

DRIVING DIRECTIONS

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

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

Directions to Quail Lodge & Golf Club from Los Angeles:

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

Directions to Quail Lodge & Golf Club from Monterey Airport:

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

PARKING

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

SHUTTLES TO AND FROM THE QUAIL, A MOTORSPORTS GATHERING

On Friday August 14, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail, A Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

Welcome,

It is with great pleasure that we invite you to join us for our 18th annual Quail Lodge Auction, set in the beautiful grounds of the Quail Lodge & Golf Club.

Following on from last year's record-breaking sold total of \$108 million, this year over 100 carefully selected collector cars will be crossing the block. The consignments represent a broad range of collecting interests, from the earliest days of motoring, to sports and racing machines, to modern supercars. Within these categories are some of the finest examples of the most renowned marques ever built, achieving iconic status for their advanced engineering, power, endurance and beauty.

Our Quail Lodge Auction venue is located just a short distance from Monterey, Carmel and Pebble Beach in sunny Carmel Valley. There is ample parking and we provide a non-stop shuttle service throughout the day to and from *The Quail, A Motorsports Gathering*.

We look forward to seeing you and being a part of this always memorable week celebrating all things automotive. If there is anything we can do to assist you, please do not hesitate to contact any one of us.

With our best personal regards,

The Bonhams US Motoring Specialist Team



Mark Osborne



Jakob Greisen



Rupert Banner



Nick Smith



Eric Minoff



Evan Ide



LOT 72 - 1987 PORSCHE 959 KOMFORT

MOTORCARS

August 14, 2015 at 11am

Lots 1-111

Additional images for each lot
can be found at Bonhams.com/Quail



1

1972 ALFA ROMEO MONTREAL

Coachwork by Bertone

Chassis no. 1426423

Engine no. 15426378

2,593cc DOHC V8 Engine

SPICA Mechanical Fuel Injection

200bhp at 6,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Just one owner for over 40 years*
- *Lovely car for high-speed rallies such as the Copperstate 1000*
- *Remained in Italy until 2015*
- *Beautifully presented example of classic Bertone styling*
- *Striking original color combination*



THE ALFA ROMEO MONTREAL

Alfa Romeo contracted Bertone to design an innovative new sports car in 1967 to reveal to the world at the Expo 67 World's Fair in Montreal. Penned by Marcello Gandini, who created the iconic Miura just one year before, the concept featured innovative side gills and retractable slotted headlight shades on a classic, flowing shape.

This sleek, unnamed coupe was met with much acclaim and began to be colloquially referred to as the Alfa Romeo Montreal.

Three years later, Alfa debuted the Alfa Romeo Montreal as a production model at the 1970 Geneva Auto Salon. While strikingly similar stylistically to the Expo 67 concept, the production model abandoned the Giulia's four-cylinder for a high-revving quad-cam V8 based on the 2.0 liter Tipo 33 Stradale engine. This 90° dry-sump V8 redlined at 7,000 rpm and brought this stylish coupe to 60 from a standstill in 7.1 seconds on to a top speed of nearly 140.

exhilarating performance was not enough to tempt many buyers, with just 3,925 examples produced by 1977. Regardless, the Montreal is a beautiful hand-built Italian sports car worthy of a place in any collection.

While the Montreal offers blistering performance and stunning Marcello Gandini good looks, it also features four seats and a trunk, making it quite a practical and usable sports car.

With a sticker price higher than a Jaguar XKE or Porsche 911, the striking design and





THE MOTORCAR OFFERED

Purchased new in 1972 by Luigino Neri of Terni, Italy, this Montreal was specified with factory air-conditioning in a decidedly '70s combination of Gold over a tan interior, the same combination it bares today. Sig. Neri, an active member of the Alfa Romeo Club of Terni, retained ownership of the car for 42 years, enjoying and carefully maintaining this stunning coupe. The original owner also showed the car, winning Best in Class at the 1986 San Marcello Pistoiese Car Show and a Best in Class commendation from the ASI (Automotoclub Storico Italiano) in 1994.

After 40 years of passionate use and ownership, this golden stunner was repainted to a high standard in its original color, before being sold for the first time in 2013. The current owner then imported the Montreal into the US in 2015, the first time this car

left Italy. The car is presented in wonderful condition, with fresh paint, a nicely presented interior, and well-sorted mechanicals. Included with the sale is a tool kit, books and manuals, original Italian title, and original Italian license plates.

**\$100,000 - 140,000
WITHOUT RESERVE**



2

1971 MASERATI GHIBLI 4.9 SS COUPE

Coachwork by Ghia - Design by Giorgetto Giugiaro

Chassis no. AM115.49.2110

Engine no. AM115.49.2110

4,930cc DOHC V8 Engine

4 Weber Carburetors

330bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Desirable 4.9-liter SS Ghibli*
- *Fewer than 40,000 miles since new*
- *Featured in AutoWeek*
- *French-delivery example*
- *Beautiful example of the iconic Maserati GT*



THE MASERATI GHIBLI

A strong contender for the “most handsome car of the 1960s” title, Maserati’s Ghibli debuted in coupe form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivaled the Ferrari Daytona for straight-line performance - its top speed was close to 275km/h (170mph) - while beating it for price. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of

space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tires did not foul the wheel arches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli’s contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon’s tubular steel chassis in its live rear axle form. In preference to the more complex suspension designs favored by its rivals, the Ghibli

used leaf springs and a single locating arm, a much more easily maintained arrangement.

The power unit was Maserati’s powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-liter form up to 1970 when it was superseded by the 4.9-liter SS version in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8’s enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did 40 years ago.





THE MOTORCAR OFFERED

In December of 1970, Edouard de Cazalet, a banker from the south of France, ordered this Maserati Ghibli SS coupe in the elegant color combination of black over a 'Cinghiale' leather interior. Mssr. de Cazalet also specified a matching headliner, passenger headrest, and the deletion of the laughably impractical rear seat, and radio delete. Mssr. De Cazalet then moved to the US, bringing his prized Maserati with him. After its tenure with Mssr. De Cazalet, this handsome coupe moved to a collector who retained the car for over 17 years. In 1990, under the second owner's stewardship, the Ghibli was restored to its original specification.

This numbers-matching car features a remarkable older restoration and has covered fewer than 40,000 miles since new. In November of 2008, this particular Ghibli SS was featured in *AutoWeek* magazine.

This great example of one of the most iconic GT cars of its time comes complete with extensive inventory of spare parts, books and manuals, tools, a file documenting its restoration and service history, and excerpts from the Maserati archives.

\$220,000 - 260,000

3

1989 PORSCHE 911 CARRERA SPEEDSTER

VIN. WP0EB0911KS173142

Engine no. 64K05632

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

- *Just over 20,000 miles from new*
- *One of only 823 U.S. specification Speedsters*
- *Wide-body, Turbo look, optioned with black Fuchs, sport seats, and air conditioning*
- *An iconic Porsche lending much of its lineage to the 356 Speedster*
- *Offered with Porsche COA, tool roll, books, and a clean CarFax*



THE PORSCHE 911 SPEEDSTER

Porsche's first take on a open-top 911 had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-liter form in 1982, the 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March and by the end of the 1983 model year had sold over 4,000 units, a total some

50% higher than that achieved by the less expensive Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989, the name previously having been applied to that most stylish of the many Type 356 variants. The 3.2-liter Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell, and thus was the last 911 model to feature the old style body based on the original design of 1963. Chief stylist Tony Lapine reworked the latter, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual top, a simplified affair described by the factory as for 'temporary' use only.

From 1984 Porsche had offered the 'Turbo Look' body style - flared wheel arches, large rear wing and deeper front spoiler - on its normally aspirated models and this option was extended to the Speedster, the vast majority of which were ordered with it.

One of the rarest of the 911 family, the Speedster was built during 1989 only, and a mere 2,065 cars were completed.





THE MOTORCAR OFFERED

This 1989 Porsche 911 Carrera Speedster is in beautiful original and preserved condition. Completed in June of 1989 and imported to southern California after a tourist delivery this Speedster is believed to have had only three owners and spent the majority of time in the spectacular car climate of California. This wide-body, Turbo-look Speedster was optioned with the desirable black Fuchs wheels, sports seats, shorter gear shift lever, air conditioning, a Blaupunkt 'Charleston' radio, a rear luggage compartment instead of rear seats, and the US market emissions system. By 2000, the red Speedster was sold by Porsche of Newport Beach to what is believed to be the cars second owner, a Mr. Salvi of Orange County, CA, who kept the car until recently.

As is commonly known, these limited edition 911 Speedsters were finished at Porsche AG

as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN as the one the car is identified under. This car was given worldwide chassis number WP0ZZZ91ZKS173142, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WP0EB0911KS173142 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity and CARFAX is also based on its ultimate US-market VIN number.

Offered with its factory Certificate of Authenticity, tool roll, books, original spare, jack, and a clean CARFAX; this Speedster is perfectly embodied, presented here in its original color combination of Guards Red over black leather; this stunning permutation proclaims all the emotions this car was meant to provoke.

**\$175,000 - 200,000
WITHOUT RESERVE**



4

1953 ALLARD K3

Chassis no. K3/3191
Engine no. 58090123133

392ci OHV Chrysler Hemi V8
Approximately 325bhp at 5,000rpm
4-Speed Manual Transmission
Divided Axle Front Suspension – Di Dion Rear Axle
4-Wheel Drum Brakes

- *One of just 63 Allard K3's produced*
- *Tasteful upgrades for drivability*
- *Excellent car for rallies and tours*
- *Well-known and documented example*
- *Exceptionally rare Anglo-American roadster*



THE ALLARD K3



Sydney Allard founded Allard Motor Company in 1936, producing potent sports racing cars powered by Ford V8 and Lincoln V12 engines. Allard racing cars continued to prove themselves as capable competitors, with one example winning the 1952 Monte Carlo Rally piloted by Mr. Allard himself, narrowly defeating Sir Stirling Moss. That same year, Allard released a new touring car based on their venerable J2 racing car, the K3.

The concessions made for performance, along with the steep \$5,300 asking price, made the K3's appeal as a touring car suffer. As a result, only 63 of these exhilarating roadsters were produced and just 46 remain today.



Featuring a reinforced chromoly-tube chassis, Allard's innovative divided front axle suspension system, racing steering ratios, and a host of potent American engines, The K3 is a racecar at heart, beneath an all-aluminum envelope body. While the racing attributes limited everyday practicality, the K3 offered undeniable performance along with some welcome luxuries, like seating for three, a spacious trunk, and a convertible top.



THE MOTORCAR OFFERED

This 1953 K3, number 3191, was ordered on April 23, 1953 to its original owner in Oakland, California. Originally finished in Silver Gray over a red interior, this handsome British sports car was fitted with a Chrysler 331 and disc wheels. 3191 was thoroughly enjoyed during its first decade after production, however by 1962 it lay derelict in a Nevada pasture. Luckily, an enthusiast purchased the rare roadster for \$300 and rescued the Allard from its certain demise. In 1984, the consignor acquired the car in non-running condition and set out on a 22-year endeavor to restore this important K3 to be the ultimate driver's example.

Featured in the Allard Register several times, 3191 is now presented in the smart combination of British Racing Green over black and has been expertly refurbished and modified for increased drivability and reliability.

Completed in 2012, this exhilarating sports car is now fitted with a 1958 Chrysler 392 Hemi with a 4-barrel carburetor and electronic ignition, along with an improved rear-end and a new fuel cell for increased usability and safety. The British Racing Green paint is in excellent condition as well as the freshly chromed 'nerf-bar' bumpers and purposeful black interior.

The unique upgrades and features of 3191, along with its remarkable condition, make this particular K3 a great example to be driven and enjoyed thoroughly as it was originally intended.

**\$100,000 - 120,000
WITHOUT RESERVE**

Please note that this vehicle is titled under its engine number.



5

Ex-William Harrah

1910 POPE-HARTFORD MODEL T 40HP TOURER

Chassis no. 7037

Engine no. 7037

300ci OHV Inline 4-Cylinder Engine

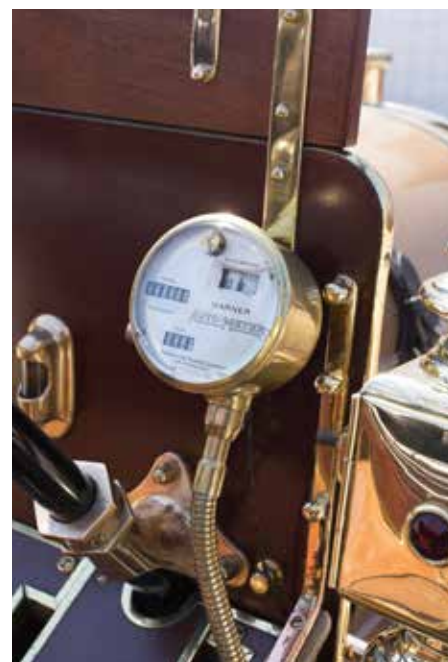
Single Carburetor - Bosch "Dual" Magneto

40bhp

3-Speed Sliding-Gear Transmission

Two-wheel Hydraulic Brakes (see text)

- One of the more highly regarded brass touring cars
- Recent full mechanical rebuild with touring improvements
- Harrah's Gold Star restoration
- A personal favorite of William Harrah
- Fully matching numbers correct, original car



THE POPE-HARTFORD

Col. Albert Pope was one of the celebrated industrialists of the post civil war era, having created a highly successful bicycle empire that benefitted from the enormous bike craze of the late 1800s. By the end of the decade, Pope had consolidated over 40 bicycle manufacturers into his American Bicycle Company. The skill set and manufacturing capability of these companies gave Pope a strong basis to enter automobile manufacturing. Having seen that the bicycle craze would be supplanted by Automobiles, Pope began in the 1890s with the Columbia automobile. Primarily an electric car, it gave Pope a foothold in the new market.

The Pope automobile empire would eventually include numerous brands including Pope-Tribune, Pope-Toledo, Pope-Robinson, Pope-Waverley and the most enduring, Pope-Hartford. The Pope-Hartford would be the only Pope brand built in the city of the company's

headquarters in Hartford, Ct. Begun in 1904 with a single cylinder car, the brand built its first four in 1906 and the fours would be the engine that ultimately built the brand's reputation.

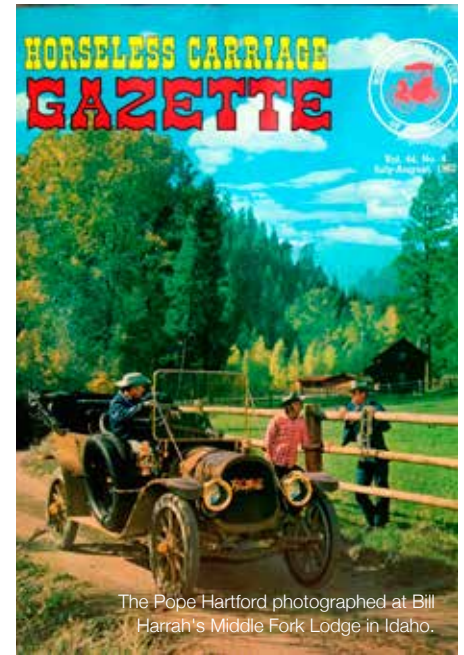
Pope-Hartford gained a reputation for being a reliable, well made and soundly engineered automobile. With the exception of the unusual for the time overhead valve engine, the cars were conservatively designed and that was no doubt a key to their reputation for durability and performance.

Today few brass car brands enjoy the status Pope-Hartford does, coveted by brass car enthusiasts for their wonderful touring abilities. They are reliable, powerful, good-looking, and not too big. The late cars have the benefit of a four-speed transmissions and electric starting. Pope-Hartford is one of the only brass era marques that enjoys its own exclusive tour – the Pope Tour.

THE MOTORCAR OFFERED

A personal favorite of William Harrah, this 40hp Pope was kept at his Idaho ranch for his private use. Acquired by HAC in the 1960s, the Pope was in highly original and complete condition. Included Harrah Auto Collection records indicate that the fenders, lamps, floor boards, and carburetor were all original and present. The car additionally was lavished with a Harrah's gold star restoration. This restoration itself was done to the highest standards of originality and authenticity. A testament to the quality of these restorations is that they age so gracefully just like an original car.

This restoration though many decades old still presents beautifully: handsomely finished in mocha paint over rich dark brown leather, accented with brown linoleum and sisal matting. The Grey and Davis lighting is all original and the headlamps are Pope Hartford branded with



miniature fenders for chimneys. This simply is a very handsome automobile.

This Pope left the Harrah's collection during one of the dispersal auctions in the 1980s. It resided in a West Coast collection before its acquisition by noted brass era collector Charles LeMaitre. Mr. LeMaitre kept the Pope in good working order and it participated in several HCCA tours during this time. Then, in 2006, the Pope was sold to its current owner.

The current owner planned to tour extensively with the Pope entrusting Holman engineering to get it into tip-top mechanical condition. Pope Hartford specialist Fred Gonet was trusted to rebuild the engine. New bearing shells were also made and babbitt bearings poured. Holman engineering fitted an electric starter system and discreetly adapted the rear brakes to hydraulic.

A new top and complete set of tonneau covers in chocolate brown were produced in addition to these modifications. Many small details were sorted out during this time, bringing the Pope into excellent driving order.

The Pope debuted at a tour in 2008 and has been a regular participant ever since. Noted for its reliability and excellent performance, this has been one of the best performing cars of its size. Meticulously maintained for the last eight years, the Pope is being offered today in turn key touring condition, fully set up and equipped with everything you would want for any touring event.

With excellent provenance, superb mechanical condition, and wonderful looks, this Pope is a highly recommended example of this famed marque.

\$190,000 - 225,000

6

1971 FERRARI 365 GTC/4

Coachwork by Pininfarina

Chassis no. 14871

Engine no. 14871

4,390cc DOHC V12 Engine

6 Weber Carburetors

340bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully restored example of the classic 365GTC/4*
- *Presented in its factory-delivered livery of Grigio Argento over Nero Cagolo*
- *California car from new*
- *Excellent choice for high-speed rallies and driving events*
- *Offered with books and Marcel Massini history report*



THE FERRARI 365 GTC/4

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

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

new design with more comfortable seating, although the occasional "+2" seats in the rear were best used folded as luggage space. The seats had cloth inserts as standard, for comfort in warm weather, although air conditioning was standard. Full leather upholstery was available as an option.

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

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



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



THE MOTORCAR OFFERED

Constructed at Pininfarina during the latter part of 1971, 365GTC/4 chassis no. 14871 received final assembly at Ferrari that December. The new Coupe was finished in the same livery it sports today, the elegant *Grigio Argento* over a *Nero Cagolo* Connolly interior with matching wool inserts and red carpets. Delivered new to Luigi Chinetti Motors in Greenwich in April of '72, it was described as being fitted with options that include air conditioning and a Becker Mexico radio with Hirschmann antenna. The car was sold new to a Californian who took advantage of the fact that his early production GTC/4, the 95th of 501 built, meant that he could snag the California vanity plate "72 GTC"—the same Blue Plate it retains today.

Acquired by the vendor in 2011, it was recently the subject of a comprehensive restoration by marque experts in California.

The car was torn down to the bare metal and returned to factory fresh condition. Topside, fresh paint in the factory color was applied, rubber molding were replaced as needed, the interior was redone in the original color and with the correct woven seat inserts, and the Borrani wheels were completely rebuilt and refinished. Mechanically, the engine, suspension, brakes system, Weber carburetors, and distributors were all rebuilt, the clutch and exhaust were replaced with correct units, a new set of Michelin XWX tires were fitted—the list goes on.

The finished product shows beautifully, like a true *Grand Touring* car representative of its era. Finished just as when it left the dealership when new—down to the colors, options, California Blue Plates, and even the original Neiman keys, there are few nicer examples

out there. Offered with this handsome Ferrari are tools, books, and Marcel Massini's history report. Undoubtedly a great choice to enjoy on tours, rallies, or the show circuit, 14871 is a wonderful example of the classic and striking 365GTC/4.

\$275,000 - 325,000

Please note that this vehicle is titled as a 1972.

1930 AVIONS VOISIN C14 FIVE-PASSENGER BERLINE

Chassis no. 27966

Engine no. 28043

2,326cc Sleeve-Valve Inline 6-Cylinder Engine

Single Zenith 36 DHKB Carburetor

65bhp at 4,400rpm

3-Speed Manual Transmission and 2-Speed Transfer Case

Front and Rear Leaf Spring Suspension

4-Wheel Servo-assisted Mechanical Drum Brakes

- A very rare example of sophisticated Post-WWI Art-Deco automotive design
- Knight sleeve-valve engine
- All-aluminum body
- Beautifully restored in 2007
- Features many of Gabriel Voison's delightful engineering features



THE AVIONS VOISIN C14

The name of the automobile reveals its engineering heritage: Gabriel and younger brother Charles Voison began their careers in 1908 designing and building airplanes. Although Charles died in 1912, the company delivered more than 11,000 units through the First World War. When the end of hostilities meant an end to aircraft orders, Gabriel turned to automobile manufacturing and racing and applied what he'd learned in lightweight aircraft construction. His first

automobile, the C1, appeared in 1919, and was based on a Citroen prototype to which Voison had secured the rights. Almost to the end, Voisons were powered by engines incorporating the unorthodox Knight sleeve-valve design. This valve arrangement, while virtually silent in operation, consumed a goodly amount of oil, and usually left a cloud of white smoke in its wake.

Realizing that a box-shaped passenger compartment offered the most interior volume, Voison, who had studied art as a young man, applied his knowledge of the "Cubist school" in shaping his car bodies. Voison crafted monocoque bodies of light yet flexible aluminum alloy. Luggage was carried externally in a rear-mounted trunk or in boxes mounted behind the front fenders. Gabriel Voison had more than a hundred patents, including

a pneumatic transfer case, spring-loaded frameless opening glass windows, and a rather complex door latching mechanism.

Pascal Courteault would write in his wonderful "Automobiles Voison" (1991) that "Between 1919 to 1925, Voison had undoubtedly come to be recognized as the most original and forward-looking constructor of luxury cars." By then, Voison had supplemented his four-cylinder sleeve-valve engine lines with a six-cylinder engine, and that motor was used in the C14 series, which was built from 1928 through 1932. Not quite 1800 examples of the C14 were built; it is said that the C14, especially in two-door "La Lumineuse" form, represented the height of Voison's success.





THE MOTORCAR OFFERED

This C14 five-passenger Berline of the style known as “Code Charmant (chassis)/ Code Chartula body)” is credited to Andre Lefèvre, the brilliant French engineer who built the aerodynamic “Laboratoire” racing car for Voison and would go on to design the famed front wheel drive Citroën Traction Avant, 2CV, and later the DS. This beautiful C14 was discovered in France in the 1990s. It had fortunately been carefully stored for many years and was quite intact. A comprehensive restoration by Ken Haywood in New South Wales, Australia, was completed in 2007, with all systems returned to correct working order, including the pneumatic relay that provided an overdrive on each of the transmission’s three gears, giving six forward (and two reverse) speeds; the Dewandre vacuum-assisted brakes, and the quite ingenious Dynastart

unit, which combines a generator and starter mounted to the crankshaft. Externally, this C14 is typical of Voisons of the day, with its bulldog-like stance, “negative dihedral” front fender braces and delightful winged radiator mascot. It is painted black, one of only three colors offered for this model (the others being grey and grey-green). Inside, though, is where a Voison of this period really shines. The Art-Moderne theme is boisterously applied through the dazzling geometric upholstery conceived by Paul Poiret.

It is estimated that more than 10,000 automobiles were constructed by Gabriel Voison, but fewer than 150 survive worldwide. Brilliantly-conceived and executed, the automobiles of Gabriel Voison rarely come to market; this example is among the best.

\$175,000 - 225,000



2005 FERRARI 575 MARANELLO SUPERAMERICA

Design by Pininfarina

VIN. ZFFGT61A650142572

5,748 CC DOHC V12 Engine

Electronic Fuel Injection

532 bhp at 7,250 rpm

6-Speed Electro-Hydraulic F1 Transaxle

4-Wheel Carbon Ceramic Disc Brakes

4-Wheel Independent Suspension

- Fewer than 13,000 miles since new
- Desirable 'Fiorano' handling package
- Striking color-combination
- Offered with the original window sticker and accessories
- Elegant Pininfarina styling



THE 575M SUPERAMERICA

In 1996, Ferrari introduced their first front-engine V12 GT car since the iconic 365 GTB/4 'Daytona' - the 550 Maranello. Featuring a 5,474cc V12, a slinky Pininfarina-designed body and a luxuriously appointed leather interior, this new generation of GT recalled and honored its iconic forebears with aplomb. In 2002, the 550 was extensively refreshed and updated to create the 575M 'Modificata'. Along with subtle design refinements and a further upgraded interior, the majority of the advancements came mechanically. The lovely

V12 engine grew to 5,748cc and delivered its 532 horsepower to the rear wheels through an all-new 'F1' semi-automatic transaxle capable of shifting between each of its six forward gears in a blistering 200 milliseconds. The brakes were updated as well, along with the independent suspension, which now featured adaptive dampers.

In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible, the Superamerica. Drawing its name from the impressive Lampredi V12-powered GT cars of the '50s and '60s, the 199-mile per hour 575M Superamerica retained the mechanics of the coupe along with the general design with the addition of a unique pivoting photochromic roof.

cabin to fold flat on the rear deck- a spectacular and unique solution to the folding top.

The 575M Superamerica has become one of the most highly coveted modern Ferraris thanks to its rarity, innovative and unique design, and exhilarating driving experience as one of the scarce modern V12 Ferrari roadsters.



The 'Revocromico' pivoting hardtop is a dimmable pane of glass that pivots behind the



THE MOTORCAR OFFERED

This 2005 575M Superamerica is offered in remarkable condition, having covered fewer than 13,000 miles in the last decade. The muscular Pininfarina designed body is finished in Nero Metallizzato paint and the carbon fiber-trimmed interior features beige Daytona-style seats that are in similarly great condition. This rare Roadster from Maranello comes with the desirable 'Fiorano' Handling Package, which improves suspension, braking, and steering response, further intensifying the driving experience. Additionally, this car features the F1 gearbox and has been modified with a Tubi exhaust system.

Well presented throughout, this 575M is offered with service records, its original manuals, tools, and documentation, including the original window sticker. With these desirable options and accessories,

this particular 575M Superamerica offers an opportunity to acquire a stunning and complete example of one of the most revered and rare convertibles of the millennium.
\$350,000 - 380,000



9

1973 ALFA ROMEO 2000 SPIDER VELOCE

Coachwork by Pininfarina

Chassis no. AR3041888

1,962cc DOHC Inline 4-Cylinder Engine

Spica Mechanical Fuel Injection

132bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *In single ownership from new until 2013*
- *Largely original, unrestored condition*
- *Over \$7,000 in 2013 on mechanical service and maintenance*
- *Classic Pininfarina styling*
- *Great and usable classic Alfa Romeo in striking livery*



THE ALFA ROMEO 2000 SPIDER VELOCE

A modern classic by Pininfarina, the simple-yet-elegant "Kamm tail" Spider bodywork which premiered on the 1970 Spider Veloce would prove enduringly popular, lasting into the 1990s. The Spider's mechanics were essentially those of the Giulia while the engine was the GTV's double-overhead-camshaft four. The original 1750 version was a one-year-only model, with the advent of the Spica-injected 2000 model in 1971.

Wind tunnel testing resulted in the 2000's signature drag-reducing Kamm tail, while other improvements over the earlier Duetto models included bigger brakes and a limited-slip differential. Outstanding speed, acceleration and handling were all characteristics of this class-leading model, which nevertheless possessed a remarkable docility, even at high speeds.

THE MOTORCAR OFFERED

This Giallo Pagaoda 2000 was sold by Chris Nikel's Autohaus in Tulsa, Oklahoma to its first owner on September 13th, 1973. Surely very happy with the Italian sports car, this gentleman would keep the car for nearly forty years! Meticulously maintained since new, it has spent much of its life in the car-friendly climates of Oklahoma and central Texas. Showing less than 19,000 miles from new, the Alfa is very original save for a single repaint done in the original color. Well kept and documented, the books, tools, original keys, owner's card, and radio are all still with the car. In 2013, over \$7,000 was spent on mechanical refurbishment.

Purchased by the consignor in 2013, the car has resided in the mild southern California climate ever since. With devoted care from few, a long history of careful maintenance,

and wonderfully preserved condition, there is little more one could want from this sleek Italian Spider.

**\$25,000 - 35,000
WITHOUT RESERVE**

10

1961 FIAT 600 JOLLY

Coachwork by Ghia

Chassis no. 100.626268

Engine no. 100.000 683802

633cc OHV Inline 4-Cylinder Engine

Single Carburetor

28.5bhp at 4,600rpm

4-Speed Manual Transmission

4-Independent Suspension

4-Wheel Drum Brakes

- *Single ownership for more than 50 years*
- *Documented and complete with tools*
- *Barn fresh discovery*
- *The perfect car for the Hamptons*



THE 600 JOLLY

Undoubtedly the most endearing variant of the eponymous Fiat 600 was the Jolly, an open runabout intended for beach resorts and other tourist destinations. Created by Ghia on the 600 base, the cars featured weather-resistant wicker seats and a fringed suntop for protection from the sun. Comparatively expensive (nearly twice the price of the basic model 600), they tended to be purchased by wealthy owners with large yachts, among them Aristotle Onassis. A fleet of 32 furnished taxi service on Catalina Island off the coast of California.

THE MOTORCAR OFFERED

Owing to their popularity and the commonality of the base model, Jollys are frequently copied and built up, or rather cut down from their more ubiquitous sedan brethren, and perhaps so often considered as frivolous fun they rarely adhere to the mainplace guidelines of collectible automobiles. For those reasons, it is no underestimate to say that it is rare to find one that is not only the genuine article, but carries documentation that traces it back to day one.

This timewarp Jolly is one such example and comes to the market after an amazing continuous ownership of 54 years! From the correspondence on file, it appears that ordering one's Jolly was not particularly easy back in the Sixties. This car can trace its import through Houston to the Italian Southwest Car Company of Fort Worth, Texas, then to the shared dealership Western Motors of Wichita, Kansas

before its safe arrival with its first owner, Karney Cochran, of Wellsville, New York.

Over the course of its five decades the Fiat has worn surprisingly well, akin to its modest odometer reading of a little over 18,000 miles. The seats show some age and it looks as though its paint has been freshened, but ostensibly this is a simple un-messed with Jolly and all the better for it.

Complete with its early paper trail, a period instruction book and even its tools and jack, this pretty Fiat is very much the real deal and has recently been freshened with new rubber mats, tires and a service.

**\$50,000 - 75,000
WITHOUT RESERVE**

Please note that this vehicle is titled with chassis number 626268.

11

1949 VERITAS SCORPION CABRIOLET

Coachwork by Spohn

Chassis no. 5218

Engine no. 32801 1601 BMW

1,988cc OHV Inline 6-Cylinder Engine

3 Solex Carburetors

100bhp at 4,750rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Extremely rare post-war German coach-built sports car*
- *Powered by the legendary BMW 328 power plant*
- *One of only two known examples in U.S.*
- *Pebble Beach award winner in 1992*
- *Supplied with a comprehensive file of receipts and restoration photographs*



THE VERITAS SCORPION

Of Veritas, automotive journalist Jerry Sloniger would write in Volume 14, Issue 1, of *Automobile Quarterly*, "In its short but scintillating day, (it) was not only the fastest special around, but quite simply the sports car to have."

Veritas-Arbeitsgemeinschaft für Sport und Rennwagenbau (Veritas-Joint Venture for the Construction of Sport and Racing Vehicles) was launched in March of 1947 in the village of

Hausen am Andelsbach, near Hockenheim. Its principals were Ernst Loof, the former head of BMW's racing division when the BMW won the Mille Miglia in 1940; long-time sales manager Lorenz Dietrich; and former BMW motorcycle champion and pre-war Auto Union Grand Prix racing driver Georg "Schorsch" Meier. Their goal was to build a new sports and racing car to succeed the hugely-successful pre-war BMW 328. It was an idea they'd been discussing all through WWII.

Their first prototype racer was built in a corner of BMW's Allach factory, which was being used for Vehicle maintenance by the allies. Disallowed from building any sort of new car or engine in the American Zone of Occupation, the project moved to the French zone, and the team concentrated on what it knew best, the Type 328, with its unique overhead-valve

six. Using its own lightweight steel tubular frames and used 328 engines supplied by its customer, the new racers came together. The new cars were named Veritas-BMW, the first portion of which was taken from the name of the Roman god of truth. The light alloy body, fabricated by Kurt Frick, carried a close resemblance to BMW's pre-war racing cars, which boasted excellent aerodynamics. With this car, Karl Kling won multiple German two-liter championships. About 22 Veritas RS were built, using modified 328 engines. They compiled an excellent competition record. In 1948, the company relocated to Meßkirch in Baden and re-incorporated as Veritas Badische Automobilwerke GmbH.

Desirous of building a road car, Veritas introduced the Comet in 1949, followed by a two-seat convertible with the interesting name





of Scorpion, and then the Saturn – a coupe with three-abreast seating. In late 1949 a single-seat F2 racer called the Meteor appeared.

The Scorpion and Saturn were both built on a 2600mm wheelbase, and featured fully-independent front suspension with upper and lower control arms, longitudinal torsion bars, and telescopic shock absorbers. The rear drive and suspension comprised a deDion axle with triangular links, longitudinal torsion bars, and telescopic shock absorbers. Steering was by rack-and-pinion. Brakes were four wheel hydraulic drums. The engine was a BMW 328 of 1988 cc with overhead valves operated by a quite effective system of transverse rocker arms that gave the motor the appearance of having overhead cams. The five-speed transmission was of the company's own design. Electrics were 12-volt, unusual for the day.

Veritas contracted with Karosseriebau Spohn of Ravensburg to clothe these chassis. Spohn had built elegant auto bodies for such prestigious chassis as Bugatti, Steyr, Mercedes Benz, and Maybach through the 1920s and 1930s. However, compared to some of the coachwork that emerged from Spohn in the late 1940s and early 1950s, the Veritas Scorpion and Saturn would have to be described as mainstream and conservative. Spohn was something of a visionary, even if those visions were sometimes borrowed, such as those taken from General Motors' daring concept cars of the same era. Spohn was especially entranced with the huge, squared-off tailfins first seen on GM's Buick LeSabre show car of 1951, and incorporated those fins into his C90, a rather bizarrely-styled sports car. Spohn specialized in customizing the rather mundane post-war Buicks, Fords, and Pontiacs often driven by US military

personnel stationed in Germany. Many of those also wound up with outsized tail fins. Spohn continued its adventurous ways, including construction of Germany's first post-war fiberglass-bodied cars, until it closed its doors in the late 1950s.

After several reorganizations, Ernst Loof moved the remains of Veritas to the Nurbürgring and produced a small number of expensive cars of the same name, but funding had dried up for the perpetually-undercapitalized concern. By In 1953 the firm was absorbed by BMW, the company that had spawned it. Best estimates are that Veritas produced no more than 78 cars in all.



THE MOTORCAR OFFERED



This lovely Veritas Scorpion Convertible is believed to be one of only two examples of its type in the United States; a few more may exist in Europe. Based on registration certificates supplied with the car, its earliest American owner appears to have been a Mr. James Shipman of Seattle, Washington, circa 1963.

A few years later it was purchased by Mr. Fred Kuney, also of the Seattle area. It then came into the possession of Burt Laborette of Lake Sammamish, Washington. In 1974 it was acquired by the current owner during a visit to the Laborette collection. The car, he recalls, was complete although disassembled and in poor condition.

The current owner was struck by its beautiful lines and advanced engineering and purchased it on the spot. The Veritas was stored in a

barn for many years while the new owner completed construction of a new house, but a comprehensive restoration finally began in 1989.

The car was handed over to Greg Soter at Phantom Restoration of Seattle, where the body shell was separated from the tubular steel frame to which it had been welded, and both were carefully stripped. Soter remembers that most of the steel inner structure such as the floors and front and rear bulkheads had to be refabricated from scratch, using the original metal as a pattern.

The BMW 328 engine, transmission, rear axle, and brakes were all rebuilt, and the body was repainted in a striking Gunmetal Gray before reassembly. The interior was reupholstered in dark gray leather. The carpeting is gray with a leather pad beneath



the driver's feet. The black German canvas top is lined and padded. A new wiring harness of correct materials was made up, and the beautiful instruments by OK Isgus of Frankfurt am Main were rebuilt. The center-lock steel disc wheels were refinished and fitted, after a lengthy search for the correct size, with new Michelin 16-inch tires. Upon completion of the car's restoration, it was invited to appear at the 1992 Pebble Beach Concours d'Elegance, where it was awarded a third-place in class trophy.

The Veritas Scorpion is supplied with a correct spare wheel and tool roll, an extremely rare copy of an English-language factory advertising and specification brochure, an album of more than a thousand photographs taken during the restoration, and the original restoration invoices.

Today, this magnificent example of post-war German design and coachwork displays the patina of several decades of use following its restoration. Some of its brightwork is scratched and could benefit from replating, but very little effort would be required to bring this fine automobile back to show-worthy condition.

Refer to department



12

1959 MERCEDES-BENZ 190SL

Chassis no. 121042.10.015590

Engine no. 121921.10.015682

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

- *Exquisite restoration by Bruce Adams*
- *Recent extensive service by Mercedes-Benz Classic Center*
- *Charming color-combination*
- *Matching numbers example*
- *Offered with Mercedes-Benz factory records and restoration file*



THE MERCEDES-BENZ 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 grill 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

Completed at the Mercedes-Benz plant in Stuttgart in December of 1959, this superb example of the elegant 190SL was finished in Light Blue DB334 over a *Crème* leather interior, equipped with sealed beam headlights, and was soon shipped off to New York and Max Hoffman's now-legendary US distributorship.

This 190SL is believed to have been purchased by a New York state enthusiast in the early 1960s, who would keep the car until just a few years ago. Noted Mercedes-Benz specialist Bruce Adams recently performed a comprehensive restoration on this classic Mercedes-Benz. Hundreds of receipts and photos from the work performed can be found in the car's extensive restoration file. Most recently, Mercedes-Benz Classic Center in Irvine has attended to the car both cosmetically and mechanically, resulting in more than \$30,000

worth of work performed by them. The high level of care in the restoration is immediately recognizable in the materials and colors used – a trait evident throughout the car. Offered with copies of the Mercedes-Benz factory build sheets and a comprehensive restoration file, this incredible 190SL offers a great opportunity to purchase an outstanding example of a charming and iconic roadster.

**\$180,000 - 220,000
WITHOUT RESERVE**

13

1949 LEA FRANCIS 2½ LITER SPORTS

Chassis no. 5158

Engine no. S5173

2,496cc, DOHC Inline 4-Cylinder Engine

2 SU Carburetors, 100hp at 4,000rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes, Front with Hydraulic Assistance

Independent Front Suspension by Torsion Bar

Semi-Elliptic Leaf Spring Rear Suspension

- *Fresh from a comprehensive restoration*
- *Elegant British Sportscar*
- *One of only 85 built*
- *Known history from new*



LEA FRANCIS

Best known for their 'Hyper' model, which in supercharged form provided Kaye Don with a win in the 1928 Tourist Trophy, the Lea-Francis company was one of a number that originated in Coventry in Great Britain, where historically the armaments industry had been based. That industry's use of high quality tubes provided a natural evolution into bicycle, motorcycle and ultimately motorcar manufacture. Despite its Tourist Trophy win, as they arrived in the 1930s, the firm was

making a loss and went into receivership in 1931. Production continued at a trickle for the next few years before Lea-Francis re-emerged under new ownership in 1938, offering a pair of twin-cam engined models designed by Hugh Rose, formerly with Riley.

With a reputation as purveyors of quality motor cars to those who preferred individuality to the banality of mass production, the long established Coventry firm of Lea-Francis recommenced production after WW2 with its 1939 range, and it was not until 1947 that a new model arrived in the shape of the 14hp Sports. Boasting up-to-the-minute styling, albeit somewhat reminiscent of the pre-war BMW 328, the Sports was powered by Lea-Francis's Riley-esque twin-camshaft 1.8-liter four and was good for 85mph.

In 1949, the model received a substantial upgrade with the enhanced performance of a 2.5 liter version of the twin cam four cylinder, coupled to twin SUs. Sadly this was not enough to save the brand and only a mere 85 of these fast, stylish roadsters were produced.





THE MOTORCAR OFFERED

This striking British sportscar was delivered new in this guise of 'Electric Blue' paint, according to the factory records that survive with former company owner Barrie Price in the U.K. It is known to have been supplied first through Northern England representative Marshalls Ltd. of Halifax in Yorkshire to Mr. Waterhouse, who retained it for five years, before moving south in the U.K. to a Mr. Watson of Kent and then finally in 1963 it passed into the long term ownership of a Mr. Ashwill of Chelmsford in 1963. Amazingly, the car would rest there until the mid-2000s, when it was sold to these shores and to Mr. Zifenbein of Madison Heights, Michigan. Further, David Evans of Blacklick, Ohio became the next owner, who repatriated the car for an engine rebuild.

The 'Leaf' (as they are popularly known), arrived in the present private collection

ownership later on in 2008. Upon its acquisition the current owner, being a true enthusiast and understanding that we are all mere custodians of such machines, elected to complete a comprehensive refurbishment of the car and to research its history fully. Of course, his first stop was with Barrie Price, who supplied all of the details of its ownership and was well placed to help and guide on its restoration.

All told, the process took four years and more than \$80,000 was expended in returning the car to its former glory, which as evidenced from its presentation today is above and beyond the levels one might expect for cars at this price point. Since this work, the car has only been exercised for a mere 100 miles, leaving it in 'as new' condition. Its sole showing, at the Greenwich

Concours d'Elegance in 2014, produced a 1st Prize in the British Sports Car class.

This rare car is ready to enjoy.

\$80,000 - 100,000

1955 JAGUAR XK140 MC ROADSTER

Chassis no. S811260

Engine no. G3002 8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,750rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Exquisitely restored inside and out*
- *Multiple award-winning example*
- *41 years in current ownership*
- *Classic Jaguar styling and strong XK power*
- *Offered with Jaguar-Daimler Heritage Trust Certificate*



THE JAGUAR XK140

While it has been said that the MG TC was the car that introduced America to the joys of sports cars in the late 1940s, it is arguably the Jaguar XK series that gave the sports car movement its style and dash. It is today difficult to believe that the company conceived the XK120 in 1948 as a limited-production specialty model to introduce and showcase the new twin-cam engine. By 1954 - 12,000 examples later - it was clear that it was something else altogether. The XK140 was launched in 1954, giving buyers what they loved about the 120, but with benefits of vastly improved steering, better cooling and brakes and most importantly, increased legroom thanks to a relocation of the engine and firewall.

Also new was the option of a 'C-Type' cylinder head, borrowed from the Le Mans

winning competition car. Jaguars so equipped were called 'SE' in the UK and 'MC' in the 'States. The package also included dual exhaust, Dunlop chrome wire wheels and fog lamps. The added power and improved breathing of the C-Type head gave the MC cars 210bhp, providing a quicker and more exciting response, thus this specification is much prized by enthusiast drivers.

THE MOTORCAR OFFERED

The Jaguar-Daimler Heritage Trust states that S811260 was completed April 1, 1955, leaving the factory in Pacific Blue paint with a blue leather interior and canvas top. It was delivered to the Charles Hornburg Company of Los Angeles on May 10, 1955 and thence to its first owner. The consignor relates that he purchased the car from its second owner in 1973 after discovering it parked under a tarp in Santa Monica, California. The consignor had planned a restoration, but marriage and a new family took priority, and the car was put aside. In 2003, having seen the car's value steadily increase, the consignor decided it was time to sell, but his family insisted on a restoration.

That no-expense-spared, bare-frame project began in 2005, with the consignor hiring a close friend, Dave Brost, a 20-year employee of



Steve's Auto Restorations in Portland, Oregon. The consignor relates that he and Brost worked on the car every Monday and Wednesday evening and Saturday morning over six years, consuming over 3500 man-hours of labor. After the frame was cleaned and powder-coated, the pair spent a full year stripping and painstakingly refinishing the steel and alloy body shell, doors, hood, and trunk lid. Lead was used to fill the seams and gaps to factory standard. Finally, the car was re-sprayed Spectramaster Red. A new tan leather interior kit from BAS Jaguar Trim of Blaine, Washington, along with a new canvas top and new side curtains, were carefully installed by Guy Recordon of Portland, known for his Pebble Beach-quality work. The chrome was re-plated to show standard. The engine was rebuilt by Dan Hall's Automotive in Portland, and the twin carburetors were sent to SU specialist Joe Curto in New York. A new, fully synchronized

5-speed transmission from Tremec replaced the original, while the rear axle was overhauled by McDonald Vintage Restorations in Canby, Oregon. New windshield glass, including the correct manufacturer's "bug" was installed. A new stainless steel exhaust system was supplied by XKs Unlimited, along with a new set of Dayton chrome wire wheels and Firestone Cavallino Sport tires from Coker Tire.

With the work complete, the consignor entered the Jaguar in the 2012 Forest Grove (Oregon) Concours d'Elegance, where it was judged Best in Class, Best Overall Convertible, and was a finalist for Best in Show. Soon afterward, it captured both Best in Class and Best in Show at the 2012 Fort Vancouver Concours d'Elegance. That fall, it was voted Best in Class and Best Jaguar by Jaguar Club of America judges with a score of 99.94 out of

100 possible points at the 2012 All British Field Meet in Portland. It was also voted Best in Class by fellow entrants. The consignor states that the minor issues noted by the judges have since been addressed, and the car should now score 100 points. Finally, it was voted "Peoples' Choice - Favorite Import" at the 2012 Oregon City Car Show.

Ready for its next Concours appearance, this lovely Jaguar roadster is supplied with its original transmission, wire wheels and tires, along with its spare wheel, a correct tool kit, jack, lube gun, and numerous marque-specific books.

**\$110,000 - 130,000
WITHOUT RESERVE**

Please note that this vehicle is titled under its engine number and as a 1956.

15

1972 BMW 3.0 CSL Coachwork by Karmann

Chassis no. 2275024
Engine no. 2275024

3,003cc SOHC Inline 6-Cylinder Engine
Bosch Fuel Injection
206bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Highly-original example of BMW's legendary homologation special*
- *Just over 66,500 kilometers from new*
- *Iconic Polaris Silver over Black livery*
- *Desirable young-timer classic*
- *Rare and highly collectible BMW*



THE BMW 3.0 CSL

The early 1970s were landmark years for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.

BMW had returned to six-cylinder power for its range-topping models in 1968 with

the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS Coupe, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-liter CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations, the CS and CSi, the 3.0 CSL (Coupe Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By

removing the trim; using thinner steel for the main body-shell; aluminum alloy for the doors, bonnet and boot lid; and Perspex for the side windows a valuable 300lbs (136kgs) in weight was saved 'Leicht' indeed.

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2 liters) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing and various other devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.





THE MOTORCAR OFFERED

Thus equipped the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s, Toine Hezemans capturing the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-driving one to a class win at Le Mans that year with Dieter Quester. Ford bounced back in 1974 but from 1975 onwards the BMW 'Batmobiles' won five consecutive European Touring Car Championships, a quite unprecedented run of success.

Completed at the Munich-based *Bayerische Motoren Werke* (BMW) plant in 1972, this rare, homologation-special CSL was finished in Polaris Silver over a black interior, and was the 24th CSL completed in the sequence. The car is believed to have been delivered new to Italy, and was here purchased by Bronx, NY based collector Mr. Franciamore more than three decades ago. Franciamore retained the car until recently, using it sparingly as the kilometer reading of just over 66,500 kilometers is believed to be genuine.

This sporting BMW Coupe displays a wonderful, light patina throughout, and has the feeling of a car that has never been taken apart. The original CSL trim is in place, as are the iconic alloy wheels these cars came with, shod on old Michelin XWX tires. Once inside, original finishes are present, and a lovely

period, possibly original Becker Grand Prix radio adorns the dashboard. Power windows and the classic CSL sports seats are in place, and invites to some seriously sporting motoring. A highly original, low mileage example of the iconic 3.0 CSL, this car is ready for spirited drives on rallies such as the Copperstate 1000.

\$190,000 - 230,000

16

1971 MERCEDES-BENZ 280SL

Chassis no. 113044.12.019017

Engine no. 130983.12.012474

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

170bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Beautiful example of Mercedes-Benz's classic 'Pagoda' 280SL
- Complete with both soft and hard tops
- Sports car performance with saloon car comfort
- Wonderful Mercedes-Benz for Sunday morning cruising
- Offered with copies of Mercedes-Benz data card



THE MERCEDES-BENZ 280SL

"Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded Road & Track after testing a 280SL in 1968. "For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL, "a Grand Tourer in the traditional sense" and "a unique combination of sports

car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like "sex on wheels" helped enormously too, of course. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car enthusiast market, and many celebrities and film stars owned 280SLs.

more than the preceding 250SL. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor. Christened "pagoda top" after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day, and are increasingly sought after by collectors who have rediscovered their significant merits.



The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-liter six-cylinder engine that produced 170bhp, 20 horsepower



THE MOTORCAR OFFERED

Assembled at the Mercedes-Benz factory in Stuttgart, Germany, during the fall of 1970, this fine 280SL was destined for the US market, and equipped with a left hand drive steering arrangement. As new, it was finished in DB726 Grey Beige, with a matching hard top, and trimmed with a Bamboo-colored MB Tex interior. The car was optioned with a Beige soft top, white-wall tires, headlamp washer, cruise control and a Becker radio.

The car's early history remains unknown, but at some point the Mercedes-Benz migrated to the northeast, where a comprehensive restoration was performed in the late 2000s. The 280SL's exterior was re-finished in the correct Grey Beige color by Danbury, CT based Grosso Restorations, while mechanical refurbishments were carried out by Performance Imports and Koren's Autobody,

also based in Danbury, CT. A new interior was installed by Ryan Custom Interiors.

Displaying good panel gaps, this 280SL has that outstanding quality feel so indicative of the marque. Complete with hard and soft top, Becker radio and copies of the factory build sheets and restoration receipts, this fine example of the legendary Pagoda-top 280SL is ready for its next caretaker.

**\$110,000 - 140,000
WITHOUT RESERVE**

17

1987 MERCEDES-BENZ 560SL

VIN. WDBBA48D5HA070814

Engine no. 117967.12.023859

5,549cc SOHC V8 Engine

Bosch Fuel Injection

225bhp at 5,200rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Extremely well-kept and original example*
- *Just 9,250 miles from new and one owner from until 2012*
- *Excellent Deep Blue exterior color over light brown leatherette*
- *Offered with extensive history file*
- *High-quality Mercedes-Benz 'Young-timer'*



THE MERCEDES-BENZ R107

When Mercedes redesigned its famed 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 passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup, until it was finally replaced by the all-new fourth-generation SL in 1990.

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz Sindelfingen plant in June of 1987, this exceptional 560SL was delivered new to the US market through Sun Motor Car in Camp Hill, PA. The new Mercedes-Benz looked just as it does today; finished in Deep Blue over a light brown interior, generously optioned and equipped with both soft and hardtop. The first owner was a Patricia Haubert of Mifflintown, PA, who paid over \$60,000 for the luxurious Convertible. Clearly very fond of the car, Mrs. Haubert would keep the car until purchased by the consignor in 2012.

Today, this fine Mercedes-Benz presents in extraordinarily original condition throughout. With just 9,250 documented miles from new, the car appears to be just a few years old, with original finishes throughout and an comprehensive history file containing the original

window sticker, books, tools, PDI inspection from 1987 and many service records.

An extremely original, high quality Mercedes-Benz ideally suited to open top touring, with nearly all the power amenities of a modern car, yet with the elegance and style of the classic Mercedes-Benz SL.

**\$60,000 - 80,000
WITHOUT RESERVE**



18

1989 BMW M3 COUPE

VIN. WBSAK0300K2198332

2,032cc DOHC Inline 4-Cylinder Engine

Bosch Fuel Injection

192bhp at 6,750rpm

5-Speed Manual Transmission

4-Wheel Double Wishbone Independent Suspension

4-Wheel Vacuum Assisted Vented Disc Brakes

- 'Time-warp' example
- Fewer than 10,800 miles on the clock
- Increasingly popular 'Youngtimer' model
- A legend of the 1980s
- Sunroof optioned car



THE BMW M3

There had been expensive, limited edition M-Series models before the M3 but it was the latter's arrival that brought BMW's premier performance brand within the reach of less wealthy enthusiasts. Although it looked pretty much like a standard E30 3-Series from a distance, the M3 shared only the bonnet with its less-exotic sibling.

The M3 debuted at the Frankfurt Motor Show in September 1985 with deliveries of this exclusively left-hand drive model commencing a little over one year later. Magazine road tests were soon reporting top speeds of circa 140mph and a 0-60mph time of around 7 seconds, highly respectable figures even by today's standards.

THE MOTORCAR OFFERED

A highly original example of this increasingly desirable model, the M3 we present here comes to the market having resided in two of the country's most discerning collections of the marque. Both custodians chose it for its remarkable condition, which can in modest terms be described as unspoilt; to the trained eye it might even be categorized as being 'as new', as it has covered an actual mileage of just a whisker over 10,700 miles. It barely looks as though those have even been accrued.

The extent to which its originality is manifested includes it still retaining the original cosmoline finish in the engine bay, while naturally its full tool kit, Owner's Manual and Service folio are all present. Adding to its appeal is the original color scheme of Cinnabar Red, as well as its full black leather interior, BBS wheels and sunroof.

With modest mileage, very little wear and in one of the acknowledged iconic liveries for these cars, as these cars continue to appreciate there can be very few of the quality of this available anywhere in the world.

\$60,000 - 75,000



19

1923 BENTLEY 3 LITER SPEED MODEL TOURER

Coachwork by Chalmer & Hoyer

Chassis no. 409

Engine no. SE12

Former UK Registration no. XP 8058

2,996cc SOHC Inline 4-Cylinder Engine

4 Valves Per Cylinder

80bhp at 3,500rpm

4-Speed Close-ratio Gearbox

4-Wheel Drum Brakes with Perrot shaft actuation

- *Original bodied sporting Speed Model Vintage Bentley*
- *Long term American ownership, offered from a Private Collection*
- *Completed restored and recently refreshed by D.L. George Coachworks*
- *Eligible for many road touring events, including North American Vintage Bentley Club*



THE BENTLEY 3 LITER

With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s.



Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory.

W O Bentley proudly unveiled the new 3-liter car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

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 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.



'409' in Hilleary ownership, c.1926
credit: Hilleary family



'409' in Hilleary ownership, c.1926
credit: Hilleary family



'409' at the original Bentley Motors' Service Department at Oxgate Lane, 1924.
Courtesy Clare Hay.

THE MOTORCAR OFFERED

Vintage Bentley motorcars are fortunately well charted, perhaps helpfully because their charismatic style and 'boy racer' looks rest in people's minds so that they can fondly record tales of former ownership, but for the more technically minded those souvenirs are supported by the existence of Bentley's own delivery and service records from their early days and sometimes throughout the pre-war era.

In the case of chassis 409, almost all of its life is recorded. We know that it was delivered new in November 1923 and that the original owner was one T. Bennett. As delivered it was fitted with the very coachwork that it still wears today, a skimpy touring body by Chalmer and Hoyer Ltd. a London based coachbuilder operational in the early to mid 1920s only. In all they would provide coachwork for a mere 6 Bentleys in this time, all of which were 3 liters, not all were

touring cars such as this, and this may well be the sole surviving example in this form.

As recorded in a feature in the Bentley Drivers Club Bulletin, 409 passed to the grandfather of Ruairaidh Hilleary in 1926 and was kept by him for a year, photos of which during his family's ownership depict the car as it is today, albeit with a side mounted spare tire and long fenders. From him it passed to C R Henderson Jessop, then moved to Ireland to become the property of Trevor McCella of Belfast, before migrating into Scottish ownership with the Hon. J. D. Carnegie (perhaps Carnegie) in Angus, Scotland. As late as 1937 on factory service records parts were sent to a garage in Antibes in the South of France, perhaps while the car was being used on tour, and by 1938 more parts were supplied to a London garage. Somewhere along this journey and clearly quit

early on in its life like so many of these cars it received a braked front axle.

It is understood that by the time that World War II arrived the car was the property of John Brocklebank, a shareholder in Cunard Steamship Lines, which is said to account for the next intriguing part of its history in which its 3 liter motor was replaced by a Perkins P6 diesel unit, it is suggested to take advantage of the availability of diesel to Mr. Brocklebank from his shipping connection, being far preferable to the narrow supply of petrol in the post war rationing era and ensuring that he could use his treasured Bentley.

The Bentley remained in Brocklebank's possession until it was purchased from him by a friend Daniel Murphy later of Gladwyne, Pennsylvania, who would in turn keep the car for an incredible 39 years.



At that point it was pried from him by noted Rolls-Royce and Bentley collector, Bill Ford, who would subsequently embark on a thorough restoration at the hands of noted restorer David George of Cochranville, Pennsylvania. Over the course of its near 4 decades of ownership the car had seen modest use, and was still under diesel power, so the first task was to source a correct engine. George was able to find a 3 Liter power unit through the Bentley Drivers Club in the U.K. the motor proving to be one of the original 'Service Engine' replacement units that the Cricklewood works would have exchanged with owners while they worked on client's cars, this being designated 'S.E. 12'. Seemingly the twelfth of those so used, the is a late, large sump unit which as part of the restoration was rebuilt to Speed Model specifications.

Another earlier modification had been to enlarge the main passenger side door, using David George's team's considerable resources and skill in coachwork, this aspect was faithfully returned to its small proportions. Over the course of three years, the car was completely refurbished, with new upholstery trimmed by noted craftsman Nelson Coe then in George's employ, and then the whole car repainted in a deep 'British Racing Green' hue.

The finished car would make its debut at the North American Vintage Bentley meet at Old Deerfield, Massachusetts, where its immaculate presentation was probably a little worn in at the end of the 600 miles of the tour, but that was precisely what Bill Ford wanted, a good looking nicely presented, usable car.



Some 15 years ago, the current owner acquired the Bentley from Ford, and has kept it with similar aims in mind, enjoying it yet maintaining its highly presentable order. Testament to its usability it was run on the Colorado Grand in 2013.

Over the course of his ownership, further research has been carried out and a series of period images of the car in use in the UK emerged, reconfirming the authenticity of its original and extremely rare Chalmer and Hoyer open touring coachwork.

Today, the car has once again benefited from a freshening at D.L. George coachworks and comes to the auction having recently charmed spectators at the Elegance at Hershey back in June. During this weekend's festivities the cataloguer had the opportunity

to exercise the Bentley and found it to be driving well and offering a very comfortable and enjoyable experience.

\$450,000 - 550,000

Please note that this vehicle is titled as a 1924.

1955 CADILLAC ELDORADO SPECIAL CONVERTIBLE

Coachwork by Fisher

Chassis no. 556294293

Engine no. 556294293

331ci, OHV V8 Engine

2 Four-Barrel Carter Carburetors

270bhp at 4,800rpm

4-Speed Hydra-Matic Automatic Transmission

Front Coil Springs with Rear Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- Matching numbers example
- Single-owner until 2006
- Only 15,484 miles
- First Cadillac with 'spaceship' tail fins
- Highly original example



THE CADILLAC ELDORADO CONVERTIBLE

In 1955, the Eldorado benefited from a number of important improvements ranging from styling enhancements to the addition of a special high-performance engine.

The most notable aesthetic change came in the form of new sweeping, pointed tail fins to replace the 'fishtail' versions enacted in 1948. This convertible only model was the first Cadillac to sport these new, soon to be iconic, fins. Brake, turn signal, and backup lights were situated at the base of the fins, and an Eldorado badge appeared on the rear deck lid. Other styling enhancements included the full rear-wheel cutouts, "Saber Spoke" cast aluminum and steel wheels, and metallic appliques on the upper door and quarter window sills.

Not just an experiment in design, the Eldorado's 331-cubic inch overhead valve

V8 produced 270 horsepower, which, in-part from the addition of the 2 four-barrel Carter carburetors, helped the Eldorado to 20 more horsepower than the standard Cadillac 331 engine. The standard transmission was a four-speed Hydra-Matic automatic; coupled with this comfortable gearbox were a selection of optional convenience accessories including air conditioning, heating, a new electrically operated antenna, fog lights, side mounted spot lights, a new signal-seeking pre-selector AM radio, a remote-control trunk, and six-way power seats.

With only 3,950 made in 1955, and a price tag of almost \$6,000, the Eldorado was the finest product Cadillac could produce and was reserved for its most discerning clientele.

THE MOTORCAR OFFERED

When this highly original 1955 Cadillac Eldorado convertible was sold in 2006 it was first time the car had changed hands since it was new. For the cars first 51 years it was the pride of one owner and was only driven 15,200 miles. In 2007, the current owner acquired the car and had the engine rebuilt, the components cleaned, sand blasted, and painted, and the engine dyno tested by Accurate Engines in Kirkland, Washington. Since then this car has only traveled 271 miles and has been privileged to a consistent, in-house mechanic.

Honored with two fastidious owners this car is believed to have never needed any cosmetic work beyond some small paint touch-up and a few pieces of chrome redone. The top, interior, carpet, and most of the chrome is in excellent original condition. This Cadillac also retains all of its original owners books and service stickers



on the door. In strikingly preserved condition this car will compete extremely well in any AACA Preservation Class event, having won a class award in the Original/Unrestored Category at the St. Anthony's Concours d'Elegance in Oklahoma City, 2006.

With a rebuilt engine and an open design this Cadillac is well suited for long highway trips or short jaunts around town. Offered in a stunning color combination; this low mileage, highly original, iconic Cadillac convertible is an opportunity to own a beautiful piece of automotive history.

\$140,000 - 180,000



21

1987 FERRARI 328 GTS

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFXA20A8H0067927

Engine no. 01012

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

- *Fewer than 26,000 miles since new*
- *Iconic and desirable factory color combination*
- *Major Service performed in 2014*
- *Incredible original condition*
- *Offered with complete books, tools and records*



THE FERRARI 328

Debuted at the 1985 Frankfurt Auto Show, the Ferrari 328 was the second model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the current 488 GTB. The 328 replaced the popular 308 and featured notable performance and design advancements over the outgoing model. The mid-mounted V8 engine was increased from 3.0 to 3.2 liters and the iconic Leonardo Fioravanti-designed body was updated for a smoother, more

contemporary appearance with integrated bumpers and revised cooling ducts.

Pininfarina built two variants of this mid-engine sportscar, the Gran Turismo Berlinetta Coupe and the Gran Turismo Spider, featuring a removable Targa top. While performance of the GTS was not the same as the GTB, it offered an exhilarating open-air driving experience and afforded the driver and their fortunate passenger unbridled access to the unmistakable sound of the dry-sump Ferrari V8. In the short four year run of the 328, 6,068 examples were produced, a great success which, combined with the success and popularity of the 308, ensured the position of the mid-engine V8 in Ferrari's permanent stable.



THE MOTORCAR OFFERED

Ordered on New Year's Eve, 1986, this sporting 328 GTS was delivered new in the iconic combination of Ferrari Red over a tan leather interior. Shortly thereafter, this open Ferrari was exported to Canada, where it would remain until 2015. The second owner purchased the car in 1989 and kept it for over 14 years, during which it was diligently serviced and used strictly for fair weather drives. With just over 14,000 miles recorded, this incredible 328 passed to its third owner in 2003, where it once again received excellent care and maintenance, including a major service in 2014, as evidenced in its exhaustive history file. In 2015, this exhilarating Ferrari underwent a belt replacement and service.

This 328 GTS is presented in remarkable original condition with fewer than 26,000 miles recorded since new. The Ferrari Red



paint on the Pininfarina body is in great order, along with the original leather interior. This example has benefitted from few meticulous and appreciative long-term owners and, as a result, has been serviced, stored, and maintained to the highest level.

This highly original 328 comes complete with the original tool roll, jack roll, spare keys, and manual, as well as detailed and continuous ownership and service documentation organized in a professionally bound, hardcover book. This Ferrari offers an incredible chance to acquire one of the best cared for and well-documented 328s extant, ready to be enjoyed and shown by its next owner.

**\$75,000 - 100,000
WITHOUT RESERVE**



22

1932 ROLLS-ROYCE PHANTOM II

Reconstructed Coachwork in Boattail Tourer Style

Chassis no. 100MS

Engine no. FF35

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

120bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Leafspring Suspension

4-Wheel Drum Brakes

- *Impressive wooden Boattail-bodied Phantom II*
- *Incredible craftsmanship*
- *Desirable Phantom II chassis*
- *Great entry for Concours events*
- *Offered with RROC paperwork*



THE ROLLS-ROYCE PHANTOM II

Reputedly the last model Henry Royce designed himself, the Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively known as the Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two

wheelbase lengths – 144 and 150 inches, the former being used for the Continental models - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The Phantom I's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminum cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI. The result of these engine changes was greatly enhanced performance, and the ability to accommodate weightier coachwork.

'Powerful, docile, delightfully easy to control and a thoroughbred, it behaves in a manner which is difficult to convey without seeming to over-praise' opined *The Motor* after testing a PII Continental in March 1934.

Highly favored by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day.





THE MOTORCAR OFFERED

This particular Phantom II is believed to have started life with Saloon bodywork by London-based coachbuilders Thrupp & Maberly. At some stage in its life this chassis was found in Kenya, Africa, and acquired by Mr. H. Baungaard, a Danish gentleman living there at the time. Mr. Baungaard brought the chassis back to Denmark, along with the beautifully constructed Boattail Tourer bodywork it is fitted with today. The Boattail body is believed to have been made in Kenya by a Mr. Tanner, a very capable craftsman, mentioned in the best-selling novel 'Out of Africa' by the Danish writer Karen Blixen.

This elegant Phantom II later became part of Jørgen Strøjer Hansen's renowned collection located on Denmark's Funen Island. The car was sold to the current owner, a well-known San Diego, CA based collector of exceptional

motorcars in 2014. Displaying exceptional woodwork, chrome and nickel, this impressive Rolls-Royce would be a wonderful touring car or entry to shows or Concours events.

\$230,000 - 350,000



23

1982 JAGUAR XJR-5 IMSA GTP

Chassis no. 001

Aluminum monocoque chassis

6.2-liter Jaguar V12

Six Weber 44 IDA carburetors

Double wishbone suspension, coil-over shocks

Five-speed manual Hewland VG 600 gearbox

Top speed 217 mph

- 1st XJR-5 built, s/n 001
- 1st factory racing effort in 20 years
- Driven by Bob Tullius and Bill Adam
- Restored and track ready
- Extensive spare parts package included (please inquire)



THE JAGUAR XJR-5

It had been 31 years since a Jaguar had won le 24 heures du Mans — in 1957, the last of the D-type's three straight victories — but many thought that either one of the two TWR XJR-9LM prototypes entered in the 1988 round of the 24-hour race had an excellent chance of halting the streak.

Porsche was on its own streak, having won the previous seven straight races at la Sarthe, but Tom Walkinshaw's Jaguars had the confidence from winning eight of the 10 rounds of the 1987 World Sports-Prototype Championship as well as three of the first four races in the 1988 series — against the same Porsche 962Cs they would face in the French classic.

THE MOTORCAR OFFERED

Le Mans is never a sure thing, so a huge sigh of relief must have resounded through Britain when the XJR-9LM driven by Andy Wallace, Johnny Dumfries and Jan Lammers limped to victory (with a damaged gearbox) over the once unbeatable Porsches. And there must have resounded, from somewhere in America, a colorful string of congratulatory expletives from one Bob Tullius, the man who put Jaguar back on the road to Le Mans with this car, Group 44 XJR-5, s/n 001.

As the 1970s came to a close, Jaguars were fast disappearing from the world's roads, and the company desperately needed to get car buyers once again interested in the marque. Managing director John Egan thought a race program was key, especially to a moribund American market, so he consulted with Jaguar's top executive in the U.S., Mike Dale,

about a car that would be eligible to run in both IMSA's new GTP prototype class and the 24 hours of Le Mans.

Dale knew exactly who to call on to head the program. Bob Tullius and his Group 44 team had enjoyed a long relationship with Jaguar and had been campaigning British sports cars in America for 20 years, and Dale had come to admire Tullius's square-jawed determination and the impeccable preparation of his team's cars for competition. Group 44's Triumph TR8 race program had just ended because Triumph had stopped the car's production, so Tullius would be free to develop the new Jaguar race car.

It would be a giant leap for Group 44, rising from SCCA club racing and Trans Am to IMSA's top class, so Tullius went looking for the talent



he would need and came back to the shop with respected designer and builder Lee Dykstra, who brought along aero expert Max Schenkel and body designer Randy Wittine. Dykstra had plenty of experience from previous work with the All American GT Chevy Monza and, more relevantly, Al Holbert's Can-Am racer, which Dykstra clearly emulated in the development of this beautiful prototype sports racer.

Dykstra's design goal was a car with good balance between drag and lift as well as superior control of longitudinal forces, and he began with a Holbert CRC-2 chassis, lengthening it to accommodate the V12 bolted to the monocoque as a stressed chassis member. A top was added and the tail was reconfigured to conform to IMSA/FIA rules, and, after extensive wind tunnel work with scale models in order to fashion the car's

underbody, the XJR-5 was completed in time for its debut at Road America's Pabst 500 Miles in August 1982.

The car's simple green graphics and gleaming white bodywork made a striking impact in a field dominated by Porsche 935s, but those who saw the XJR run remember most the thrilling roar from the Jaguar V12. Group 44 crew chief Lanky Foushee once recalled how much more the team knew about the V12 than Jaguar's own engineers, and their effort resulted in a 530-horsepower naturally aspirated powerplant that was strong and reliable — but still no match for the 800-horsepower turbocharged Porsches.

The Jaguar's only chance would be from its superior aerodynamics and from the still relatively unexplored phenomenon of positive

downforce. Even if the Porsches might own the track's straights, the Jaguar's superior grip would enable it to enter and exit the corners more quickly. Bill Adam, co-driver with Tullius in this first outing for 001, once said, "When the ground effects came into play, you'd eat them alive." Well, the team ate all but two of the 935s alive in recording an astonishing third-place finish, and the future looked bright.

A series of minor problems and mishaps plagued 001 for the remainder of 1982, and thereafter it was used as a spare, returning just once more for a final race in 1983 at the Laguna Seca 100 Mile, where Tullius sprinted solo to a second place behind Al Hobert's March Chevy.

At the same time in 1983, Tullius and Adam had moved from s/n 002 to #003 and then into #004, which is the chassis that scored



a fifth at Miami and a DNF at Sebring before it was entered in the Road Atlanta 500 Kilometres in October. It was there and then that the XJR-5 became the first Jaguar to reach the top step of the podium in a major international racing series in more than 25 years — and it was the first factory-backed prototype to win an IMSA race.

Jaguar and Tullius would finish third and second in 1983 in their respective manufacturer's and the driver's chases after racking up wins at the Mosport 6 Hours and the Pocono 500, lending momentum into a 1984 season that would see the team's first visit to Le Mans. An early XJR-5 win at Miami with Brian Redman and Doc Bundy at the wheel was not to be repeated, and Jaguar would finish third in IMSA's GTP points behind Chevrolet and Porsche, but it was the team's

June visit to la Sarthe that would crown the season for the renewed Jaguar effort.

The two-car Group 44 team (two cars to race; one for spares) immediately captured the hearts and minds of the attending throng with their svelte shapes and thundering V12s. The #44 was reserved for Tullius, Bundy and Redman, and it managed to reach the front as the field began its first round of pit stops. The usual Le Mans maladies eventually hampered both Jaguar entries and resulted in two DNFs, but now there would be no looking back for Jaguar's international racing ambitions.

Tullius returned in 1985 with a ramped-up effort, determined to capture the GTP class win, and he teamed with Chip Robinson and Claude Ballot-Lena for 13th overall in a decidedly tougher field than ran in 1984 and the class

victory. Despite its success, however, Group 44 soon would be replaced by TWR to run Jaguar's international racing program, and it would be a British team that would, in 1988, take Jaguar to that historic return to the top of the Le Mans podium.

Chassis s/n 001 was put into storage at Group 44 and was run by Bob Tullius at the 2000 Goodwood Revival before being sold to the current owner, effectively making this a two-owner car. Restoration was recently completed in the acclaimed shop of former racers Jim Busby and Rick Knoop to race-ready condition, and the car comes with a long list of spares.

The XJR-5 has an aluminum monocoque chassis, an aluminum honeycomb floor, steel-reinforced bulkheads, and a steel rollover structure. The body is of fiberglass and carbon-



Kevlar construction, the engine is a 6.2-liter Jaguar V12 with six twin-choke Weber 44 IDA carburetors, and the transmission is a Hewland VG five-speed.

No expense was spared in the restoration, which includes a total engine upgrade by noted builder Ed Pink Racing Engines. Now rated at 625 horsepower, the V12 is mated to that Hewland VG 600 gearbox along with a new clutch, throw-out bearing and input shaft. All ancillaries were reconditioned, the headers were Jet-Hot coated, and a new battery and tender were installed.

The suspension was rebuilt with new plating, seals, bearings, jam nuts and washers; the brake calipers and master cylinder were rebuilt; the CV joints were rebuilt and fitted with new boots; the radiator was removed, checked and cleaned; the pedal assembly

was rebuilt and re-plated; the fire bottle was recharged; and the air jack, cooling and oiling systems were rebuilt for competition.

The restored car was track-tested by Rick Knoop at Willow Springs and declared fully ready for vintage competition.

This car now wears the original minimalist livery from the 1983 season, which allows the graceful lines of this historic prototype to shine as brightly as any contemporary machine. XJR #001 might have recorded a very modest racing history, but it is the car that launched a legendary marque toward a successful return to the top tier of world sports car competition — and there are not many cars that can claim a similar heritage.

\$450,000 - 550,000

Offered on a Bill of Sale.

1953 CHRYSLER CROWN IMPERIAL LIMOUSINE

Chassis no. 7773649

331ci OHV 'FirePower' Hemi V8
 Single Carter WCD Carburetor
 180hp at 4,000rpm
 3-Speed Automatic Transmission (see text)
 Front coil spring and rear leaf suspension
 4-wheel power-assisted disk brakes

- *Extremely rare example of one of the most expensive American cars of its day.*
- *Early example of the famous Chrysler Hemi V8*
- *Fitted with AirTemp air conditioning*
- *Long time Arizona car, immaculately refurbished from great original*



THE CHRYSLER CROWN IMPERIAL

Originally an up-market Chrysler, Imperial was registered as a marque in its own right in 1954, a move which enabled the corporation to develop a separate identity for the cars. In the immediate post-war years though, the conservatively styled Imperials looked little different from mainstream Chryslers. The latter were virtually identical to those of 1942, and not until 1949 did a new look appear. Based on the Chrysler New Yorker, the new-for-'49 Imperial featured a canvas-covered roof and superior leather and broadcloth upholstery.

Its engine was the 5.3-liter sidevalve straight eight, while 'Fluid Drive' and 'Prest-o-matic' (clutch-less) transmission were standard equipment. A Cadillac-style radiator grill was new for 1950, the last year of the straight eight engine. The latter was dropped at the year's end and replaced by Chrysler's classic

331.1cu in (5.4-liter) 'Hemi' V8. A direct competitor to Cadillac, the Crown Imperial was Chrysler's top-of-the-range and most exclusive model, being manufactured in relatively limited numbers.

The 1953 Imperial Crown was a low production year and the limousine was the rarest of the bunch; between Sedans and Limousines, production is listed at just 159 examples. These exclusive long wheelbase machines have the distinction of being the longest production American car of the time. The Imperial boasted a number of innovative firsts, including power steering and four-wheel disc brakes.

The few limousines produced were made for heads of states or highly wealthy individuals who preferred a chauffeur-drive automobile.

THE MOTORCAR OFFERED

Bonhams is proud to offer this beautifully presented example of the legendarily luxurious Crown Imperial. It would be hard to imagine that even as new its condition was of the sheer quality in which it is today, to experience it conveys the feeling that one quite literally is attending an early post war Auto Show or walking into a car showroom in the 1950s.

The car arrives in this condition by merit of its origins and ownership, having been delivered new in the dry climate of Phoenix, Arizona and then residing in that State until its acquisition by the current owner a couple of years ago.

In the course of its life, roughly 20 years ago the princely Crown Imperial was treated to a refurbishment worthy of its stately appearance, with a full repaint carried out to a very high standard. At this same time it also had some



attention to the interior, however it is understood that for the most part the airy light green interior is the original and is in quite remarkable order, with particularly nice period features such as the period option of a 'Moparmatic' 15-jewel clock by Benrus in the center of its steering wheel.

Inspecting the sedan in the way one might have on a showroom floor one is rewarded by an immaculate, accurately detailed and 'as new' finish, such that the more mundane aspects of the car invite closer and more extended viewing, for example its engine bay is not only perfect, but replete with period date and code stamps. Another particularly intriguing aspect is the trunk, where some proportion is taken up by its original Air-Temp Air-Conditioning unit. The exterior of the car is comprehensively accented with its plethora of chrome trim, including wire wheels.

In its present ownership, the original period transmission has been replaced for a more user friendly and later 'short tail' 727 Chrysler 3-speed automatic, which has the additional benefit of making better use of its 'Fire Power' Hemi.

With such a beautiful presentation and all of its modern facilities including a/c, it is easy to imagine that this could be used for luxury travel today as it was originally intended, certainly it would provide enable arrival in incredible style for onlookers and a step back in time for its richly cosseted passengers.

**\$60,000 - 80,000
WITHOUT RESERVE**



1957 MERCEDES-BENZ 190SL

Chassis no. 121040.7501727

Engine no. 121921.7501762

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Wonderfully restored example of the classic 190SL*
- *Retains its original, matching numbers engine*
- *Delivered new to the US with many options*
- *A beautiful Mercedes-Benz for Sunday drives or local Concours*
- *Offered with copy of Mercedes-Benz factory build sheet*



THE MERCEDES-BENZ 190SL

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

sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

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

deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.



The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it while costing a good deal less, did nothing to



THE MOTORCAR OFFERED

Completed at the Mercedes-Benz plant in Stuttgart during the summer of 1957, this beautifully restored example of the elegant 190SL was finished in *Weissgrau* DB158 over a red leather interior and a black top. The car was optioned with a Becker Europa radio; equipped with sealed beam headlights and other US market details, and delivered new through Studebaker/Packard of South Bend, Indiana.

The 190SL's early ownership history remains unknown, but the car appeared in Florida by the 2000s. In 2009 the car was purchased, in somewhat aged condition, by Joe Fahey of John's Island near Vero Beach, Florida, who soon embarked on a comprehensive restoration of the classic Mercedes-Benz. Sadly, Mr. Fahey passed away in 2012, soon after the three-year restoration job had been completed. The consignor, a Richmond, Virginia based

enthusiast, purchased the car from Mr. Fahey's widow, and the 190SL has since resided in his air conditioned and climate controlled garage, and been looked after by Bruce Woodson of Woodson and Mercer, Inc.

It is evident upon close inspection that the restoration was done to a very high standard. The elegant dark green paintwork, as well as the brightwork, shows extremely well, and a thoroughly detailed engine compartment awaits once you open the hood. All rubber gaskets and seals appear to have been replaced, and overall fit and finish throughout is highly impressive. The neatly trimmed beige interior is inviting, with tight seat cushions and bolsters, and is neatly complimented by the classic VDO instruments and ivory colored steering wheel and gearshift knob. Complete with the original, matching numbers

engine, tan soft top, books and copies of the factory build sheets, this beautiful 190SL is a charming and attractive example, ready for its next caretaker.

**\$140,000 - 180,000
WITHOUT RESERVE**

Please note that this vehicle is titled with chassis number 7501727 and as a 1958.

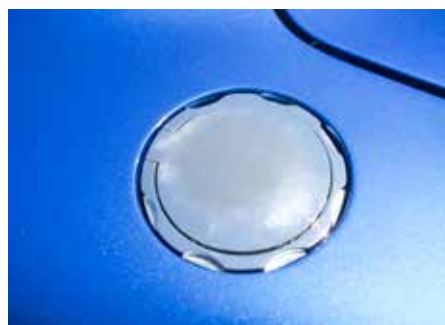
26

2004 ASTON MARTIN VANQUISH ZAGATO ROADSTER PROTOTYPE

VIN. SCFAC13391B50PP19

5935cc DOHC V12 Engine
Electronic Fuel Injection
460bhp at 6,800rpm
6-Speed Manual Transmission
Four-Wheel Independent Suspension
Four-Wheel Disc Brakes

- *One-off Zagato Aston Built for the 2004 Geneva Salon*
- *EPA/DOT Certified for Show or Display*
- *Fully operational concept/prototype*
- *Only 13,000 miles from new*



ZAGATO AND ASTON MARTIN

Now in its 96th year, Zagato has rightfully earned its existence as one of very few surviving coachbuilding houses. That it has persisted where others did not can almost certainly be attributed to the fact that its designs have always been fresh, different and of the very finest quality. And in what may be the ultimate expression of life imitating art, even today, founder Ugo Zagato's name sounds exciting, edgy and modern. Pioneering designs such as the solution to increasing localized head

room by creating twin roof bulges brought the expression 'Double Bubble' into existence, a rare example of the coachbuilder creating a hallmark that extends beyond the car brand.

While other houses also created incredible designs for various car manufacturers, frequently in today's collector car market it is the combination of Zagato with the brand that is most prized and for more than 50 years an association with Aston Martin has existed since their collaboration on nineteen DB4GTs in the early 1960s.

This connection was renewed in the 1984, when it is said that the neighboring stands at the Geneva Salon inspired contact between Aston's boss Victor Gauntlett and the Zagato brothers. Two years later at Geneva, a prototype was shown again in Geneva, and following

sufficient receipt of deposits a production run of 50 distinctive V8 Vantages was made. And, in the 2000s again the relationship was forged with the DB7 V12 Vantage Coupe and AR1 Roadster of which 99 cars were built.

Against this backdrop of production cars, there have also been the occasional one off projects between the coachbuilder and manufacturer, this stunning car is one such collaboration, but more a case of what could have been, than an intended rarity.





Original design artwork.



As displayed at the Geneva Auto Salon.



THE MOTORCAR OFFERED

Bonhams is proud to present its latest offering of an important and unique Aston Martin with the unique Vanquish Zagato Roadster Prototype, a car which is its own intriguing piece of history.

With its successful history at Geneva, following in the footsteps of other collaborations Zagato unveiled this new Aston Martin at the 74th edition of the Geneva Salon in 2004. Nori Harada, Automotive Chief Designer of Zagato and Peter Hutchison, Design Manager at Aston Martin had reworked a former testbed Vanquish coupe and to the delight of onlookers, they proposed a truly 'convertible' open car.

Contemporary reports were extremely complimentary - Alistair Weaver of Streetsmart recorded 'This model is much more than just a show-stopping concept-it has even been

windtunnel tested to make sure that the cabin is buffet-free. An integrated hardtop is employed during winter months, and this is replaced in summer by a curvy double-bubble of hardened glass and a soft material cover. This cloth top stows in the boot when it's not in use.' (It should be noted that the alternate tops were not actually seen, nor remain with the car)

Noted journalist Winston Goodfellow had the opportunity to test drive the Aston later that year and wrote very favorably of his experience in this car. 'take it out for a drive on an Italian autumn afternoon ... I would immediately line up to buy it'.

At the time he quoted Andrea Zagato as having found the car's creation to have been somewhat of a challenge 'because the Vanquish is such a beautiful car' and 'I have

great respect for Ian Callum's work', the 'challenge was to get the right proportions. The nose is so lovely, and that meant we had to have the right proportions in the rear'. Commenting on the aesthetics Goodfellow astutely observed how Zagato had so cleverly crafted a car that indeed had such perfect proportions - 'the steep rake of the A-pillar screams speed, and the haunch over the rear wheels keeps the strength of the design' evolving its stealthy looks into a truly 'pretty car'.

Winston's on the road souvenirs are as ever witty and insightful 'without the roof you hear the exhaust burble at idle, a marvelous impersonation of a Riva motorboat waiting at the dock.' then, 'in less than a mile it is obvious a topless Vanquish is a surreal, ethereal experience' and 'More intoxicating is





the V12's song. Hidden at low speeds by that lovely exhaust, the engine emits a fabulous muscular deep growl that fills the cockpit in a way Vanquish coupe owners can dream about'. He concludes with two sentiments, one of disappointment that after his drive a conversation with Aston's CEO confirmed that they had too much on their plate for the Zagato Vanquish to enter production, but more positively 'I've always been a huge fan of the Vanquish, and Zagato's Roadster takes it to another level'.

Echoing Goodfellow's comments, the tale goes that despite numerous order requests to Zagato, Aston Martin had too many other projects in the works to consider an open Vanquish, as we now know it would be a decade before they offered a convertible version of this model.

Unfazed, Zagato chose to continue to showcase the car and it was imported to America to be displayed on the upper lawn at the Pebble Beach Concours d'Elegance in 2004.

It was there that the current owner fell in love with the car and through extended negotiations was able to acquire it. Complying with its temporarily imported status the car returned to Italy before being reimported to the U.S. and was correctly imported by an Aston Martin dealer in Massachusetts, on EPA/DOT regulations as a 'show and display' vehicle. It has resided in this original and single private ownership ever since.

Over the course of 8 years of his ownership the car has been shown occasionally, with highlights including display here at The Quail - A Motorsports Gathering in 2013. Recently it was

demonstrated by Bonhams in Manhattan as part of a showing of this auction's highlights, where again it received rapturous attention. In all and despite regular but modest exercising it has totaled a mileage of just over 13,000.

It is amazing to think that 11 years have passed since this stunning and unique roadster made its debut at the Geneva Salon, and all the more sad to think how many people could have enjoyed its striking styling. However, that decision, means that the honor of ownership will always be the privilege of one person, and today that one person can be you!

\$700,000 - 850,000

27

1965 JAGUAR E-TYPE SERIES 1 4.2 COUPE

Chassis no. 1E32420

Engine no. 7E7367-9

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

- *Exceptionally well presented Series 1 E-Type*
- *Recent restoration by marque experts*
- *Low-mile, California black plate car*
- *Presented in the original livery*
- *Offered with extensive history file*



THE JAGUAR E-TYPE

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular

spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.



Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most



THE MOTORCAR OFFERED

This exceptional E-Type Coupe was finished at Jaguar's Coventry works on December 22, 1965, benefiting from the upgraded, fully synchronized transmission and the larger 4.2-liter XK engine. It was built just like it appears today, a left hand drive model painted in the striking Opalescent Silver Grey metallic color and trimmed in black Connolly leather.

Like many E-Types, this car was destined for the United States, where J. P. Herzog, Inc of Lafayette, California became the first owner in January of 1966. The grey E-Type is believed to have remained in California, where purchased by San Francisco resident Dennis Birkhimer in 1968. Mr. Birkhimer would use the Jaguar sparingly, and kept it in largely original condition, with the exception of a repaint in the early 1980s.

Mr. Birkhimer sold the E-Type to the consignor in 2011, a well-known Jaguar enthusiast and trained technician at the San Francisco based Jaguar agency. After using the largely original and low-mile car for a few years, he began a comprehensive restoration, yet retaining as much of the cars originality as possible. The work performed included a repaint in the car's original color by noted Atlanta-based painter Machel Holloway, and a refurbishment of the cars mechanical systems by Phil O'Brien of OFI Restorations. Photos of the restoration are available in the car's extensive history file, as is a copy of the Heritage Trust Certificate, many old registration cards, photos and letters of documentation.

A wonderful example of the legendary Jaguar E-Type, the Fixed Head Coupe represents the purest form of the model. This matching

numbers car, having enjoyed the loving care of just a few long-term Southern California owners from new, must be one of the best examples available anywhere.

\$160,000 - 210,000

Without reserve

Please note that this vehicle is titled with chassis number J661E32420 and as a 1966.

The ex-Lou Fageol

1953 FIAT 8V SUPERSONIC

Coachwork by Ghia - Design by Giovanni Savonuzzi

Chassis no. 106.000049

Engine no. 104.000.000085

1,996cc OHV Alloy V8 Engine

110bhp at 6,000rpm

4-Wheel Independent Suspension

4-Wheel Alfin Drum Brakes

- One of just 15 iconic and exceedingly stylish 8V Supersonics built
- Displayed at the 1957 Pebble Beach Concours d'Elegance
- In current ownership for 36 years
- Exhaustive 8-year restoration completed in 2015
- Exquisitely presented example of a coachbuilt jewel



THE FIAT 8V

In the spring of 1948, Fiat management instructed technical director Dante Giacosa to begin developing a V-6 engine to be used in a newly planned six-passenger sedan. The attempt to produce an American-style touring sedan never advanced beyond the inceptional stage, but the engine devised by Giacosa soon morphed into a V-8 of considerable merit. Displacing just under two liters, the Tipo 104

motor featured an unusual 70° architecture, as well as advanced racing components such as a finned aluminum sump, forged crankshaft, polished intakes and ports, and tubular 4x1 stainless steel exhaust manifolds. As Giacosa later noted of the V-8 in his autobiography, "the idea of mounting it on a sports car for a small production run was attractive and aroused the keenest interest among the design engineers."

And so was born the Fiat 8V, which featured the only overhead-valve V-8 that Fiat ever built during its long and storied history. Known in Italy as the Otto Vu, the new model was positioned as a luxury grand touring sports car, obviously a far cry from the automaker's niche for utilitarian mass-market cars like the 500. To maintain the necessary quality-control for such a high-end product, the fabrication of the chassis was farmed out to Giorgio Ambrosini's Siata,

the tuning specialists that had long served as Fiat's in-house competition and customization department. This choice was probably further facilitated by Ghia owner Mario Felice Boano's 1950 hiring of Luigi Segre, a former Siata sales manager, as Ghia's sales director.

The 8V's *tipo* 106 chassis was one the world's most advanced, challenging the finest offerings from Ferrari or Maserati with four-wheel independent suspension (a Fiat first), and Borrani wire wheels with Rudge knock-off hubs. Completed chassis were sent to the Carrozzerie Speciali FIAT in Lingotto, where they were clothed with an elegant new coupe design by Fabio Lucio Rapi that was aerodynamically fine-tuned in the Turin wind tunnel. The Otto Vu made its public debut at the Geneva Salon in March 1952, and immediately impressed all who saw it with Fiat's ability to produce such a jewel-like automobile.







THE GHIA SUPERSONIC

Over the following two years, about two hundred *tipo* 104 motors were produced (though more than fifty of these were eventually installed in the upcoming Siata roadster). The Otto Vu automobile was even more rare, with approximately 114 examples built through 1954. While at least forty of these cars were bodied with the factory coachwork by Rapi, the other chassis were clothed by coachbuilders such as Balbo, Pinin Farina, and Vignale.

Zagato bodied approximately thirty Otto Vu examples, including a lightweight aluminum version that was very popular in sports car racing. In this form, the 8V earned class wins at the 1955 Targa Florio and 1957 Mille Miglia, and claimed the 1956 Italian Sports Car Championship (2-Liter Class), a huge benchmark in the model's competition pedigree.

Of all the boutique Italian *carrozzerie*, however, it was Ghia that proved to be the most noted coachbuilder of the Otto Vu. Probably accounting for 30 to 40 examples, the Turinese firm built coachwork that ranged from formal and clean to flamboyant and expressive. None of these various bodies, however, could match the Supersonic, an aeronautically styled coupe crafted by the great Giovanni Savonuzzi. The designer is renowned for penning the celebrated Cisitalia 202 (one of a handful of cars recognized for design merit by New York's Museum of Modern Art), and would go on to style the famed Ghia Gilda. Savonuzzi was later hired away by Chrysler, where he contributed to the design of their lauded Turbine showcars.

During his consultancy for Ghia in early 1953, Savonuzzi approached engine tuner Virgilio Conrero about the possibility of collaborating

on an Alfa Romeo 1900-based racecar. While Conrero tuned the 1900's motor and chassis, Savonuzzi contributed a sleek new coupe body built at Turin featuring a long front deck and sloping fastback. The windshield was steeply raked, while the rear tailfins culminated in lamp bezels that resembled jet afterburners, and a consistent beltline accent ran through the entire length of the car. With such jet-like styling, there was little wonder that the coachwork was eventually dubbed the Supersonic.

While the unique Conrero sports-racer failed to finish at the 1953 Mille Miglia for which it was built (the car was destroyed in a fire), the body design was greenlighted for additional production after Segre received favorable feedback from creative collaborator Virgil Exner of Chrysler and designer Paul Farago.



106.000049 during restoration.

The official liaison between Ghia and Chrysler, it was Farago who suggested the idea of mounting the Supersonic body on a Fiat chassis. He would later prove his faith in the suggestion when he became the first private owner of the prototype Fiat Supersonic, chassis no. 000035.

According to a letter from Ghia to the consignor dated in the 1980s, Ghia built twenty examples of the Supersonic bodystyle. This included the Conrero Special, three cars built on Jaguar XK frames, and one example built on an Aston Martin DB2/4 chassis. The remaining fifteen cars were all built on the chassis of the magnificent Otto Vu, whose dimensions lent the design its most elegant stance.

The Supersonic has gone on to be recognized as one of Ghia's most seminal designs. No

less an authority on coachwork than Howard "Dutch" Darrin visited the Ghia factory during Supersonic production and was so impressed that he ordered two Ghia-bodied Fiats, including a Supersonic that he sold to movie star Lana Turner. Now a darling with collectors because of their impressive Otto Vu mechanicals and spectacular body design, the 8V Supersonic has evolved into one of today's most desirable collectible Italian sports cars, combining rarity, cutting-edge mechanical specifications, and coachbuilt beauty.

THE MOTORCAR OFFERED

According to the research of Supersonic expert Erik Nielsen, as well as Tony Adriaenssens' authoritative 2012 volume on the Otto Vu model, chassis number 000049 with engine 000085 was dispatched from the Fiat factory on Wednesday July 14, 1953. The chassis was destined to receive the tenth Supersonic body built by Carrozzeria Ghia.

It is believed that the car was shown at the Geneva International Motor Show in March 1954 before being exported to Chrysler chairman K.T. Keller, and subsequently sold to the first private owner, Lou Fageol. Mr. Fageol was notable in hydroplane racing as a three-time Gold Cup winner, and also owned an Indy racing team during the late 1940s. His family-owned Twin Coach bus company ideally facilitated production of the signature twin-engine racecars for which he became known,







Ghia's masterpiece at the 1954 Geneva Auto Salon - The car on display is believed to be 106.000049.



© Tony Adriaenssens.



106.000049 in 1957 with 'Fageol Fins'. © E. Nielsen.



106.000049 on display at the 1957 Pebble Beach Concours d'Elegance.



including a Porsche 356 and the double-Offy champ car he campaigned at Indianapolis.

In April 1957, Mr. Fageol exhibited this Fiat at the 7th Annual Pebble Beach Concours d'Elegance in one of the first appearances of the Supersonic model at the hallowed 18th hole. According to the 1957 Pebble Beach program, the car competed in Class D, for European Sports Cars over \$10,000. Mr. Fageol later conducted some custom modifications to the Fiat, including the addition of Imperial-style fins on top of the factory taillins (involving only riveting with no cut-outs of the original metal), and a continental tire kit. Following his passing in 1961, the 8V was assumed by his son, Ray Fageol, who set about a full restoration in 1965 to return the car to factory specifications.

After passing through two additional interim owners, chassis number 000049 was acquired

in 1979 by the consignor, an enthusiast who immediately recognized the Supersonic's rarity and long-term value as a collectable. Planning for a restoration to proper factory specifications, the consignor invested years of effort in the research and sourcing of correct parts. In the intervening period, the rare 8V was carefully garaged to minimize any possible deterioration.

Discovering that the car was equipped with a fuel-injected Chevrolet motor, the consignor removed the Detroit block and began searching for a proper Fiat 8V engine. After finally finding and purchasing the rare motor, the owner received an unexpected phone call from someone in possession of the car's original powerplant, engine no. 000085. Capitalizing on this great stroke of fortune, the consignor purchased the original motor and reunited it with chassis no. 000049.

In March 2007, the consignor set about the restoration in earnest, with painstaking efforts to maintain factory standards to the greatest possible degree, and the entire process photographed for a permanent record. The well-known Paul Lazaros was engaged to assist in the process, and his expertise proved to be significant to the effort. In the mid 1950s, Mr. Lazaros was an employee of Paul Farago, the original owner of the prototype Fiat 8V Supersonic (chassis 000035). Mr. Lazaros had purchased the prototype from his employer in 1955 when it was nearly new, in pristine condition, and displaying a mere 17,000 original miles. The untouched original served as a perfect case-study for 000049's restoration, as Mr. Lazaros agreed to let the consignor examine his car (including digital analysis) so that the refurbishment could be as technologically precise as possible.



Scutchfield Metal Shaping of Ray, Michigan, disassembled the car, smoothing out the original bodywork as needed. Dick Nuss of Engine Machine Service in Englewood, California, who has previously refurbished several 8V motors, rebuilt and upgraded the original tipo 104 engine, bagging and saving many removed original pieces, like rods, pistons, bearings, and valve springs.

Lazaros Engineering handled a bulk of the mechanical restoration and detail work, including rebuild of the transmission, suspension components, brakes, differential, steering box, and dashboard toggle switches. A handful of missing items, such as the tail lamps and wheel discs, were carefully replicated from Mr. Lazaros' car to precise original dimensions and specifications. Brightwork was re-chromed by Jon Wright's Custom Chrome Plating of Grafton, Ohio, while Bruce Woolsey of Bob's

Speedometer in Howell, Michigan, restored the dashboard instruments and gauges.

The seats were re-trimmed with Italian doeskin-tan leather with blue-green wetting by DiGiovanni Custom Upholstery, and Ken Litchfield of Classic and Exotic Service installed identical leather interior paneling, a wool headliner, trunk liner, luggage straps, and seafoam green Wilton wool carpeting. The well-known Dayton Wire Wheels in Ohio restored the original Borrani wire wheels, and Brian Joseph's shop Classic and Exotic Service conducted a bare-metal repaint in the original shade of Ghia's blue green metallic paint, also overseeing the final surface detailing and finishing. Taking eight years to complete and totaling approximately \$600,000 in invoices, the cost-no-object restoration was thoroughly documented with invoices and photographs, and returned 000049 to an exquisite state of presentation.

Restored to as-new condition and accompanied by numerous original parts, this breathtaking Fiat 8V will be warmly welcomed at vintage events, eligible for rallies around the globe like the Mille Miglia Storico and the Colorado Grand, though perhaps better-suited for world class concours d'elegance like Pebble Beach, Villa d'Este, and Amelia Island. One of just fifteen examples of the Fiat Supersonic, chassis no. 000049 is a rare automobile that has seldom been displayed, and will be enthusiastically received by the Fiat 8V and Supersonic niche. Furthermore claiming a documented history of just five owners, this Supersonic promises its next caretaker a collectible of almost unmatched provenance. It is a nearly flawless example of Fiat's one and only V-8 prestige car, and should command the attention of collectors worldwide.
\$1,800,000 - 2,400,000

Please note that this vehicle is titled as a 1954.

29^Ω

1967 MAZDA COSMO SERIES 1

Chassis no. L10A-10260

Engine no. 10A-1245

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

- One of just 343 Series I Cosmo's
- First production vehicle with twin-rotary engine
- One of the most desirable Japanese sports cars of all time
- Japanese domestic market example
- Iconic, innovative and collectible sports car



THE MAZDA COSMO

Introduced at the 1964 Tokyo Motor show, the Mazda Cosmo was the firm's first foray into rotary-engine production vehicles, shortly after getting the license from NSU to do so. The Cosmo was the first production vehicle to feature a twin-rotor rotary engine. Colloquially referred to as a Wankel engine after NSU engineer Felix Wankel, these engines were lauded for their free, high revving nature as well as their high output relative to their size and weight. However revolutionary, early reliability

issues plagued the rotary engine, dooming its widespread adoption in the automotive industry. Mazda was the only major company to put rotary engines into mass production, continuing through the recent RX-8.

In 1967, the Series I entered serial production featuring a 110 horsepower rotary engine mated to a 4-Speed manual transmission, motivating this charming 930-kilogram two-seater to a top speed of 114 miles per hour. Stopping from such speeds was dealt with using front discs and rear drums mounted to an independent front suspension and a De Dion rear end. The unmistakable profile of the Cosmo is defined by its simple, low lines and pronounced greenhouse. It also featured decidedly fish-like gills on the front quarters and bumper and innovative split taillights. Stylistically and technically, the Cosmo stands out from its competition.

The Cosmo is a truly an innovative and important sports car and one of the most exceptional and desirable Japanese cars ever produced. Just 343 of these Series I examples were produced of the charming Cosmo.





THE MOTORCAR OFFERED

This stunning Series I Cosmo has remained in Japan since its production in 1967. Originally delivered in the classic combination of white over a black, checkered interior, this sports car eventually made its way into the collection of the consignor. Recently undergoing a thorough restoration, this Cosmo is presented in incredible condition throughout. The engine and transmission has been refurbished by a former Mazda Group C racing mechanic and the suspension has been sorted. Cosmetically, the distinctive, grilled body has been expertly repainted in the original white and the chrome has been re-plated, making this rare coupe shine brilliantly. The interior has also benefitted from this thorough restoration, with new seats and new red carpets.

This example of one of Japan's rarest and most significant sports cars is presented in

stunning condition and is offered with books, manuals, and a complete tool set. It offers a rare opportunity to attain a well-sorted Series I to be spiritedly driven or shown at the highest levels.

\$210,000 - 230,000



1973 PORSCHE 911S 2.4 TARGA

Chassis no. 9113310054

Engine no. 6330143

2,341cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

190bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Professionally restored by marque experts*
- *Desirable end-of-the-run 2.4-Liter 911S*
- *Great entry for high-speed rallies such as the Copperstate 1000*
- *Offered with extensive history file and factory records*



THE PORSCHE 911

Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp;

progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid,

unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911 in 1973.





THE MOTORCAR OFFERED

The sporting 911S Targa offered here stems from the final production-year for the desirable long-hood, small bumper 911. These cars are by many considered the last of the pure 911 design, and they benefit accordingly from all of the upgrades carried out over the nearly decade long model run.

Completed at the Zuffenhausen Porsche factory in September of 1972, this 911S Targa was finished, much as it appears today, with the exterior done in Ivory white, and optioned with the desirable sport seats and a Blaupunkt radio. The new Porsche was equipped for the US market, and delivered to its first owner through the Jacksonville, Florida based agent, presumably Brumos Porsche.

By the early 1980s the 911 had migrated to the West Coast, where a Mr. Peter Vander

Peol, Jr of Chino, California, owned it. Mr. Peol sold the Porsche to Los Angeles, California resident Ken Hughes in April 1982. Receipts found in the cars extensive history file suggests that legendary Porsche shop, Vasek Polak, rebuilt the engine at this time. Mr. Hughes appears to have relocated to Houston, Texas by the mid-1980s, while the car remained in his ownership.

By the early 2000s, the 911S Targa was owned by a Mr. Rueben Bienvenu of Louisiana, who later sold the car to Clay Huber of Woodford, VA. While in Mr. Huber's ownership, much cosmetic and mechanical restoration work was performed by Fairfax, Virginia based Auto Sportsystems Group, Fallbrook, California based Supertec Performance, and Mark Allin's Rare Drive of East Kingston, New Hampshire.

Today, this matching numbers 911S Targa, from the final production year of the 'classic' 911, shows beautifully inside and out. Finished in the as-delivered Ivory White color, and fitted with sport seats in period-correct 'Madras' tartan in brown colors, this Targa has the right look. Complete with a large history file, this smart Porsche is ready for its next caretaker. With an enticing power band, excellent road holding, and the pure, unmistakably look of the classic 911 Targa, the 2.4-liter S cars are among the best ever to come out of Porsche's workshops.

**\$220,000 - 260,000
WITHOUT RESERVE**

1961 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 875952

Engine no. R2438-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example of the desirable Series 1 E-Type*
- *Beautifully restored inside and out with JCNA show-credentials*
- *Used for Fashion advertisements and TV program 'Car Crazy'*
- *Great classic for weekend getaways or rallies such as the Copperstate 1000*
- *Offered with Jaguar Heritage Trust Certificate and history file*



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 driveshafts, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disk brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU 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 MOTORCAR OFFERED

According to the Jaguar Daimler Heritage Trust Certificate issued for this stunning Series 1 E-Type, the car was delivered new to the U.S. market, being supplied through Jaguar Cars New York, to first owner Dr. G. L. Jones of Wanamaker, Indiana. The new Jaguar was completed at the Browns Lane Jaguar Factory on October 30th, 1961, configured as a left hand drive Roadster; was finished in a Cream-colored exterior over light blue upholstery, and fitted with a black soft top.

It is unclear for how long the car remained with its first owner, but is known to have been in Florida by the 1990s. At this time, a comprehensive restoration was performed totaling over \$100,000. The exterior color was changed to the classic Carmen Red, a

correct color for a 1961 E-Type, and a Biscuit interior was installed. The Red E-Type was subsequently shown at Southern Florida JCNA events, where it achieved Champion Level, with scores in the high-99 point range. This stunning E-Type Roadster is known to have been used in the 1998 Saks Fifth Avenue Fathers Day promotional sale catalog, and later in an episode of the TV program *Car Crazy*.

Recently serviced, this smart Jaguar is equipped with a period correct radio, and fitted with redline tires wrapped on the smart chrome wire wheels. The E-Type is extremely clean wherever you look, and it's evident that professionals performed the restoration. Accompanied by its Jaguar Daimler Heritage Trust issued certificate and a comprehensive history file, this first production-year E-Type features the smart aluminum covered center console and pointy seats.

Still intact with its matching numbers original engine, this fine Roadster should prove to be an enjoyable entry to rallies such as the Copperstate 1000. These elegant first series examples of the legendary Jaguar E-Type are the purest of the model range, and will always retain the extra cache of being the most collectible of this timeless model.

**\$200,000 - 240,000
WITHOUT RESERVE**

Please note that this vehicle is titled as a 1962.

1985 FERRARI 288GTO

VIN. ZFFPA16B000054243

Engine no. F114B00100

2,855cc DOHC Twin Turbocharged V8 Engine

394bhp at 7,000rpm

Electronic Fuel Injection

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Ferrari Classiche Certified*
- *Believed to have covered only 7,432 kilometers from new*
- *Freshly serviced by main Ferrari dealer*
- *Offered with tool roll and jack*
- *One of only 272 built, function in USA*



THE 288 GTO

The original, immortal 250GTO had been developed for the FIA GT Championship, duly taking the manufacturer's title for Ferrari in 1962, 1963 and 1964; clearly, any revival of the 'GTO' name could only be permitted for a very special car indeed. Enter the 288GTO. Like its illustrious forebear, the 288GTO (the initials stand for *Gran Turismo Omologato*) was conceived as a limited edition model, just 200 units being planned to meet the then-existing Group B homologation requirements for international sports car racing. Styled by Pininfarina's Leonardo Fioravanti, creator of the awe inspiring Ferrari 365GTB/4 'Daytona', the 288GTO was based on the 308GTB (another Fioravanti creation) and made its public debut at the Geneva Salon in February 1984. Fioravanti later recalled Enzo Ferrari's original design brief. 'There was no specific instruction, just to produce a car based on the 308GTB that could be used for racing.'

Although superficially similar to the contemporary 308GTB *Quattrovalvole*, the 288GTO was radically different beneath the skin, mounting its V8 engine longitudinally rather than transversely, a change that necessitated a new chassis with a wheelbase extended from 234cm to 245.1cm. This new frame was constructed of steel tubes in the traditional manner while incorporating the latest in Formula 1-derived composite technology in the form of a Kevlar and Nomex bulkhead between the driver and engine. The alteration in engine layout had been made to accommodate twin IHI turbochargers and their associated Behr inter-coolers and plumbing; the adoption of forced induction requiring that the quad-cam, 32-valve V8 be downsized from 2,927cc to 2,855cc to comply with the regulations. Ferrari's considerable experience gained from turbo-charging its Formula 1 engines was deployed in adapting

the 308 unit, the latter in highly modified 288GTO form producing 400bhp at 7,000 rpm and a mighty 366lb/ft of torque at just 3,800 revs. Top speed was a staggering 189mph.

Its three rear-wing cooling slots deliberately recalling the earlier GTO, the 288 body likewise benefited from the adoption of F1 technology, being constructed of glass fiber and a mixture of the lightweight composite materials Kevlar and carbon fiber. Aerodynamically refined in the wind tunnel, the 288GTO sported flared wheelarches, larger front and rear spoilers, taller door mirrors and four additional driving lights in the front, these subtly altered looks combining elegance with muscularity in equal measure. Given its race-bred, state-of-the-art technology and drop-dead gorgeous looks, it is not surprising that the 288GTO appealed to Formula 1 drivers of the day, with Ferrari's







Michele Alboreto and René Arnoux, and even McLaren's Nikki Lauda, numbered among its owners. In the event, the 288GTO never contested the races for which it had been conceived, as the FIA axed Group B, citing lack of manufacturer interest as the reason.

Testament to its relevance in reviewing the 2016 Ferrari 488GTB, Road & Track chose to compare it with a 288GTO, producing many memorable quotes, from author Chris Chilton: 'The 288GTO's blistered fenders and quad headlamps are pure lust', 'If there's one thing that really dates the 288, it's the steering because it's finger-tingling spectacular. Short on kickback but big on the richly textural feedback that reminds you how sanitized most modern systems are' 'While the GTO wasn't Maranello's first boosted mid-engine road car, it's the first one you should care about.' and 'There are no

disappointments with the GTO; you make no excuses for its age. You drive it, abuse it like a new car. And then you get out wondering how it must have felt in 1985 to experience something so brutally rapid as its 189-mph top speed.'

With total production amounting to only 272 cars, every one of which was sold prior to the start of production in July 1984, these cars have been covetable ever since the production ceased in 1986. Priced at \$85,000 new, within the next three years asking prices for the few that had made their way to North America were pushing seven figure sums. The modest number built particularly compared to all subsequent Ferrari flagship supercars has ensured that today it is a this worthy successor to the 250GTO and remains one of the most desirable and sought-after Ferraris of recent times.





54243 Mas du Clos, 1987
Credit: Marcel Massini



THE MOTORCAR OFFERED

This immaculate, Ferrari Certified example was delivered new in Continental Europe to the French market. Accordingly it was imported to France through Charles Pozzi SA in Paris and then sold through official dealer Daverat Automobiles of Bayonne, on the Atlantic coast to its locally based first owner Thierry Deserces of Pau. The 95th car of the series to have been built, its original specification ex-factory is documented to have been the Rosso Corsa livery it wears today, with Pelle Nera/Stoffa Rossa - black leather seats with red inserts. It benefited from the optional extra of air-conditioning, but was otherwise spartanly equipped with manual windows and no radio/stereo, the acknowledged 'lighter weight' configuration. Adhering to national laws its headlamps had yellow diffusers.

Mr. Deserces enjoyed the 288 for a number of years, certainly well into 1987 and is recorded

as having given it some light track use in France at the 100 GT race in Dijon-Prenais in April 1985, the Ferrari Benelux meeting at Zandvoort and in June and was seen at the Ferrari Owner's Club International meeting in July 1986. Around a year later he showed it in his home town at the Club Ferrari France meeting in May 1987.

Shortly after this the car migrated to the America in the heady days of the 1989 boom. According to its CarFax document, the Ferrari was imported to the US on July 5th, 1989, and by the end of November the US Dept. of Transportation in Charlotte, North Carolina declared it to 'meet US highway safety specifications' and they released the car from their bond. As for many Ferraris in this era it subsequently sold into Japanese ownership.

In the mid-1990s the car came onto the radar of serial 288 GTO owner Wesley Hatakeyama of Atascadero, California. Hatakeyama, a knowledgeable enthusiast and Ferrari Club concours judge. A native of Japan was able to use his connections to retrieve a handful of ex-US Federalized cars that had migrated there. This car he sourced through 0123 Art Sport in Osaka, Japan, bringing it back to North America where it has remained for the last 18 years. Speaking with Hatakeyama this July he fondly recalled ownership of the car, and in his hands it was displayed at Quail Lodge in 1999, in the days when the Concorso Italiano was based here, securing him a 'Platinum Award'.

It later passed through noted 288GTO expert Brandon Lawrence in 2000 to Robert Owen of Austin, Texas, where it was titled on September



1st that year. 4 years later almost to the day it was sold to a Toronto based collector in 2004, remaining there for nearly a decade before arriving in its present private ownership.

Within the last 2 years the car has received a full major engine service with replacement of cam-belts with the works carried out by Ken and Darin McCay's Boston Sportscar and latterly an overhaul of the brakes by a respected main Ferrari dealer in Pennsylvania. Since when only a few miles have been accrued. It was also inspected for Ferrari Classiche Certification and received its red book in April this year.

Well charted over the course of its 3 decades, there is considerable information supporting its current odometer reading of just over 7,400 kilometers. Its odometer fascia has

been converted to appear to read miles, as was the case for many of the cars that were Federalized, but as verified by a recent road text, the instrument continues to count kilometers.

On inspection today, the car is immaculate throughout and clearly a highly original and unspoilt example, facts that have been acknowledged by those who have owned or assisted in the car's sale over the years. Its only known attention have been very light work on the interior with a few replacement leather inserts and the leading edges, as well as sympathetic detailing of the paintwork to improve the aesthetics of this now 30 year old classic.

The last few years have seen the 288GTO rightfully assume its status as a truly collectible

icon, by merit of its modest production, iconic design and blistering performance. Amazingly, it is thought that only 15%, or three dozen of these cars exist in the U.S. today, making the chance to acquire one and one of this quality exceedingly rare. When contemplating its purchase, one might consider the sentiments in the quoted magazine article, Chris Chilton concludes his piece 'despite having driven most of the landmark supercars... I can't think of many past masters I've wanted in my garage more than this GTO.'

\$2,500,000 - 3,000,000

1970 MERCEDES-BENZ 280SE 3.5 COUPE

Chassis no. 111026.12.002949

Engine no. 116980.12.002635

3,499cc SOHC V8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Matching numbers example
- Restoration completed in 2015
- Desirable 3.5 with floor-shift and air conditioning
- One of the last great classics from Mercedes-Benz
- Offered with factory records and tools



THE MERCEDES-BENZ 280SE 3.5

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

The 3.5-liter version of the 280SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s. The ultra-luxurious 280SE Coupe, Cabriolet and 300SEL saloon models were chosen by Mercedes-Benz to launch its magnificent new 3.5-liter V8 engine in 1969. An over-square design featuring a cast-iron block and aluminum cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torque 200bhp, courtesy of Bosch electronic fuel injection and transistorized ignition. Thus equipped, the 280SE 3.5 was good for cruising speeds up

near 125mph, with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

Although the equivalent SEL saloon used the "New Generation" body-shell, the Coupe and Cabriolet kept the coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmissions, air conditioning, power windows and stereo radio as standard. The 280SE 3.5 was to be the final model to feature this much admired body style, and today these last-of-the-line top quality classics are highly sought after by discerning collectors.

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz's Stuttgart factory in October of 1970, this exceptional 280SE 3.5 Coupe was prepared for the US market, and finished in DB50 White over a Blue interior. The car was optioned with air conditioning, power windows, a Becker radio and column shift automatic transmission.

The car's early history remains unknown, but the elegant V8 Coupe is believed to have stayed with the previous owner in Northern California for more than two decades. Soon after being acquired by the consignor, the 280SE was treated to a restoration overseen by Steve Stimson of Cameron Park, CA. The smart Coupe was repainted, and the interior completely redone with a new headliner, carpets, new leather seats, new leather dash, door and kick panels. The engine and transmission was removed and



refurbished as needed, and the factory air condition was converted to R134. A new battery, four new tires and a new exhaust system were also installed, and the cars brake and suspension systems were rebuilt. Much of the cars brightwork was re-plated, and rubber grommets and gaskets replaced where needed.

Today this beautifully presented, top-of-the-range V8 Mercedes Coupe shines in its factory-correct, although refinished White over Blue upholstery. The car is equipped with the desirable floor-mounted gear lever, air conditioning, power windows and the classic Becker radio, and the history file includes copies of the Mercedes-Benz factory build records, and tool roll and jack are neatly situated in the trunk.

These incredibly high quality, stylish V8 powerhouses are the last of the classic, hand-built cars to come out of the Mercedes workshops in Stuttgart; they offer timeless styling and extreme luxury in a very usable package. This gorgeous Coupe must be one of the finest examples on the market today.

**\$130,000 - 170,000
WITHOUT RESERVE**

Please note that this vehicle is titled as a 1971.



1904 KNOX 16/18HP "TUDOR" 5-PASSENGER TOURING

Chassis no. 312

275ci Air-Cooled Opposed 2-Cylinder Engine

Knox Carburetor

16bhp

2-Speed Manual Planetary Transmission

Longitudinal Full Length Leaf Springs with Front and Rear Beam Axles

Rear Mechanical Brakes

- *An impressive and imposing American "Brighton" car with a proven track record*
- *Entered for the 2015 edition of the London to Brighton*
- *Freshly rebuilt motor and with starter motor fitted for easy use*
- *Five seats and a proper top*
- *Known history from new*



THE KNOX TWIN

Knox automobiles were built in Springfield, Massachusetts from 1900 to 1914. The Knox 2-cylinder air-cooled engine had a rather massive 275 cubic-inch displacement and cylinder barrels were studded with 2-inch pins for cooling. The resulting prickly appearance caused some Knox owners to favor the nickname "Old Porcupine" for their cars. The engine was mounted midship in the chassis and was connected to a 2-speed manual planetary transmission, driving the rear wheels through chains. A tiller provided steering from the car's left-side driving position.

Two-cylinder styles for 1904 included the "Tuxedo" Touring car, "Touraine" Stanhope or Runabout and the "Tudor" Surrey as offered here. The Touraine Stanhope featured a flat rear deck, suitable for carrying luggage and spares, while the Tuxedo and Tudor models had a large

rear seat mounted in that area. Seating for two auxiliary passengers was provided on all models and was neatly concealed when not needed in the forward body structure.

The Knox was a relatively large and moderately expensive car in its time. The 1904 Touraine Stanhope spanned an 84-inch wheelbase and sold new for \$2000. By way of comparison, a contemporary single-cylinder (98cid) Model B Cadillac Runabout had a 76-inch wheelbase and listed for \$80 and the engine was rated at half the power. A Knox entry in the 1906 Glidden Tour finished the endurance run with a perfect score, contributing to the car's reputation for durability.

THE MOTORCAR OFFERED

It is sometimes difficult to decipher the histories of cars that have been around for a handful of decades, let alone those which have been around for more than one century. Here we present an incredibly rare example which has a known history from its earliest days.

The tale of this 'Old Porcupine' originates in Neligh, Nebraska where it is understood to have been purchased new by Mr. Gilmartin, the owner of a series of flour mills in this region. Mr. Gilmartin is said to have been responsible for its fitment of non standard large diameter wheels, which provided a raised ground clearance and enabled him to drive his car across his fields as his runabout in the day to day running of the mills as he sojourned between locations. Later in its life it is believed that the car, with its large and dependable power unit, also came into use for running some farm machinery too.



The car came to light when discovered by the Horn Brothers, Herb and Bob, of Sarasota, Florida, pioneering collectors who were sourcing cars for their Cars of Yesterday Museum. They traveled to the Gilmartin property finding the Knox with one wheel removed and running a piece of machinery, and were able to acquire it from him. One aspect proved to be trickier to retrieve though: its top is said to have denigrated to the service of covering a grain bin and Gilmartin wouldn't allow for its removal until a replacement cover was created!

Testifying to its completeness and originality, as well as the resources available to them, the Horn Brothers were able to refurbish the Tudor over the winter of 1940 and it was driven publicly to the delight of the locals in Sarasota by spring the following year.

From the Cars of Yesterday Collection the Knox passed to another noted collection, that of the Webber family in St. Louis, Missouri and then in turn to Norm Burkhart. Mr. Burkhart elected to take the car to the UK in 1987 and 1988 to complete the most famous event for pre-1905 automobiles, the London to Brighton, which is now sponsored by Bonhams. Shortly after this it was to arrive in its penultimate ownership where it was remain for more than a decade before being acquired by its current owner – a prominent and long term enthusiast of early motor cars.

In its current custody the car has been treated to maintenance and sympathetic improvement by one of the country's leading experts in brass era motor cars, Chris Kidd. At his Tired Iron Works in Monrovia, California, the engine was completely rebuilt

and a new counterbalanced crankshaft fitted while at the same time to facilitate starting this large capacity engine, it has been carefully fitted with a starter motor. Enhancing its versatility a fully convertible top has been made, to provide weather protection when needed, while the original upright/detached unit goes with the car.

In 2015, the Bonhams London to Brighton Veteran Car Run will honor American made automobiles. This car has been accepted as an entry, potentially providing its next owner to a chance to partake in this legendary event in true style, with ample performance and commodious space to enjoy the tour with friends.

\$200,000 - 250,000

35

1973 MASERATI BORA 4.9

Design by Giorgetto Giugiaro

Chassis no. AM117/49.594

Engine no. AM107/11/49.594

4,930cc DOHC V8 Engine

4 Weber Carburetors

320bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One of just 275 4.9 Liter Bora's produced
- Maserati Classiche documented example
- Highly original car throughout
- Participated in the Copperstate 1000
- Complete with books and tools



THE MASERATI BORA

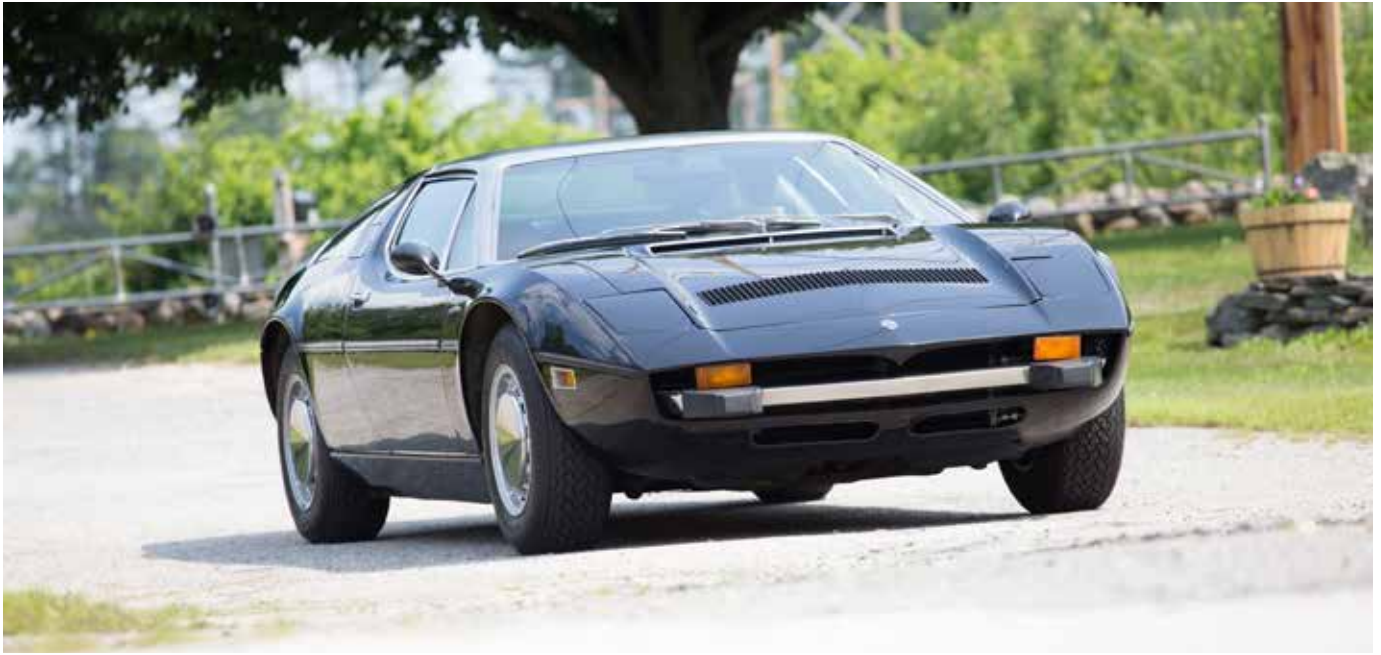
"The brief called for a car that was clearly a Maserati, modern but devoid of the exotic look that unnecessary decorations can create, strikingly sporty but not inordinately aggressive. In short: innovative but not revolutionary." - Italdesign press release, 1971

Introduced at the 1971 Geneva Motor Show, The Tipo 117 Bora was Maserati's first and only mid-engine V8 supercar, following the trend set by the Lamborghini Miura in 1966. Maserati commissioned Italdesign, Giorgetto Giugiaro's nascent design firm, to develop this new genre of Maserati. This design, while unmistakably Giugiaro, featuring striking styling similarities with the DeTomaso Mangusta, BMW M1, and even the Delorean DMC 12, is also true to the brief quoted above and worthy of a Maserati GT car, with clear connections to the Ghibli that came before.

Underneath the striking Italdesign body, the Bora bore a 4.7-liter alloy V8 mated to a ZF 5-Speed transaxle and a fully independent double-wishbone suspension system designed by Giulio Alfieri, the co-designer of the legendary 250F Formula 1 car. Starting in 1973, larger 4.9-liter engine was available as well, gaining 10 horsepower over the 4.7-liter version.

Along with being a capable mid-engine supercar, the Bora was considerably more practical than its competition. The Bora featured dual pane glass and a carpeted engine bay to greatly reduce engine noise, as well as a full sized trunk- a rare feature in a mid-engine supercar. The Bora was also one of the first new models to be released after Citroen gained a controlling interest in Maserati in 1968. As a result, the Bora features innovative features like hydraulically operated

headlights, seat adjustment, and pedal box. The Bora also featured a telescoping and movable steering wheel, making it much less of an ordeal to enter an exit than its competitors from Sant'Agata and Maranello.



THE MOTORCAR OFFERED

According to Maserati Classiche documentation, this Bora 4.9 was completed in Maserati's Modena workshop in July of 1973. Finished in the same combination Black paint over Tan leather interior as it bares today, this example was fitted with factory air conditioning and a special order Blaupunkt Frankfurt radio. It was an original US market car and has been thoroughly enjoyed and maintained throughout its history.

This example of Maserati's foray into mid-engine supercars is in remarkable driving condition, with just 6,000 miles covered since a engine rebuild, including 1000 miles covered as a participant in the Copperstate 1000. The black paint is well sorted and the original Tan interior has a lovely patina. This Bora also retains its original Blaupunkt radio, wheels, manuals; copies of the factory build sheets,

and jack kit. Presented in well-preserved and mechanically sound order, this Bora is a brilliant example of Maserati's mature and spiritedly sporty supercar.

**\$130,000 - 170,000
WITHOUT RESERVE**



1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113601059 (See text)

2,687cc SOHC Flat 6-Cylinder Engine
 Bosch Fuel Injection
 Approximately 210bhp at 6,300rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Excellent Porsche for rallies and driving events*
- *Professionally restored inside and out*
- *Continuous history*
- *Striking color combination*
- *Offered with extensive history file*



THE PORSCHE 911 CARRERA RS 2.7

The Carrera RS was launched in 1972 as a homologation special to satisfy requirement for the Group 3 international racing class the following season, one of the most fiercely contested and most important GT categories in Europe. Porsche initially planned to build just 200 cars, expecting little response from clients, but this was quickly revised upwards as it became apparent that the model would be a runaway success both on the road and the track. Some 1,500 cars were eventually

built before production ceased in 1973, and from the day the last car was built the Carrera RS has come to be regarded as the high point in 911 evolution.

A combination of ultra light weight (900kg in racing trim), a free-revving yet torquey 2.7-liter engine developed specially for the model, fantastic brakes and super responsive handling blend to form a perfect road/race GT which was voted by former Formula 1 World Champion John Surtees (amongst others) as the greatest driver's car of all time.

suspension added to the package. Overall, the style of the RS matched its performance in terms of being a trend-setter.



Visually, the RS Carrera featured its distinctive striping and its trademark rear burkel or ducktail, as well as flared rear wheel arches to accommodate wider wheels. Numerous other deletions were all in the name of reducing weight, and a tweaked





THE MOTORCAR OFFERED

Undeniably one of the most desirable sports driving cars of its era, the Carrera RS 2.7 has become a legend. Chassis number '1059' left the factory in April 1973 and was delivered to Belgium on 7th May of that year. A 3rd-series RS, it was delivered in Touring ('M472') specification finished in light yellow (color '6262'). '1059' spent its first ten years in Belgium in the hands of a Belgian collector specializing in Porsche cars. In 1984, the Carrera was bought by Michel Aouate, who was a member of the Porsche Club in France, and used the car for Club events. At that time '1059' was equipped with some mechanical parts and other elements from the later 2.8-liter Carrera RSR competition version.

From 1986 to 1988 the Porsche was owned by Stephane Ratel, who was the promoter of the FIA GT Championship. In 1988, it was

sold to Pascal Motte, a collector in the north of France. Mr Motte commissioned a major restoration that included a complete engine rebuild and replacement of the crankcases. These works were carried out in 1988 by Louis Meznarie, a Porsche dealer who specialized in the preparation of Porsches for racing during the 1970s and '80s. The invoice for the repairs was issued for the original engine (number '6631039') but according to Louis Meznarie's practice; this number was not re-stamped on the new crankcase, which explains why today the engine has no number.

In 1989 the car was repainted in Grand Prix White with green graphics, and in 1994 was sold together with the rest of Pascal Motte's collection. Between 1994 and 2001, '1059' was the property of Thierry Lacaze, a Porsche Cup competitor between 1993 and 1998, who

used the Carrera for historic races such as the Tour Auto. Thierry Lacaze carried out extensive maintenance and had the car repainted in its original light yellow livery with black graphics. All the 2.8 RSR parts were retained.

In May 2001 the Carrera was bought by Laurent Timonier, who maintained it in good condition and had the gearbox fully overhauled. In July 2006 the car was involved in an accident, damaging the front left corner, and Mr. Timonier decided that, rather than merely repair it, he would undertake a complete restoration. The latter was carried out by Mr. Franco Fraccaro, a Geneva based specialist in historic Porsche road and competition cars. The restoration took two years and was completed by August 2008. Many components were changed, remade or fully restored. The car was repainted Gulf Blue (color '6060') and all the aforementioned 2.8 RSR parts were retained.



The immediately preceding owner bought the Porsche in November 2010 to add to his collection, keeping the car until May 2013 when it was purchased at Bonhams' Spa Classic Sale (Lot 11) by a US-based collector. Since acquisition, extensive works have been carried out, during which signs were discovered suggesting that the car may have been re-tubbed, and the chassis number re-stamped.

Since purchase, the Carrera has been maintained by Racing Industry Specialists in California, USA. RIS carried out adjustments to the bonnet and boot, and fitted new seat belts, fire extinguisher, tires, window rails, door handles and a high-torque starter motor. European Motorsports in California carried out extensive works on the engine in June 2013 for which there is a bill on file

for \$11,500 and another for a new ignition control unit costing \$736.93.

The car comes with FIVA papers and FIA technical passport, and is homologated in racing category 'C GTS 22H. Additionally, an extensive history file is offered with the Porsche, containing many receipts and photos of the car's restoration.

The Porsche 911 Carrera RS was voted one of their favorite cars of the last 50 years by the readers of Sport Auto and '1059' was chosen to represent the marque, appearing in the magazine's 600th edition in January 2012.

\$250,000 - 300,000

37

1918 PACKARD 3-35 TWIN SIX
CUSTOM 'ORMONDE' ROADSTER
Coachwork by Rubay

Engine no. 158825

Transmission no. 158845

424ci V12 Engine

Single Carburetor

88bhp at 2600rpm

3-Speed Transmission

Rear Mechanical Brakes

- *Striking and sporting custom coachwork by Leon Rubay*
- *Spacious cockpit is suitable for the tallest of drivers*
- *One of the best driving cars of its era*
- *V12 power and incredible smoothness*



THE PACKARD TWIN-SIX

By 1915 Packard Motor Car Company had firmly established its reputation as the maker of one of the world's finest motorcars. The company had produced a string of finely engineered and well-constructed models since its inception in 1899. Originally founded in Warren, Ohio, the company blossomed when it moved to Detroit, Michigan in 1905. For 1905, Packard found its identity as it moved away from one and two-cylinder mid-engine machines and toward more refined four-cylinder offerings. In 1907, the company hit the peak of its four-cylinder product when the Model 30 was introduced.

Despite the great performance of the Model 30, Packard pushed on with a new six-cylinder car for 1912. The first Packard six would be known initially as just that -- the Six, later taking "the 48" as its name.

Packard, always looking to push things forward, began work on its most ambitious project to date. Under the capable leadership of the brilliant engineer Jesse Vincent, a plan to produce a twelve-cylinder automobile was hatched. Packard would harness their experience gained in building v-type aircraft and marine engines. The challenges of producing such an engine at the time were enormous, however, if successful, the twelve-cylinder engine would clearly place Packard at the forefront of the world's auto manufacturers.

By late 1915, production began on the model christened the "Twin Six." The name brought to mind Packard's six-cylinder experience and success. The resulting engine was a triumph. The smoothness, power, and flexibility were unheard of at the time. Those who were experienced with driving more conventional cars

of the era were shocked by the smooth power and free-revving quality of these engines. Enzo Ferrari was so impressed with the smoothness of the Twin Six engine that he used it as inspiration for his own V-12 engines years later.

The motor was mounted in a chassis that was an evolution of Packard's previous models. The great performance of these cars did not warrant a major redesign for the Twin Six. The engine drove through the venerable and smooth shifting three-speed transaxle.



THE MOTORCAR OFFERED

One of the very few Packard's of its era with custom coachwork this Twin Six is particularly noteworthy for having sporting roadster bodywork. This progressive looking car sports bodywork by Leon Rubay of Cleveland, Ohio and it breaks the mold of conservative bodywork of the era.

Rubay, initially a star salesman in the automotive accessories business, would begin producing bodies in 1914 after stints with both Rothschild and Holbrook. His first products met with rave reviews. As he ramped up his business he brought in a number of outside stylists. In 1916 he hired Tom Hibbard to pen body designs. His work was notable enough for Packard to allow them to offer a portfolio of bodies to be built on the 3-35 Twin Six chassis. Each style had a name inspired by WWI the roadster being the Ormonde.

An Oklahoma oilman ordered this custom Packard

3-35 Ormonde in 1918. Standing six foot five the purchaser had Rubay make special accommodation for his height. In order to accommodate the tall driver the steering column was lengthened six inches and lowered to a dramatic rake. The doors were lengthened and the seat set unusually far back from the pedals for a car of the day. All the custom requests delayed the production of the car and he is said to not have received it until 1920.

While full of interesting details the most unusual feature of this Ormonde is the wild three-piece windshield. Highly raked, the windscreen incorporates a second internal glass pane used to help divert airflow. Below the windshield a striking asymmetrical, polished, cast aluminum dashboard houses the full complement of instruments. The bodywork is paneled in aluminum and displays lovely complex shaping in the tail. The rear compartment opens revealing a two-passenger rumble seat. The Packard is complete today with all

its side curtains as well as a full original tool set.

The special nature of this Packard was confirmed when the car was the subject of a full chapter's worth of attention in the book "Packard, the Pride" by JM Fenster and published by Automobile Quarterly.

The Packard was subject to extensive internal engine work about a decade ago and has resided at the Packard Museum in Warren, Ohio since that time. Recently this car has been carefully re-commissioned for road use including a full fuel system cleaning as well as a host of other service and maintenance items.

This unique, big sporting roadster is an excellent candidate for the new pre-1925 CCCA touring. Offering legendary performance, exciting looks and great history it would be a welcome participant at any number of events.

\$200,000 - 250,000

38^Ω

1934 ALFA ROMEO 6C 2300 PESCARA SPIDER

Coachwork by Cognolato in the style of Zagato

Chassis no. 700321

Engine no. 700321

2,309cc DOHC Inline 6-Cylinder Engine

2 Solex 35-40 FH Carburetors

119bhp at 4,500rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

- *Fantastic Recreation of a lost Zagato Design, certified by Zagato*
- *Matching Numbers engine and chassis 7th Series 6C 2300*
- *All-alloy panelwork executed by Dino Cognolato*
- *Excellent handling motorcar with power to match*
- *Meticulous attention to detail*



THE ALFA ROMEO 6C 2300

'An absolute novelty presented by Alfa Romeo at the 1934 Milan automobile show was the latest creation of Vittorio Jano, the 6-cylinder intended by the factory and by its designer to claim the heritage of the prestigious Alfa Romeo 1750...' – 'Le Alfa Romeo di Vittorio Jano', Autocritica, Milan, 1982.

Introduced at the 1934 Milan Salone, the Alfa Romeo 6C 2300 was the latest flowering of a noble line of sporting models that had

originated in 1925 with the 6C 1500. The latter was the first true expression of the abiding design genius of Vittorio Jano, who had masterminded the Italian firm's meteoric rise to world-class stature in the mid-1920s. His P2 and Tipo B Monoposto Grand Prix racing designs proved virtually unbeatable at premier level in their heyday, while his family of six-cylinder sports-racing cars has passed into the annals of motoring history as the standard-setter of its time.

The 2300's newly developed six-cylinder 2,309cc engine featured an integrally cast crankcase and cylinder block topped by an aluminium-alloy cylinder head. Two basic specifications were available, the Turismo model with a long wheelbase chassis and the Gran Turismo models with a shortened wheelbase. In 1934 the 6C 2300 made an

auspicious competition debut in the inaugural "Giro d'Italia – Coppa d'Oro del Littorio", a race held in three stages over a total of some 5,687 km. Four cars with open coachwork by Brianza were entrusted to the Scuderia Ferrari, which collaborated closely with Alfa Romeo in the competition department. The engines were equipped with a new inlet manifold and two 35 mm Solex carburetors, two 3-in-1 exhaust manifolds, a longer differential ratio, Bosch electrics with a second battery, enlarged petrol tank, two petrol pumps and the addition of a rev counter. Thus equipped, the engines produced more than 100 hp. Alfa Romeo did meet some bad luck in the course of the race as the leading car driven by Marinoni had an accident in the second stage. However, the other three cars had more success, with the Rosa-Comotti car finishing second, and the other cars finishing fourth and fifth overall.





JACQUES DE RHAM AND THE SCUDERIA MAREMMANA

The definitive success of the model however came at the “Targa Abruzzo – 24 Ore di Pescara” on 12th and 13th August 1934 where three Coupés with coachwork by Touring finished 1st, 2nd and 3rd with the Cortese-Severi car winning against stiff competition from the Lancia Astura driven by Pintacuda-Brivio, who had won the previous Giro d’Italia, and the two Alfa Romeo 8C 2300 of Tazio Nuvolari and Guy Moll.

On the back of this success, Alfa Romeo decided to build a small series of 60 Gran Turismo cars with the mechanical specifications of the racing Berlinetta with various coachwork, ranging from saloons to open spiders. These cars were called Pescara to record these triumphant race results. They were the predecessor of the new 6C 2300 B Mille Miglia models with Touring bodies which debuted at the 1937 Mille Miglia.

In 1935 the enthusiastic young son of a Swiss nobleman and land owner by the name of Jacques de Rham founded the “Scuderia Maremmana” Racing Team in Grosseto in the Tuscany region of Italy. Only 26 years old, he had a great passion for all things mechanical when he purchased his first motorcycles and motor cars for his racing stable – among them were Fiat and Maserati, but mainly Alfa Romeo, which he also bought from the Scuderia Ferrari. He let Clemente Biondetti drive his Alfa Romeo P3, who finished 4th overall in 1936 after having arrived first at Rome; De Graffenried drove his 6C 1750 and finished 7th overall with the 8C 2600 at the Mille Miglia.

Jacques de Rham also purchased two Alfa Romeo 6C 2300 GT Pescara, one from 1934, the other from 1935, both with Berlinetta

coachwork by Touring, and campaigned those cars in various hill climbs in the first months of 1937. He decided though that the bodies were too heavy to be successful and had them sent to Zagato in Milan for the fitting of Siluro – type aerodynamic open coachwork in aluminium, which boasted an impressive weight saving of some 300 kg with the total weight remaining under 1,000 kg. Both cars were finally delivered by Zagato at the end of May of the same year. Also the engines were improved with the fitment of new Borgo pistons.

The cars had their racing debut at the “Grand Prix de Provence et de Marseille” at the Miramas circuit where Carlo Pes de Villamarina finished first in class in the third race. Other placements in various hill climbs followed, where the cars were



THE MOTORCAR OFFERED

campaigns by Jacques and his friends. The history of Jacques de Rham and his Scuderia Maremmana has been meticulously documented in an Italian language book by Daniele Cantini which will also be given to the new owner.

Sadly, both cars have not survived and we owe the reconstruction of this Siluro to a lifelong Alfa Romeo enthusiast and collector, who in this case also started with a complete 1934 Alfa Romeo 6C 2300 GT Berlina 7th Series with coachwork by Touring.

The car with its matching numbers engine and chassis was completely dismantled, and the construction of the Zagato style Siluro body was entrusted to no lesser coachbuilder than Dino Cognolato of the "Carrozzeria Nova Rinascente" in Padova, Italy. It is important to note that Dino Cognolato himself with his lifelong experience as one of the world's finest coachbuilders did the majority of the work – starting from 1:1 scale drawings based on historic photographs, to the construction of the aluminium coachwork, to the design from scratch of the

smallest details like the door closures etc. The whole project took more than four years to complete. At the same time the chassis and the mechanics were overhauled and the engine was dyno tested at a very respectable 119 hp at 4,500 rpm, which in combination with the low weight of only 989 kg propels this stunning Alfa Romeo with some stunning verve, as the author experienced himself! Since completion the car has only covered a mere 94 shakedown kilometres.

Recently the car was invited by Zagato themselves at a gathering of Zagato-bodied cars to celebrate the presentation of the new Maserati Mostro prototype by Zagato at the former Alfa Romeo test track at Arese and will be offered with an official certification by Zagato, a declaration of authenticity, signed by the former president of the national



De Rahm and the original Pescara (not the car on offer).



De Rahm and the original Pescara (not the car on offer).

technical commission of the Italian ASI, a comprehensive photographic documentation of the work as well as Italian import documents when the donor car was imported into Italy from Switzerland. As this is a genuine Alfa Romeo 6C 2300 GT chassis the car is likely to be accepted by a plethora of International events. A true labor of love and a stunning result of years of dedicated research and meticulous attention to detail.

\$550,000 - 750,000



2003 BMW Z8

VIN. WBAEJ13483AH62031

4,941cc 32-Valve DOHC V8 Engine
 Bosch Motronic Fuel Injection
 400bhp at 6,600rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Few owners from new*
- *Extremely well-kept condition inside and out*
- *Offered with original factory hardtop, wind-deflector, books tools and accessories*
- *Less than 13,000 original miles*



THE BMW Z8

In 1956, BMW released the 507, a stunning two-seat Roadster that delivered exhilarating performance, luxury, and rarity and remains one of the most coveted BMW models ever produced. At the 1997 Tokyo Auto Show, BMW displayed a stylish retro-inspired concept car, the Z07. The Henrik Fisker-designed concept was initially intended to merely exist as a sole concept, however the incredible reception and overwhelmingly positive acclaim spurred the decision to put it into limited serial production in 1999.



The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taught bodywork was all wrought in aluminum, as was the space-frame chassis. The 4,941cc V8 engine was aluminum as well, a 400 horsepower power-plant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced

the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.



THE MOTORCAR OFFERED

Originally sold in Connecticut in 2003, this incredibly well presented example of BMW's retro-inspired flagship is finished in the attractive combination of Titan Silber Metallic over a black leather interior. With fewer than 13,000 original miles, this well maintained and cared for example is in very good condition throughout. The smart aluminum bodywork present beautifully, and the attractive 507-inspired interior is in similarly excellent condition, with its luxuriant black hides showing minimal wear.

This is a wonderful and well-sorted example of one of the 2,543 units produced for the US market. In the desirable 6-Speed manual configuration, with the potent 32-Valve V8 engine out front, this Z8 would be a easy-to-use Sunday morning drive. Included in the sale are the original manuals, wind-deflector,

battery tender, tools, and most importantly the original hardtop. A highly collectible BMW, with outstanding performance and gorgeous aesthetics.
\$220,000 - 240,000



40^Ω

The Paris Autos Salon

1950 DELAHAYE 135 M CABRIOLET ATLAS

Coachwork by Carrosserie Guilloiré

Chassis no. 801636

Engine no. 801636

3,557cc OHV Inline 6-Cylinder Engine

3 Solex Carburetors

113bhp at 4,000rpm

4-Speed Cotal Pre-Selector Automatic Transmission

4-Wheel Drum Brakes

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



THE DELAHAYE TYPE 135 M

Very few models in automotive history combine the breathtaking physical design and race-bred pedigree of the Delahaye Type 135M. As often noted, the model's evolution may have been the result of a tip from Ettore Bugatti to company manager

Charles Weiffenbach. According to Bugatti's somewhat legendary appeal, Weiffenbach would do best to return Delahaye to its roots in sports cars and eschew the reliable but pedestrian-looking saloons that had become the company's stock-in-trade by the early 1930s. Weiffenbach's response was nothing short of a benchmark in European automotive design, with his race program developing the 18CV Type 138 competition cars, which were powered by a 3.5-liter inline six-cylinder engine.

three carburetors (as in the original racing versions), the so-called 135 M truly came to life as the model garnered a litany of Grand Prix and rally victories. In total, the Type 135 and its various iterations remained a cornerstone of Delahaye production through the company's final days in 1954, a testament to the model's longevity and enduring appeal.



Debuting in production form at the 1934 Paris Salon with a single-carbureted 3.2-liter engine, the new Type 135 was warmly greeted and soon clothed with Europe's finest coachwork, making the cars equally versed in performance and luxury. With the availability two years later of the 3.5-liter engine with



THE MOTORCAR OFFERED

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

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

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

While little written history exists regarding the particulars of Guillore production, many marque experts believe that no more than five Atlas-bodied Delahayes were built by the coachbuilder, and this car might be the sole example constructed as a two-seater. 801636 wonderfully reconciles brasher pre-war styling elements with the staid modernism that became vogue in European design following the war. The front fender lines beautifully sweep through

the doors, accented by curving one-piece chrome spears, while the interior abounds with luxurious wood burling on the dash console and upper door sills.

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

In the 1990s, the unusual Cabriolet Atlas was discovered by Francois-Michel Faucher, an officer with the well-known French Delahaye Club, one of the world's preeminent marque organizations (even possessing rights to the company's trademarks). Mr. Faucher restored



The Delahaye during the 1950s.



the car's original 135M motor and soon refreshed all of the mechanical components. In the early 2000s, he then sold the car to the most esteemed of Delahaye Club members, Philippe Looten, the group's original 1966 founder and current honorary president.

Enamored with the 135M's unusual Guillore body, Mr. Looten sent 801636 to coachwork specialist Bonnefoy for a repaint in a beautiful shade of Delahaye blue, returning the car to a stunning state of exterior cosmetic condition. Mr. Looten soon began driving the car to numerous local events, commencing with Retromobile in February 2003, followed by participation in several Delahaye Club rallies over the next three years. Dutifully maintained during these outings, 801636 was occasionally displayed at distinguished exhibitions, such as the Delahaye Salon du

Coupe & du Cabriolet held in April 2006, and the Epoqu' Auto in November 2007.

In late 2010, Mr. Looten decided to part ways with the remarkable Atlas, selling it to Hugo Modderman of Monaco, who quickly set his sights on Concours exhibition. While a fresh repaint in the car's original color of dark blue cellulose was commissioned, the Delahaye's all-original interior was deemed to have a charming patina worth preserving, so the leather was sympathetically cleaned and refreshed by Swisswax. In such enviable cosmetic condition, 801636 remained a striking visage of its original 1949 Parisian presentation, and made a perfect entry for the 2011 Pebble Beach Concours d'Elegance. The car also ran in that year's Pebble Beach Motoring Classic, winding down to Monterey from Seattle, Washington, and once again in the 2014 event.

In 2012, the Atlas Cabriolet was treated to another bout of engine work, freshening the motor's operating condition and leaving it optimally primed for additional events. Appropriately, the car then received an honorable mention for Furthest Distance Traveled to the Event at the 2012 Schloss-Bensburg Classic Concours d'Elegance in Germany.

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

The Delahaye on the 2014 Pebble Beach Motoring Classic.



make a stunning addition to even the most accomplished collections. Aficionados of pre-war French Curve styling and marque connoisseurs will undoubtedly be thrilled by this car's current availability, a rare opportunity to acquire one of the final chapters in the Delahaye legend.

\$250,000 - 350,000



1968 PORSCHE 911 2.0 SOFT-WINDOW TARGA

Chassis no. 11880094

Engine no. 3280552

1,991cc SOHC Flat 6-Cylinder Engine

Weber Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable early, soft-window 911 Targa*
- *Beautifully restored to factory specifications*
- *Matching numbers example*
- *Excellent open-top Porsche for rallies or local car shows*
- *Offered with the Porsche-issued Certificate of Authenticity*



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 uprated. 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

The fine 911 Targa offered here was completed on May 1th, 1968 at the Zuffenhausen Porsche factory. The new sports car was attractively finished in Sand Beige over a Beige Leatherette interior, and was fitted with the optional wood steering wheel, bumper horns, a mirror on the left hand sunvisor, oil gauge instrumentation, and a desirable Becker Europa radio with loudspeaker and antenna installed.

This beautiful example of Porsche's iconic 911 Soft-Window Targa recently underwent a restoration by marque experts and is presented in beautiful condition throughout. Featuring fresh paintwork over a new interior in its original combination, the cosmetic restoration is further enhanced by a new soft rear window, Targa-top, and freshly refurbished brightwork and Fuchs alloy

wheels. Offered with a Porsche Certificate of Authenticity and original owners manual, this numbers-matching Targa is ready for open-air enjoyment on challenging roads and active participation in local and club shows.

**\$100,000 - 150,000
WITHOUT RESERVE**



The ex-Nubar Gulbenkian

1960 AUSTIN FX4 BROUGHAM SEDANCA

Coachwork by FLM Panelcraft Ltd

Chassis no. FX4AT033U010

Ford OHV Inline 6-Cylinder Engine
Single Carburetor
Approximately 100bhp at 5,000rpm
4-Speed Manual Transmission
4-Wheel Drum Brakes

- Custom coachbuilt luxury Brougham
- Ordered and used by business magnate and socialite Nubar Gulbenkian
- Elegant custom coachwork by FLM Panelcraft
- Delivered new by Jack Barclay
- Believed to be the only example in existence



NUBAR GULBENKIAN (1896–1972)

"I wanted my taxi dolled-up, more comfortable inside and more distinguished outside, without losing its mobility. People recognize it. After a party or an opening they come and tell me where it is and I don't have to wait."

So said the wonderfully eccentric Nubar Gulbenkian, the Turkish-born Armenian born into immense wealth who spent the major part of his life enjoying that privilege. As the noted *Time* magazine said in their January 24, 1972 article entitled 'Last of the Big Spenders', "Gulbenkian's long beard, monocle and the orchid in his buttonhole which was replaced daily led to him becoming noted for a fairly eccentric life, with a number of stories building up around his name. Indeed his character was summed up by an associate who claimed that 'Nubar is so tough that every day he tires out three stockbrokers, three horses and three women'".

The son of Calouste Gulbenkian, a rich Armenian oil baron who became known as 'Mr Five Percent' through his habit of retaining that amount of the shares of the oil companies he developed, he became a true Anglophile, having been educated at the exclusive Harrow School and then Cambridge University.

Nubar was rarely out of the social columns and he had a passion for fast and expensive cars. Jack Barclay's London Rolls-Royce showrooms in fashionable Mayfair were just a stone's throw from his London home, the Ritz Hotel on Piccadilly of course. In post-war years he ordered several Rolls-Royce motorcars, notably upsetting Rolls-Royce with the extraordinary Hooper & Co. coachwork he commissioned on a Silver Wraith, known as *The Pantehnicon*.

Following a succession of Rolls-Royce motorcars Gulbenkian was to choose as his London transport an Austin FX4 Taxi as he was later famously quoted, *"because it turns on a sixpence whatever that is"*.



THE MOTORCAR OFFERED

It was no ordinary black cab London taxi as, through Jack Barclay & Co, he commissioned FML Panelcraft to construct coachwork to his own design.

It has been said that Gulbenkian had as many as three of these bespoke taxis built and this is believed to be second. There is a story that Gulbenkian's friend Paul Mellon (from the wealthy American banking family and, like Gulbenkian, a Cambridge graduate with a passion for race horses), was staying at The Ritz Hotel and saw Gulbenkian's taxi and wanted to buy it. Gulbenkian refused to sell it but told him he would commission another and sell him that one.

There is no evidence to substantiate this story but this car is now to left hand drive specification and has subsequently been equipped with a Ford six-cylinder motor and gearbox.

It had all the extravagant style of Gulbenkian's other car with only minor differences in detail, including the stacked front lighting cluster.

To further add to the mystery the car at some time appears to have a Swedish connection for the badge bar has a Swedish Club badge and an enamelled Swedish 'Sverige' flag inset on the nose beside the radiator grill.

The vehicle is smartly presented in black livery with 'wickerwork' panelling. Courtesy steps either side allow easy access and silk door pulls, courtesy lights and vanity units complete the opulent interior. There is a clear glass panel above the passengers' heads and two occasional seats enable as many as five persons to travel in the rear.

This left hand drive bespoke Sedanca Brougham is fully operational and has come from the UK to be sold at Quail Lodge. It is offered with copy UK registration documents and a certificate of roadworthiness that expired just a couple of months ago. The file also includes *Pantaraxia*, a first edition of Gulbenkian's autobiography published in 1965; and two magazines that feature articles on Gulbenkian (*Life*, October 1965 and *Time*, January 1972).

With interest in taxis currently at exceptional levels here surely is one of the most distinctive and eccentric examples one can imagine, with that famous Gulbenkian styling and provenance.

**\$50,000 - 80,000
WITHOUT RESERVE**

1969 SHELBY GT350 FASTBACK

Chassis no. 0F02M483294

351ci OHV V8 Engine
Single Four-Barrel Carburetor
290bhp at 5,000rpm
3-Speed Cruise-O-Matic Transmission
Front Independent Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

- *The last chassis number Shelby GT350 produced in the 1965-1969 run*
- *The only GT350 in this order specification*
- *Presented in striking and rare Grabber Yellow*
- *Well-documented example with extensive history file present*
- *Exquisite example of iconic American Muscle*



THE SHELBY GT350

The first Shelby Mustang - the GT350 - arrived in 1965 and featured a modified version of Ford's 289 cubic-inch V8 in a Fastback Coupe. This car quickly became an icon of hi-potency American sports cars and the decision was soon made to continue the relationship between Shelby and Ford. However important and successful, this relationship was not long lasting and in the summer of 1969, Carroll Shelby terminated his agreement with Ford Motor Company, ending the partnership. As a result, 789 unsold 1969 examples were given new chassis numbers and updated by Kar Kraft, featuring unique hood stripes and a chin spoiler.

The 1969 Shelby GT350 featured a 351 Windsor V8, a 290 horsepower unit that replaced the 302 used in 1968. As was the case with all Mustangs, these exhilarating

sports cars featured a live rear axle and independent front suspension and front disc brakes and rear drums. From a design standpoint, the 1969 Shelby differed greatly from the 1968 examples, featuring crisper lines, large brake and engine ducts, and 4 inches added to its overall length, giving it a long, potent, and venerable presence.

THE MOTORCAR OFFERED

This stunning GT350 rolled off the line on June 19, 1969, as the sole Grabber Yellow GT350 Fastback with an automatic transmission, black bucket seats, and an AM/8 Track stereo radio, as stated in its Marti Report. Along with this truly unique combination, this was the final Shelby Mustang chassis number and presumably built until the reintroduction of the model in 2006. Upon receiving its new VIN, hood stripes and chin spoiler at Kar Kraft, this stunning Mustang was delivered to its first owner Florida, the state in which it would remain until 2013.

In 2006, the previous owner of this important example entrusted Ed Meyer to sympathetically refresh and restore this Shelby to its original configuration. Given this car's incredible condition, the work performed was relatively minor, including new driver's lights and a new antenna. With fewer than 27,000 miles, this



is not only the very last GT350 in a unique specification; it is also one of the most original and well-documented examples extant.

Included in the sale is an incredible collection of interesting historical documents pertaining to this car, including the original window sticker, build sheet, dealer order sheet, warranty-card, Shelby Automotive invoice, and certification from the Shelby American Automobile Club, all verifying the originality and provenance of this important and incredibly presented American icon.

\$175,000 - 225,000
WITHOUT RESERVE

Please note that this vehicle is titled as a 1970.



The ex-Lou Brero - Torrey Pines Road Race

1955 LANCIA AURELIA B24S SPIDER AMERICA

Coachwork by Pinin Farina

Chassis no. B24S-1138

Engine no. B24 1198

2,451cc OHV All-Alloy V6 Engine

Weber Carburetor with Nardi Kit

118bhp at 5,300rpm

4-Speed Manual Transaxle

4-Wheel Drum Brakes – Inboard at the Rear

- *Exquisite, 100pt restoration by Lancia expert Tony Nicosia*
- *Exciting period racing history with Lou Brero behind the wheel*
- *Delivered new through Kjell Qvale's legendary dealership*
- *Matching numbers Spider America that has remained in the dry-western climate since new*
- *Ready for top events such as Pebble Beach Concours d'Elegance or Mille Miglia Storica*



THE LANCIA SPIDER AMERICA

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

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

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

to the world. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the OHV V6, and this was adopted for the B24 Spider, also called the 'America', launched in 1954.

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with an elegance that presaged another of the Torinese carrozzeria's great works, the Alfa Romeo Giulietta Spider of 1955. For the B24 Spider the Aurelia B20 chassis was further shortened and came with a floor-mounted gear-change as standard. Its performance equaled that of the B20 Coupe, top speed being in the region of 115mph (185km/h).

Unusually clean lines enabled the Spider to achieve what was an exceptional performance

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







Lou Brero charging ahead in 1138 - 1955 Torrey Pines Road Races.



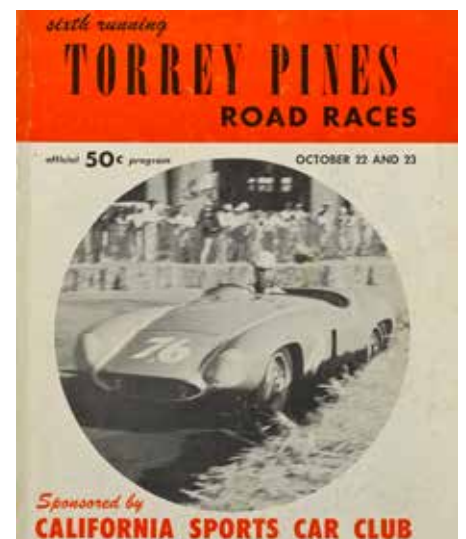
1138 en-route to USA - Lancia Factory, 1955.

THE MOTORCAR OFFERED

Offered here is a very special Lancia. From the top-of-the-line, limited-production B24S Spider America model range, we have the pleasure of offering what might very well be the best example available anywhere. This car, chassis no. 1138, stands out from most other examples not just in terms of condition with the exquisite, 100point restoration recently finished by renowned Lancia specialist Tony Nicosia, but also in terms of the cars provenance and early racing history.

Hand built at Pinin Farina's Turin-based coachbuilding facilities in the early part of 1955, 1138 received final assembly by Lancia's skilled craftsmen during the summer of 1955. The car was equipped as a left hand drive example and destined for the US market. An archival image shows the car during this time, soon after completion and ready to be loaded onto the ship for America.

The new B24S Spider America had been ordered by the West Coast Lancia distributor, now legendary Kjell Qvale, to be sold out of his San Francisco based British Motor Car distributorship. Qvale is believed to have sold 1138 to one of the top managers in his organization, Mr. Robert G. Gillespie. Smart businessmen, both Qvale and Gillespie understood the meaning of the term 'Win on Sunday, sell on Monday', and realized that entering the rare Lancia Spider in sports car racing, would be an excellent way to promote, and sell the new model. With that in mind, Gillespie reached out to his friend, Eureka, California based successful lumberman turned gentleman-racer, Lou Brero, and entered 1138 in the 1955 running of the Torrey Pines Road Races. Brero became quite a name on the 1950's sports car racing scene, owning and racing some of the finest machined of the era,





such as the famous, special-bodied Ferrari 375 MM Spider chassis no. 0286AM and Jaguar D-Type chassis no. XKD-509. Presumably with Qvale in his own car, Brero and Gillespie drove the car all the way down to San Diego that week, to participate in the legendary race October 22 and 23rd, 1955.

Racing against all-time greats such as Phil Hill in O'Shea's Mercedes-Benz 300SL Gullwing and Jack McAfee in a Porsche 550 Spyder, Brero and Gillespie finished 6th in the Torrey Pines six-hour endurance race. Top honors went to Pearce Woods in a Jaguar C-Type, and its safe to say that the B24S Spider America of Brero and Gillespie was one of the highest-ranking sports cars in a fierce line-up of the era's finest sports racing cars available. All this, according to a recent interview with Lou Brero Jr. who was there that weekend in San Diego (just

19 years old at the time), happened with Kjell Qvale present and very excited about his friend's success in the new Lancia.

B24S Spider America chassis no. 1138 is believed to have remained in the Western United States ever since. An ad in the March 1956 edition of Road & Track magazine indicates Robert Gillespie offering the car for sale. Costa Mesa based, Lancia specialist and aficionado, Tony Nicosia, later tracked down the car in the 1980s. Nicosia is by many considered THE expert on post-war Lancia, and his knowledge and extreme attention to detail results in arguably the best driving Lancia's once they have been through his shop. Like many popular restorers though, very few cars actually get through the tedious process, due to the long waiting list to get Tony's attention.

Tony's father had spotted the luxurious Lancia in Carson City, Nevada. Tony soon set out to purchase the car to add to his collection. This would take 12 years, and finally about a decade ago 1138 joined Nicosia's impressive collection of good, genuine Lancias. Tony has restored and owned Lancias and other Italian sports cars since a very young age. He began professionally restoring Ferrari's at the age of 18, but soon found that Lancias really as his thing, and started studying and researching these extremely intelligently built Etceterini. Tony has owned no less than twelve B24 Spider Americas over the years, and a host of B20's among Flaminias and other models of the fine brand.

1138 became a personal project of Nicosia, and has taken nearly 10 years to finish. Very



few restorers are as committed to absolute perfection and originality as Nicosia- That is evident upon a close inspection of 1138 today. Not only is the cars cosmetics done factory-correct and to the absolute ends degree, but also the cars mechanical systems such as the engine and complex driveline has been completely restored. These cars are extremely complex and labor intensive to restore. They really are quite over engineered, and redoing them takes time, money and lots of skill.

1138 is now finished, and ready to tour the world's most prominent concours lawns and top-notch rallies. This is the type of car that has that allure of perfection when you see it up close- simply the absolute best of the best. Here is an opportunity to acquire a rare, iconic Italian sports car, from one of the world's finest

manufacturers, with charming provenance and an absolute exquisite restoration.

\$1,800,000 - 2,400,000

Please note that this vehicle is titled with chassis number 1198B24S1138 and as 1956.

45

1953 JAGUAR XK120 FIXED HEAD COUPE

Chassis no. S680774

Engine no. W5362-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully restored by marque specialists*
- *Presented in striking Pastel Blue over Blue/Grey interior*
- *Fewer than 2,800 XK120 Fixed Head Coupes built over three years*
- *Among the most beautiful Jaguar models ever produced*
- *Delivered new to Southern California*



THE JAGUAR XK120

Told by the post-war Attlee government to “export or die”, the British motor industry responded valiantly, none more so than Jaguar Cars, soon to become the UK’s biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor

Show where the stunning looking roadster caused a sensation.

Its striking appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis, featuring independent front suspension by means of wishbones and torsion bars, a live rear axle, and drum brakes all round. The body was the work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, conceived as a coachbuilt aluminum structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

boasting twin overhead camshafts running in an aluminum cylinder head, seven main bearings, and a maximum output of 160bhp.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with Jaguar tradition, there was nothing to touch it at the price.



The car’s heart was, of course, the fabulous XK engine. Conceived in wartime and intended for Jaguar’s post-war range-topping saloon, the 3.4-liter six embodied the best of modern design,



THE MOTORCAR OFFERED

This gorgeous Pastel Blue over two-tone light and dark blue leather was completed on February 10, 1953 and dispatched ten days later to West Coast Jaguar distributor Charles Hornburg, Jr. in Los Angeles, California.

Originally finished in black over red hides, the first owner was not recorded and the known history does not begin until 1973, when the car was purchased from a used car lot on Sunset Boulevard in West Hollywood by Keith Frick. Already having been repainted and reupholstered in brown on brown, it was understood that the car had come to the dealer from its second owner -- who was described as "a sheikh".

Frick would keep the car for nearly three decades, during which time it was restored twice. The first restoration took place in 1994

and the second in 2009. The extensively documented 2009 restoration was completed by XKs Unlimited and the Jaguar specialists at Classic Showcase. The body was stripped down to bare metal, while the drivetrain was overhauled, with anything deemed needing repair or replacement rectified with correct components. Photos, a DVD, and over \$30,000 in receipts document the work completed and accompany the car.

The previous owner acquired the Jaguar in August of 2011 and drove it only a handful of miles, during which time it was kept closeted in a heated garage and regularly maintained. Documented by its Jaguar Daimler Heritage Trust Certificate and having covered less than 300 miles since restoration, this beautiful XK120 Fixed Head Coupe would be a great entry to any number of historic rallies, or a

run to the local Cars and Coffee meet on a weekend morning.

**\$100,000 - 130,000
WITHOUT RESERVE**

1972 MASERATI GHIBLI 4.9 SS COUPE

Coachwork by Ghia - Design by Giorgetto Giugiaro

Chassis no. AM115.49.2490

Engine no. AM115.49.2490

4,930cc DOHC V8 Engine

4 Weber Carburetors

335bhp at 5,500rpm

3-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Matching numbers example*
- *Beautifully restored inside and out*
- *Late-production, 4.9 Liter SS version with A/C*
- *Elegant Dark Blue over Beige livery*
- *Recent mechanical refurbishment*



THE MASERATI GHIBLI

A strong contender for the “most handsome car of the 1960s” title, Maserati’s Ghibli debuted in coupe form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivaled the Ferrari Daytona for straight-line performance - its top speed was close to 275km/h (170mph) - while beating it for price. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tires did not foul the wheel arches. The roofline fell away from the

top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli’s contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon’s tubular steel chassis in its live rear axle form. In preference to the more complex suspension designs favored by its rivals, the Ghibli used leaf springs and a single locating arm, a much more easily maintained arrangement.

The power unit was Maserati’s powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-liter form up to 1970 when it was superseded by the 4.9-liter SS version

in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8’s enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did 40 years ago.



THE MOTORCAR OFFERED

This fine example of the desirable US specification 4.9 SS variant was completed at the Modena-based Maserati works in 1972; the final year of Ghibli production. Power is provided by the upgraded SS V8 engine, with an output of 335 brake horsepower, here mated to a Borg-Warner three-speed automatic transmission. This sporting Ghibli Coupe is finished in a subtle and beautiful color combination of dark blue complemented by a Beige leather upholstery. The interior is lavished with luxury options, including an adjustable steering column, electric windows, reclining seats with headrests, a heated backlight, a Blaupunkt AM/FM eight-track stereo, and even factory air conditioning.

In the mid-1990s, the Ghibli was completely restored by Automotive Restorations, of Connecticut, and earned Best in Class at the

Greenwich Concours d'Elegance and Best Maserati at the Pocono Maserati-Ferrari East Coast Meet. It has since been fastidiously maintained, and was in 2013 treated to much mechanical refurbishment work, totaling over \$35,000 in receipts.

The Ghibli is considered to be one of Maserati's finest road cars. The classic Giugiaro penned design perfectly emphasized the car's outstanding performance, yet gives the car enough elegance to make it worthy of the trident on the hood. A great car for high-speed rallies such as the Copperstate 1000, this stylish Ghibli Coupe is ready for its next caretaker.

\$290,000 - 330,000

47

1955 PORSCHE 356 PRE-A CONTINENTAL CABRIOLET

Coachwork by Reutter

Chassis no. 60771

Engine no. P*35786

1,488cc OHV air-cooled Flat 4-Cylinder Engine

Twin Solex 32PBI Carburetors

55bhp at 4,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- One of only 228 Continental Cabriolets built
- One year only model
- Beautifully restored
- Accompanied by its Porsche Certificate of Authenticity
- Delivered new to the Pacific Northwest



THE PORSCHE 356 CONTINENTAL

The man responsible for introducing the spartan and sporty Speedster to the USA, New York-based importer Max Hoffman had begun his series of entry level Porsches with the 1500 America, a 'de-trimmed' 356 powered by the Normal (as opposed to Super) engine. For 1955 the 1500 America was superseded by the better equipped, though still Normal powered, Continental. According to *Road & Track*: "The Normal produced *more* torque than the Super below 3,000rpm, and in any given gear, from

any given speed, could out-accelerate the more powerful car. In deference to its graciousness, German customers called the 1500 Normal "die Dame - the lady." The 'Continental' name however, was dropped after little more than a year after objections from Ford. Today the refined Continentals are among the rarest and most sought after of early 356s.



THE MOTORCAR OFFERED

Leaving Porsche's Zuffenhausen factory on March 8, 1955, this car, as with all Continentals, was delivered new to the United States. Originally consigned to the Max Hoffman Company in New York City, on September 8, 1955 it was transferred to a Porsche dealer in Washington State and sold to a Washingtonian there.

While documentation is slim for the subsequent three decades, on December 4, 1986 the car was sold to Todd Curtis of Redmond, Washington. A young collector at the time, Mr. Curtis would keep the Continental for six and a half years before selling it to fellow Pacific Northwesterner Scott Johnston of Bend, Oregon on June 13, 1993. Retaining the car briefly, on November 5th the next year the Continental was sold to Nicola Montevocchi of Rimini, Italy.



An Italian motoring enthusiast, Mr. Montevecchi began a decade long restoration shortly after taking delivery of the car in Italy. An involved and thorough job, upon the car's completion in 2005, it was issued a Classic Vehicle certificate by Automotoclub Storico Italy. Remaining in Italy for a further four years, the 356 returned to the United States in the summer of 2009 when it was purchased by the present owner. Immediately following his acquisition of this Continental, nearly \$20,000 was spent topping and tailing the car including extensive detailing, paintwork, mechanical servicing, and fettling.

Originally finished in Silver Metallic over Green Leather, the interior color has been retained while the exterior is now painted a rich, elegant black. Losing its original engine at some point, it is presently fitted with a correct-type 1500 Normal mill.

Given the swift actions by Ford to quash Porsche's attempts at using the Continental moniker, precious few Continentals were made in either Coupe or Cabriolet form. Only 228 of the later made it in before the fender script was changed from 'Continental' to 'European'. Fully loaded from the start it was the first truly luxurious Porsche to be offered.

Showing very well, this lovely Bent-Window 356 Continental is the perfect drop top for touring, casual motoring and shows. With Rennsport Reunion V just around the corner, this is a rare opportunity to acquire a unique and special car seldom seen even at the biggest of Porsche meets.

\$275,000 - 325,000



1953/1970S FRAZER NASH LE MANS 'REPLICA' REPLICA

Chassis no. 400/1/566

Engine no. 100D/4201

1,971cc DOHC Bristol Inline 6-Cylinder Engine

150bhp at 5,750rpm

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

- *Built by renowned UK based restorers Crosthwaite & Gardiner*
- *One of a series of six faithful recreations by this restorer*
- *Regarded as one of the best driving experiences of all historic cars*
- *Offered from a prominent private collection*



THE FRAZER NASH LE MANS REPLICA

Denis Jenkinson - 'Motor Sport' magazine's legendarily well-informed and hugely experienced Continental Correspondent (who navigated Stirling Moss in their 1955 Mille Miglia-winning factory Mercedes-Benz 300SLR) - was a lifelong Frazer Nash fan and he wrote as follows:

"In 1949 one of (their new cars) finished third at Le Mans. This prompted Frazer Nash to name the model the Le Mans Replica, and it was in production for four years, about fifty being built. In its day it was a good yardstick for performance, for it would do well over 120mph and cover a standing-start quarter-mile in 16 seconds. It handled well and apart from being a good road car it was a very successful racing car in its day, being sold 'ready to race' in anything from the Targa Florio to a Goodwood Club meeting" - which

the discerning original owners of Frazer Nash Le Mans Replicas did in their droves, and which standard modus operandi has been enthusiastically pursued by subsequent owners to this day.

Testament to their driving capabilities, the Le Mans Replica is one of a handful of iconic sports racing cars which have from time to time been copied by aspiring enthusiasts wishing to sample a particular legend. For this model, two of the most noted people to clone them have been Werner Oswald and famed restorer Richard Crosthwaite of Buxton in the UK. The latter business founded by Crosthwaite and business partner John Gardiner has become synonymous with the quality of restoration, recreation of parts necessary to ensure that owners of historic cars can continue to use and enjoy them,

and to at the ultimate extreme in building long lost machines such as Mercedes-Benz and Auto Union Grand Prix cars from scratch and most recently for their construction of the Buckminster Fuller Dymaxion.



THE MOTORCAR OFFERED

This is one of six Frazer Nash Le Mans 'Replica' Replicas built by Crosthwaite and Gardiner. As so there so often is, there is a tale behind the car's creation, and in this case the story goes back to the 1970s: Richard had needed to rebuild a chassis for a car that had an accident and, while remaking one, decided to build six further identical chassis and then build them up as authentic clones of the real car.

This particular example was sold by Crosthwaite to an owner in Australia, and later returned to the UK where it was campaigned in the 1990s. It arrived in the U.S. care of a noted collector in New York State before passing through TV's Wayne Carini to the present owner some eight years ago.

In the care and custody of its enthusiastic current owner it has been routinely campaigned

in VSCCA Hill Climb Events, quite literally reaching the top when last year it was listed on the trophy of the Mount Equinox Hill Climb. Having achieved this, its owner decided to retire it from historic competition and to focus on other cars in his collection.

Resplendent in British Racing Green livery and fastidiously maintained, this super sports car is ready for the road, for fast road tours or alternatively it has the additional option of a roll cage if its next owner should wish to continue its competitive hill climb career or to take it circuit racing.

Please note for titling purposes only this has been titled as a 1953 FRRV.
\$275,000 - 350,000

49

1968 FERRARI 365 GT 2+2

Coachwork by Pininfarina

Chassis no. 11649

Engine no. 11649

4,390cc SOHC V12 Engine

3 Weber Carburetors

320bhp at 6,600rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Winner of 1992 Cavallino Classic Preservation Cup
- Highly original car in splendid color combination
- Matching numbers example
- Elegant Pininfarina styling
- Approximately 40,000 miles on the odometer



THE FERRARI 365 GT 2+2

Following on from the success of its first four-seat model, the 250 GTE of 1960, Ferrari introduced the 330 GT 2+2 in January 1964. The newcomer's steel tube chassis was 50mm longer in the wheelbase than that of its predecessor and featured independent front suspension and a live rear axle, while beneath the 330's more-spacious Pininfarina coachwork was a 300bhp, 4.0-liter V12 coupled to a four-speed overdrive gearbox. Its replacement, the 365 GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365 GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330 GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and as well as featuring independent suspension

all round (for the first time on a Ferrari 2+2) boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.

Developing 320bhp in its 365 GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox, while the car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all round. A total of 800 cars had been completed by the time production ceased in 1971. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by Car magazine as 'the most civilized Ferrari yet.'

THE MOTORCAR OFFERED

Delivered new to Canadian Ferrari importer George Woolley in Montreal, Quebec; chassis no. 11649 was presented in a stunning, and unusual, Argento silver on Blue color combination. Remaining in Canada until 1988 the car's first owner thoroughly enjoyed the car, using it sparingly and accruing just 26,000 miles. In 1992, after having been sold to an enthusiast living in Florida, the exceptionally original 365 GT was displayed in the Cavallino Classic where it was awarded the Preservation Cup. Three years later it would take second place in this same class, highlighting the fastidious stewardship of the cars owners to date.

This 365 GT remains remarkably well preserved today. It is believed that this car has only endured one re-spray and a new muffler system installed in 2013. Well maintained mechanically,



this car appears to have a strong engine and is an outright joy to drive. Presented in its original color combination of silver with blue leather and blue carpets, and offered with books and tools, this 365 GT 2+2 is a fine example of an elegant Ferrari grand touring car.

\$250,000 - 300,000



Formerly the property of Sir James Nockells Horlick OBE, MC, MP
 1928 ROLLS-ROYCE PHANTOM I 40/50HP SKIFF
 Coachwork by H.J. Mulliner

Chassis no. 114WR
 Engine no. BD25

468ci OHV Inline 6-Cylinder Engine
 Single Twin-jet Rolls-Royce Carburetor
 4-Speed Manual Transmission
 4-Wheel Mechanical Drum Brakes

- A magnificent, un-restored Phantom 1 Skiff
- Rare H.J. Mulliner custom coachwork
- A hugely exciting and sporting Rolls-Royce
- Well-documented by marque records
- Fewer than 100,000 miles from new



THE ROLLS-ROYCE PHANTOM I

The British-built "New Phantom", later to be known as the Phantom 1, was introduced in 1925 as the successor to the much-admired Silver Ghost upon which Rolls-Royce made its name. The New Phantom was offered on both long and short wheelbases, powered by a 7.6-liter overhead-valve engine, whose block was cast in two sections of three cylinders each. A single two-throat carburetor fed the engine, which was sparked by a magneto ignition. The transmission was a four-speed

manual delivering power via torque tube to the rear axle, and the car was fitted with quite effective mechanical brakes with a Hispano-Suiza-licensed servo assist taken off the driveshaft. A total of 2212 Phantom 1 chassis were produced from 1925 through 1929, encompassing 17 series, and as was the practice of the day, customers purchased a bare rolling chassis and then selected from a myriad of different coachbuilders.



THE MOTORCAR OFFERED

We'll probably never know if British Army Lt. Colonel (later Sir) James Nockells Horlick, O.B.E., M.C., M.P., of Little Paddocks, Sunninghill, Berkshire, England, formerly of the Coldstream Guards and Chevalier of the French *Legion d'Honneur* for his services during World War I, was a sportsman in that sense of the term, but it appears that he wasn't about to be one-upped by his friends and colleagues. We do know that on the 27th of June, 1928, the American-born Baronet placed an order for a new Rolls-Royce Phantom 1 Series G2B short-wheelbase (143 1/2") chassis with a 40/50 hp engine. Horlick specified that his new car, number 114WR, be at least as fast over the road than 19TC, a Y-series Rolls-Royce Phantom 1 owned by Sir E. Hasich.

Mr. Horlick, scion of the family-owned malted milk business founded by his father, ordered



114WR coming to America - mid 1960s.



a lightweight, "All-weather" custom four-passenger Skiff body to be constructed by H.J. Mulliner, Ltd. Thanks to the detailed record-keeping of Rolls-Royce Ltd. at Derby, we know that Horlick specified a number of features, including all nickel-plated fittings; adjustable black-painted radiator shutters, a louvered and lockable bonnet, a high-speed rear axle, a 100 mph speedometer, leather spring gaiters, and the battery leads to be installed inside the frame. He also asked for a second spare wheel and two extra tires, and of course, a Spirit of Ecstasy radiator mascot. After making a deposit of £185, the Colonel went about his business. Seven months after placing his order, the Colonel paid the balance of the chassis-only invoice - £709, 14s, and 6p - and the following day, the completed chassis was sent to Mulliner's in Chiswick, West London, which set about building a

very attractive and sporting open 2+2 body of wood-framed aluminum with a sharply-slanted windshield. The coachbuilder's notes mention that the twin spare Dunlop 21" wire wheels - matching the four on the ground - were to be carried in the rear of the body, and that the "steps", or running boards, should accommodate 100 lbs of luggage. The rear seats featured inflatable cushions. The elegant instrument panel was quite different from that of any other P1. A set of Barker dipping headlamps and their complex linkage was installed. After completion and a final test by Mulliner's, the Skiff was delivered to the new owner. Rolls-Royce warranty card No. 6060 was issued April 20, 1929.

Assigned registration RX3892, this dashing new 40/50 hp Phantom no doubt set many hearts aflutter when Horlick climbed behind the

CHASSIS		BODY		CHASSIS	
Make	Rolls Royce	Make	Skiff	Make	Rolls Royce
Model	Phantom	Model	Skiff	Model	Phantom
Year	1929	Year	1929	Year	1929
Engine	40/50	Engine	40/50	Engine	40/50
Transmission	Manual	Transmission	Manual	Transmission	Manual
Wheels	21"	Wheels	21"	Wheels	21"
Tires	Dunlop	Tires	Dunlop	Tires	Dunlop
Painting	Black	Painting	Black	Painting	Black
Color	Black	Color	Black	Color	Black
Material	Aluminum	Material	Aluminum	Material	Aluminum
Construction	Wood-framed	Construction	Wood-framed	Construction	Wood-framed
Delivered On	April 20, 1929	Delivered On	April 20, 1929	Delivered On	April 20, 1929
By	H.J. Mulliner & Co. Ltd.	By	H.J. Mulliner & Co. Ltd.	By	H.J. Mulliner & Co. Ltd.
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At	Chiswick, West London	At	Chiswick, West London	At	Chiswick, West London



FOR SALE

A very special Phantom I, chassis No. 114 WR, received for test December 10, 1928. Short chassis fitted with light, all-weather body by Mulliners, with wind-down windows and fully-disappearing hood. Special features include 100 m.p.h. speedometer and thin steering-wheel. Rear axle ratio 14.5:1 v 17 m.p.h. 21 v 175. This is a very fast car, by vintage R.-R. standards.

The chassis is exceptionally good. The body is entirely sound, if not notably tidy in details. The bottom of the engine has been checked and found exceptionally good, and oil pressure is correct at all times. The front of the engine is good. The top of the engine could do with more. The accessories are all good, but electric wiring is not perfect and ignitions mechanical linkage are

not to maker's standards. Excellent tyres. This is one of the rare special cars produced by R.-R. from time to time to order, combining sporting appearance and performance with standard 4:1 compression ratio and all the merits that go with it. Any test or examination willingly. Much work completed and no known radical faults. Brakes and servo good.

**GARDNER,
Old Oast House,
Otford (2430),
near Sevenoaks,
Kent.**

47

wheel and cracked the whip. In the early 1960s, when the car was offered for sale through Gardner's of Old Oast House in Canterbury, Kent, the advertisement described it as *"One of the rare special cars produced by Rolls-Royce from time to time to order, combining sporting appearance and performance; a very fast car by vintage Rolls-Royce standards."*

For some unexplained reason (perhaps the new car wasn't as fast as his friend's), the Colonel held this car for just a few months; Rolls-Royce files show the Phantom soon coming into the hands of Mr. Alfred Pearson, Esq. of Sheffield. In November of 1933, 114WR was sold to Captain A.V. Harvey of Chelsea, London, who retained ownership through the war years. In October, 1947, this Rolls-Royce was acquired by another lawyer, Mr. J. Emsley, Esq., of Bradford, and

by September 29, 1950, Rolls-Royce noted that the car had been transferred to Mr. C.C. Tetlock, Esq. of the Manchester School of Motoring in Manchester.

The car was still in England in 1964, owned by antique clock collector Charles Allix, who drove it to Goodwood for the 60th Anniversary celebration of the start of Messrs. Rolls and Royce's partnership. Described as running well but a bit scruffy in poorly-applied dark green paint, the car was purchased by Seattle-area collector and restorer Dick Hooper. Prior to export, it was sent to Adams & Oliver, the noted used Rolls-Royce agent in Great Gidding for some cylinder-head work. The car was then shipped to Seattle and driven to Mr. Hooper's home. Other than one brief outing, that may have been the last time the car was driven.



According to one of Mr. Hooper's close friends and fellow restorers, Al McEwan, the careless installation of a new headgasket by Adams & Oliver had allowed water to leak into several cylinders, and the engine eventually rusted and froze. The car was sent over to Eastern Washington for a rebuild and there it languished until the early 2000s. After Mr. Hooper's passing in 2007, the car, still largely disassembled, was tracked down and returned to Seattle by Mr. Hooper's son, Mr. McEwan, and others. It was acquired by well-known Rolls-Royce collector and broker Glynn Morris and then the current owner. The car has been reassembled for display and transport but is not in running order. This very special Rolls-Royce Skiff has never been restored. Its odometer displays a modest 97,822 miles, which are believed to be original. It is supplied with a fabric folding top, but lacks side curtains, spare wheels, and tools.

Here is an unusual opportunity to acquire an original and very sporting H.J. Mulliner-bodied Phantom 1 that would be welcomed at any important Concours d'Elegance offering a Preservation class, or be the basis of a comprehensive restoration. It is believed to be the only Mulliner Phantom 1 Skiff of its type, unique in many regards, and thus worthy of inclusion in any serious collection of early Rolls-Royce automobiles.

\$300,000 - 400,000

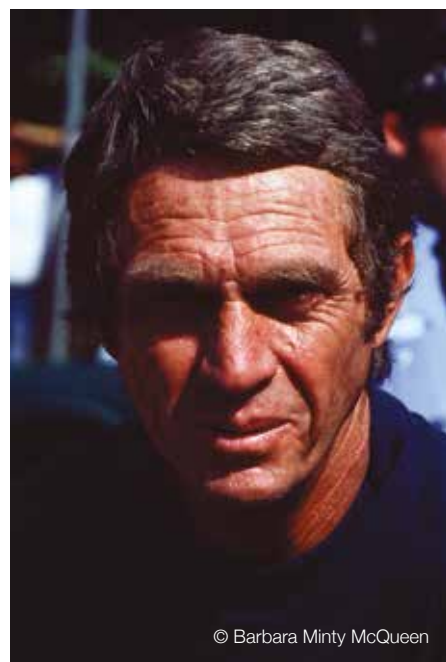
Ex-Steve McQueen

1950 HUDSON CUSTOM COMMODORE SIX CONVERTIBLE

Chassis no. 50278280

308ci Flathead Inline 6-Cylinder Engine
Twin H-Power Induction System
Approximately 170bhp at 4,200rpm
3-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Iconic Hudson previously owned by 'King of Cool' Steve McQueen*
- *Largely original example with charming patina*
- *Upgraded with larger Twin H-Power engine by McQueen*
- *Historic Americana*
- *Cool and historic car to take on cool driving events such as the Copperstate 1000*



© Barbara Minty McQueen

THE HUDSON COMMODORE

Hudson was among the first of the Detroit automakers to introduce new models after World War II, and they were without question the most dramatically different of all the new designs.

Hudson's innovation for 1948 was the "step-down" chassis with the foot wells recessed between the body stiffening members, an early expression of the "unit body" concept, which merged the body and frame in a single, welded unit. The rear frame members passed outside the rear wheels: the Hudson's rear wheel skirts were functional, not pointless embellishment. The first "step-down" Hudson's were only five feet high. They were the fastest, best handling cars around, combining Hudson's competent six- and eight-cylinder engines with the low center of gravity and relatively lightweight of the "step-down" design.

The Detroit-based company celebrated its 40th anniversary in 1949 with a line of cars that continued the popular "step-down" design introduced the year before. Even as other American automakers caught up with their first fully redesigned post-WWII cars, the 1949 Hudson enjoyed a 36-percent gain in sales from 1948.

The underdog Hudson entered racing in 1951. Success was easily found in NASCAR with the bigger, straight eight Hornet. The Hudson's superiority on oval tracks was no fluke, either. In the 1952 Mexican Road Race Marshall Teague brought his Hudson Wasp home sixth overall. On some of the twisting, broken surfaced sections through the Mexican mountains he blew off all the entries from sports car powers Porsche, Lancia and Jaguar.

Nevertheless, unable to introduce new models as fast as its larger rivals, and lacking a V8 engine, Hudson was forced to merge with Nash in 1954, forming American Motors.



THE MOTORCAR OFFERED

Offered here is a very cool car, with even cooler provenance! One of approximately 700 Hudson Custom Commodore Six Convertibles manufactured in 1950, the example we have the pleasure to offer here, was owned for decades by legendary movie star, racing driver, motorcycle and car-guy Steve McQueen, or simply put, the King of Cool.

Hudsons were a favorite of McQueen; he actually had four of them over the years, and is believed to have enjoyed this example as his daily driver from time to time. Available as four-door Sedan, two-door Coupe and two-door Convertible configurations, McQueen's example offered here is of the latter, top of the line open-top variant. The car retains the DMV registration document in McQueen's name, and has been kept largely original since his ownership. Originally fitted with a 262ci

single-carbureted six, the McQueen Hudson offered here was upgraded, presumably while in McQueen's ownership, with the larger, 308ci high-compression six, and equipped with the desirable Twin H-Power dual carburation system.

The Hudson remained in Mr. McQueen's ownership until he passed away in 1980, and was then sold to a friend of the legendary Hollywood figure. The Hudson was then placed in dry, long-term storage in a San Bernardino, California warehouse.

Today this cool Hudson Custom Commodore Convertible remains in largely original condition, and displays a wonderful patina throughout. A repaint was performed sometime back, where the cars lower body section was finished in a dark shade of Gold/Brown. Offered from a

well-known, passionate collector of exceptional automobiles, this historic Hudson would be a great car for driving events, cruise nights or local concours. Having been owned for decades by Steve McQueen, the King of Cool himself, this Hudson is great, usable Americana.

**\$40,000 - 50,000
WITHOUT RESERVE**

52^Ω

1922 BUGATTI TYPE 29/30 'RESERVOIR OVALE COURSE' (OVAL TANK, RACING)

Chassis no. 4008

1,991cc SOHC Inline 8-Cylinder Engine
Twin Zenith Carburetors
50 bhp
4-Speed Manual Transmission
4-Wheel Brakes - Front Actuated by Foot, Rear by Handbrake
Semi-Elliptic Leaf Spring Suspension

- *The oldest 8-Cylinder Two Seater Sport Bugatti to survive*
- *Sympathetically restored to its original form*
- *Never shown in America*
- *Ready for fast road touring or display*



THE BUGATTI TYPE 29

The Type 29 proved to be the fore-runner of a remarkably successful range of models destined to establish Bugatti for all time securely amongst the world's greatest manufacturers of racing and sports cars.

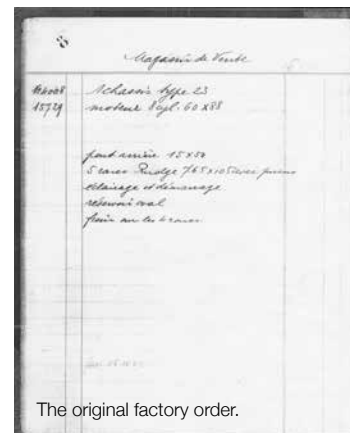
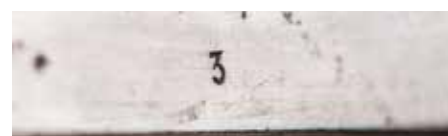
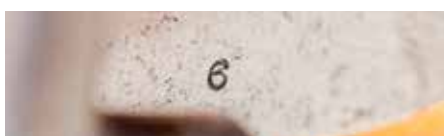
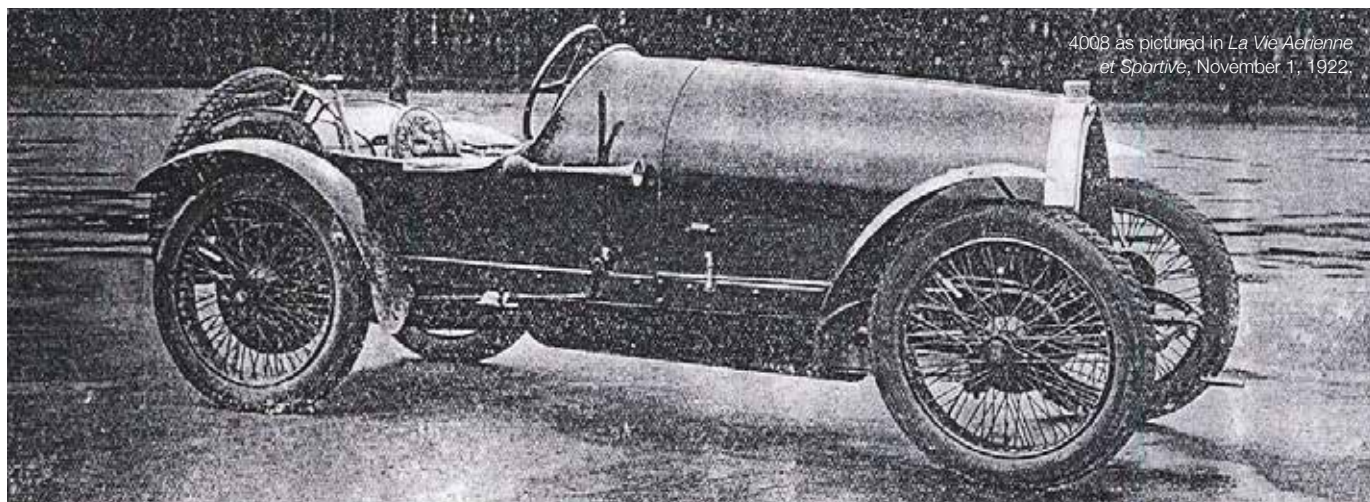
The Type 29 project began in March 1921 with the preliminary designs for an 8-cylinder engine featuring paired cylinder blocks mounted upon a barrel crankcase with an overhead camshaft operating two inlet and one exhaust valves per cylinder. By 1922 the dimensions of the now Type 30-designated engine had increased to 60mm x 85mm yielding a capacity of just under two liters which was intended to coincide with the new limit for Grand Prix racing and in 1922 Bugatti embarked upon the manufacture of a prototype batch of 8-cylinder cars suitable for racing at the highest level.

A total of sixteen pre-production chassis were laid down, with for the first time chassis numbers in a new series, starting with 4001. The cars produced had a strengthened front axle with hydraulic brakes, a novelty in 1922. Bugatti debuted the Type 29 with an entry of four brand new cars entered at the French Grand Prix in 1922, which took place on his 'home turf' close by his Molsheim works at Strasbourg. They performed admirably, with three of the four completing the full distance behind the sole other surviving car, a FIAT, of an original field of eighteen cars. A further entry at the Italian Grand Prix proved less successful, with three cars being retired before the race, although leaving Pierre de Viscaya as the flag bearer again saw the new 8-cylinder Bugatti come home in 3rd place.

Both events inspired the Argentinian Martin de Alzaga Unzué to organize through de Viscaya

for the factory to supply a team of three 2 liter cars to campaign them here in America at the next year's Indianapolis 500. To compete on the famed brickyard circuit, these were fitted with wind cheating offset single seater bodies. Supplemented by a further two privateer entries of ex-Strasbourg cars, the five car équipe made quite an impact, with speeds of 110mph being achieved in practice, showing great promise for the new eight cylinder Bugatti.





THE MOTORCAR OFFERED

The factory records clearly detail each of these sixteen pre-production Type 29/30 chassis, of which only two are known to survive, one being Zborowski's privateer single seater Indianapolis entry, chassis 4004 and this car, chassis 4008.

This car's specific chassis length (2.55m) and original two seater configuration has lead world respected Bugatti historian Pierre Yves Laugier to refer to it as 'the oldest 8-cylinder sport Bugatti and the only survivor of the 8-cylinder Type 23 Series', the 'sport' referring to its roadgoing intentions, i.e. excluding its single seater counterparts. This world respected historian reached this conclusion of the history of this fascinating milestone in the Bugatti story following one of his exhaustive 'forensic' projects.

Beginning in the early 2000s, Laugier's pioneering strategy of research came from

following documented transactions of cars by the license plates and their respective police jurisdiction, a facility available in his home country of France which unlike the U.S. retains much of this documentation, and where many Bugattis had enjoyed the large part of their early days. Furnished with names and addresses from these records he would vociferously pursue his findings, quite literally knocking on the doors of the houses where cars had lived, or asking neighbors if they recalled a Bugatti living in the village. Of course, it wasn't always successful, but on many occasions his findings produced revelations that unraveled long unanswered anomalies in Bugatti histories. Quite simply his contribution to this particular marque has been ground breaking and in doing so his opinion has become renowned throughout the hobby.

4008 is a perfect example of this new approach to research and once again the new information that came to light in this process has provided key insight into the importance of this car.

As is now factually documented in his extensive report, which analyzes not only this, but all of the cars of this transitional model, chassis 4008 was delivered new on November 16, 1922, as such only this and one other sister car (4010) were completed before the end of that year. Both cars received coachwork in the style that had become the norm for factory supplied sports Bugattis, being a Spartan body that took its lines straight off the already iconic pear shaped radiator, stretching back to a simple oval tank - 'reservoir ovale'.

In reviewing this early sequence of production, Mr. Laugier found that only numbers 4008





and 4009 are referred to in the Bugatti factory records as being for 'courses' - racing.

By tracing the records backwards to the factory delivery, this car's history can succinctly be quantified as: 1922, delivered in Paris; 1934, sold to an owner in Lille; 1937, sold to P. Villemagne; 1968 sold to P. Salvan; then to C. Renel.

At this point the car passed to an extremely well known Bugattiste, Uwe Hücke. By this stage, some of the coachwork had been lost, but as photos of his acquisition at the time confirm, the car was very much a complete entity, with everything including its bulkhead, firewall, pedals, floorboards, brake master cylinder, Zenith carburetors, dashboard, instruments and switch panel in place. It retained then as now, engine number 6 with cam box stamped 6,

back axle 3 with ratio stamped 15/54, steering box number 4 and magneto cradle number 3.

With a 'blank canvas' and ever keen to preserve historic chapters of the Bugatti tale, Mr. Hücke elected to restore it with a replica coachwork in the style of the famed 'cigar' torpedo cars that had campaigned at the Strasbourg Grand Prix. In this form it would become a familiar sight at many events and shows, this particular cataloguer recalling it on display at the Paris Retromobile in the early 1990s.

In Mr. Hücke's twilight years as he sought to disperse his collection, the car passed to internationally renowned dealer Christoph Grohe. While with Mr. Grohe, Mr. Laugier's research began to be completed and when a chance finding with a former owner produced a set of fenders, a second reboddy was carried out

putting the car into a more road touring style akin to others of its series.

Ultimately the car passed into British hands and then to the current owner, a passionate collector of very fine pre-war automobiles, with a particularly keen interest in 'la marque'. During this time, Pierre Laugier's research was finalized and it became very clear that with many of the cars lost in time, 4008 was the oldest two seater built for racing of them all. In its current sympathetic ownership cognizant of the fact that we are only custodians of historic automobiles, he was keen to play his part in its life and to return the car to its original form. In doing so the coachwork was removed from the car and all surviving photographs of the very early 8-cylinder cars were analyzed in depth to ensure that its original coachwork was perfectly recreated.



As evidenced today, this has been an incredible success, immortalizing this important machine, by returning it to the guise in which it would have left the factory. After a process of a number of years, the oldest two seater 8-cylinder racing Bugatti was unveiled at the 2014 Zoute Grand Prix Concours d'Elegance on the north coast of Belgium, where it was lauded by a discerning European panel of judges and awarded Most Exciting Design.

This is a unique motor car, being the only Bugatti conforming to the specification of the very first Grand prix model of this illustrious marque, a marque which within the next few years was to dominate Grand Prix racing more than any other had ever done before or since, and which thereby became what many still consider to be the most evocative marque

in motor racing history. It is one of only two surviving examples of Bugatti's prototype batch of 8-cylinder racing cars dating from 1922.

It takes little imagination to realize that the power to weight ratio is strongly in favor of the former and that, not surprisingly, it provides electrifying performance on the road. Unseen in America before, it offers a multitude of opportunities from fast road touring to display.

With all the cues of both the most important eras of Bugatti production, the looks of the early sports cars and the pivotal and iconic 'straight eight' power-plant which within two years would form the basis of all Bugatti Grand Prix cars, the Type 35, this is an immensely historic milestone in the tale of the Bugatti marque which we are very proud to offer for sale.

\$950,000 - 1,200,000

53

Ex- Henry Wessells III - Watkins Glen 2nd-in-Class finisher

1952 SIATA 300BC SPORT SPIDER

Coachwork by Bertone

Chassis no. ST 403 BC

Engine no. 308748

750cc OHV Inline 4-Cylinder Comp-Spec Engine

Solex Carburetor

Approximately 55bhp at 5,300rpm

4-Speed Manual Gearbox

4-Wheel Alfin Drum Brakes

- *Period competition-prepared engine by Otto Linton's Speedcraft Enterprises*
- *Exciting period racing history at prominent Hill Climb and Road Racing events*
- *Exhaustively researched, exquisite 2-year restoration completed in 2012*
- *Rare Bertone-bodied Spider eligible for top driving and concours events*
- *Displayed at Amelia Island, Sebring, and the Simeone Automotive Museum*



THE SIATA 300BC



SIATA - Società Italiana Applicazioni Tecniche Auto-Aviatorie - was founded in 1926 by an amateur racing driver called Giorgio Ambrosini and, as the name implies, tuned cars, mainly FIATs and sold performance equipment. Every SIATA was a joy to drive and owners enjoyed a fair degree of competition success with them. Launched at the 1952 Geneva Salon, the Mario Revelli de Beaumont penned and Bertone built 300BC was very much aimed at US clientele fond of light 'Made in Italy' sports cars. The Influential de Beaumont had worked for many of Italy's finest styling houses, most notably Pininfarina. Siata produced approximately 50 300BC Sport Spiders. Roughly the first 40 cars were built by Bertone, while the last 10 (approximately) were constructed by Turin based Motto.

The 300BC was available with either Crosley or Fiat derived engines, though some were

imported with no drivetrains. Since it was aimed squarely at competition rather than for normal road use, the 300BC was fitted with large, finned, Stanguellini brakes. The little SIATA'S proved good competitors and displayed excellent handling and maneuverability. The Fiat motors could be tuned to make excellent power, more than enough to make the feather weight SIATA a potent performer.



Wessells by the wheel of ST 493 - Winning the Queen Catherine Cup at Watkins Glen Street Course, 1952.

THE MOTORCAR OFFERED

Chassis no. ST 403 BC claims a number of unique superlatives that make the car truly special, even by the standards of the rare model sometimes known as the Baby Ferrari. Very early position in the 300 BC chassis sequence, a fascinating competition career, and a recent no-expense-spared restoration all contribute to make this car one of most impressive SIATAs ever to be auctioned.

Just the third 300 BC built, chassis no. ST 403 BC was originally distributed and retailed through Otto Linton's Speedcraft Enterprises (Linton was the racing driver so instrumental in the development of the model). Linton sold this car on June 1, 1952 to Henry Wessells III of Paoli, Pennsylvania, as indicated by an original invoice. Mr. Wessells eventually became a founding member of the Vintage Sports Car Club of America, and

a contributing force in the creation of the American Alfa Romeo Owner's Club.

Wessells campaigned his new SIATA during the 1952 season with runs at Giants Despair, Convair, Thompson, and Watkins Glen, where the car achieved a second-in-class finish at the 1952 Queen Catherine Cup (in the final running of a street course at Watkins Glen). In 1953, ST 403 BC once again finished second in class at the Queen Catherine Cup (this time on a track), and shortly thereafter was purchased by Herbert Whiting of Cleveland, Ohio. Mr. Whiting sold the SIATA five years later to Kaye M. Heir of nearby Stow, who raced the car at circuits like Put-In-Bay, Watkins Glen, and Cumberland.

In 1962, ST 403 BC was acquired by its third owner of record, J.D. Ingleheart of White Plains,

New York, and he entered the car in many VSCCA events over the next three decades. Following the 1980s, the spider rarely saw the light of day except for a rare appearance at the 2008 Hilton Head Island Concours d'Elegance.

In July 2010, the 300 BC was acquired by the consignor, an extremely discerning SIATA collector who has shown his cars at some of the finest concours worldwide, including Villa d'Este, Pebble Beach, and Amelia Island. Seeking to capture the essence of the burgeoning road racing culture of 1950s America, of which this car was a textbook example, the consignor purchased the spider with the goal of preservation. After carefully evaluating ST 403, it was concluded that the car had exceeded the proper point of preservation, and an all-out restoration would be required.



Fully invested in the historical accuracy of the restoration, and the learning process it availed him, the consignor retained some of the nation's finest craftsmen, as well as SIATA experts like John de Boer and Paolo Epifani. The Simeone Automotive Museum kindly provided documentation from their Henry Wessells archive, including copious original invoices and documentation directly related to this car. The Crosley motor was closely analyzed during refurbishment, and while there is no way to confirm if it is the original powerplant for the car (as 300 BC engines were equipped after factory dispatch and not recorded on any data plate), a Speedcraft Enterprises placard was discovered affixed to the block, strongly supporting the motor's claim of originality.

Automotive Restorations in Stratford, Connecticut, performed a bulk of the restoration work, including

repainting the car in its original hue, which was color-matched from sections of original paint discovered in a few body gaps. Similarly, enough vinyl upholstery and floor matting had survived to create faithful replicas for the interior.

Painstaking efforts to research the car not only yielded troves of information about ST 403 BC, but about the 300 BC model in general. Such sourcing was integral in knowing which racing upgrades to remove, and which components were factory-correct. Prime examples of this included exchanging an improper wood-rimmed steering wheel for a correct bakelite wheel, and removing the racing gauges to return the instrument panel to its original unfettered simplicity. Exhaustively documented with invoices and photographs, the two-year refurbishment was completed in 2012 and totaled over \$247,000.



When the restored ST 403 BC debuted at the 2012 Amelia Island Concours d'Elegance, aficionados commented on its "purity of design," noting that the car included "nothing that wasn't necessary for racing." A week later, the SIATA was exhibited at Sebring's Gallery of Legends in commemoration of the 60th anniversary of the 12-hour endurance race. The 94-year-old Otto Linton, himself, was in attendance, and took a surprisingly spirited lap in the SIATA, soon telling the consignor of the restoration, "it's perfect; you got every detail correct."

In June, the spider won Most Outstanding Competition Car at the Greenwich Concours d'Elegance, and was then displayed at the Best of Italy exhibit at the Simeone Museum. The exhibition tour came to a climactic conclusion with a best-in-class award at the Buckingham Concours d'Elegance in September 2012.

Also photographically depicted in Tony Adriaenssens' Otto Vu, his thorough volume on the Fiat 8V (which includes significant discussion of SIATA), chassis no. ST 403 BC is quite probably the most immaculate example of a 300 BC ever publicly offered. Eligible for one-liter class entry to vintage tours like the Mille Miglia Storica and the Colorado Grand, this meticulously prepared spider would be equally appropriate for museum floor display or premium concours fields, where its jaw-dropping restoration and superb finishing may be best appreciated.

The car is accompanied by a 45-page booklet of period racing materials, and a three-ring binder detailing the breathtaking refurbishment. Meticulously documented and benefiting from a restoration quality often reserved for automobiles many times

more valuable, this outstanding 300BC offers lightweight, athletic performance, and factory-correct details worthy of the most distinguished collections.

\$400,000 - 475,000

Please note that this vehicle is titled with chassis number SIAST40352.

1987 PORSCHE 930 SLANTNOSE COUPE

VIN. WPOJB0932HS050488

Engine no. 68H00501

3,299cc SOHC Turbocharged Flat 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original, low-mileage example*
- *Factory-optional M505 Slantnose 930*
- *North American Show History and Automobile cover car*
- *Elegant Diamond Blue Metallic over Burgundy livery*
- *Offered with books, tools, window sticker COA and CARFAX*



THE PORSCHE 930

"It offers the finest blend of ultimate performance and refinement I have ever come across..." – Paul Frère on the Porsche 911 Turbo.

What set the 911 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, Motor's Roger Bell reckoned what made the Porsche so different was that it "hurts you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been

seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.

THE MOTORCAR OFFERED

According to the Porsche-issued Certificate of Authenticity, this 930 was completed at Zuffenhausen on the 23rd of December 1986 as it appears today; a 1987 model-year 930 with the special-order M505 'Flachbau' or 'Slantnose' front body-work, finished in Diamond Blue Metallic over a Burgundy leather interior, and equipped with sunroof, limited slip differential, special audio system and center console.

The new Porsche had been completed to US specifications, and was according to letters on file from Porsche North America shown at the 1987 Atlanta and New York Autoshow, as well as used in articles in *Porsche Exclusive* and *Automobile* magazines. After touring the show circuits, the 930 was delivered to Fort Wayne, Indiana based Langeland Porsche on August 19, 1987, where a Mr. Norris of Canton, Connecticut became the first, and sole owner for decades.

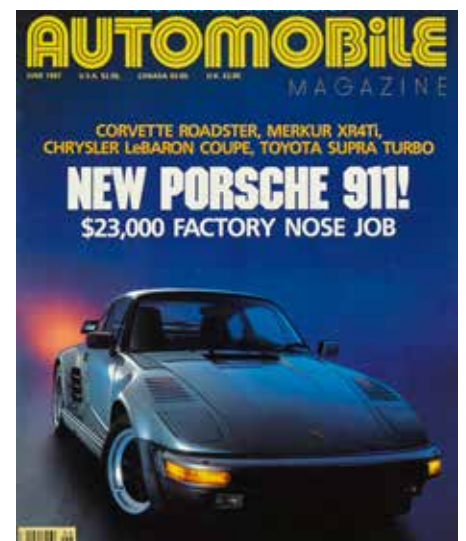


As is commonly known, Porsches of this era were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN as the one the car is identified under. This car was given worldwide chassis number WP0ZZZ93ZHS050488, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WP0JB0932HS050488 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity is also based on its ultimate US-market VIN number.

Presented in largely original and extraordinarily well-kept condition, this 930 Slantnose is offered with books, tools, Porsches Certificate of Authenticity, and a wonderful history file which includes the cars original window sticker, magazine articles and letters from Porsche North America. Looking period correct with

color-coded Fuchs wheels, and showing less than 54,000 miles -- a figure corroborated as original by its clean CarFax report, this largely original 930 Turbo will no doubt continue to thrill and excite. The experience at the wheel of this beast will provide the closest thing to a time machine, taking you back to an era when electric nannies like stability control were barely wisps in the burnt rubber emanating from this Turbo's massive rear tires.

**\$110,000 - 140,000
WITHOUT RESERVE**



1959 MERCEDES-BENZ 220S COUPE

Chassis no. 180037.11.9509647

Engine no. 180924.11.9502539

2,195cc SOHC Inline 6-Cylinder Engine

2 Solex Carburetors

106bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Documented restoration
- Exceptional condition inside and out
- Strong six-cylinder power plant
- Luxurious Mercedes-Benz Coupe
- Offered with extensive history file



THE MERCEDES-BENZ 220

Mercedes-Benz reintroduced six-cylinder models to its range in 1951 with the 220 and 300 types, both of which were shown at the Frankfurt Show in the spring of that year. Both featured single overhead camshaft engines, with the valves set across the head, rather than in line, and actuated by rockers.

The 220 was powered by a 2,195cc engine which in standard form produced 80bhp at 4,600rpm. A separate chassis was

retained for these models, which were replaced in 1956 by a new range featuring unitary construction bodyshells employing large, box-section side-members - hence the term 'Ponton'. All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle.

A shorter wheelbase was adopted for the Cabriolet model that appeared in May 1956 and also for the Coupe introduced the following year when the Hydraz automatic transmission became available as an option. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed Gran Turismos were priced some 70% above the 220S saloon.

Only 3,429 220S Coupes and Cabriolets had been made when the original was superseded by the restyled 'fin tail' version in 1959, and today these elegant and exclusive limited edition Grand Tourers are highly prized.





THE MOTORCAR OFFERED

According to copies on file of this Mercedes-Benz 220S' factory records, this luxurious automobile was completed at the Stuttgart works in August of 1959. The new Coupe was built for the US market, with many special options and features. Records on file from the Mercedes-Benz Club of America describe the car as having been with one custodian from 1959 until 1971; a Mrs. Catherine Merchant of Topeka, Kansas. From here the car went to a Mr. Omar Conrad of Kansas City, MO, before going back to Kansas where Mr. and Mrs. Harshbarger of Overland Park is believed to have owned the car for the following decade.

During the 1990s this luxurious Mercedes-Benz was beautifully restored by Precision Restoration Service of Buckner, Missouri. The work was done for a previous owner, whose

obvious passion for the project shows in the written documentation of the restoration that accompanies the car. Finished in elegant and period-correct Ivory over a matching Beige interior beautifully contrasted by Brazilian rosewood trim lavished throughout, this 220S looks just right. Driven only 1,000 miles since completion, the car is an outstanding example of the 220S Coupe, and while they may well have looked this good the day they left Sindelfingen, few look as good now.

**\$70,000 - 90,000
WITHOUT RESERVE**



Third overall at Tour de France - Monthéry and Watkins Glen Winning

1959 FERRARI 250 GT COMPETIZIONE

ALLOY BERLINETTA

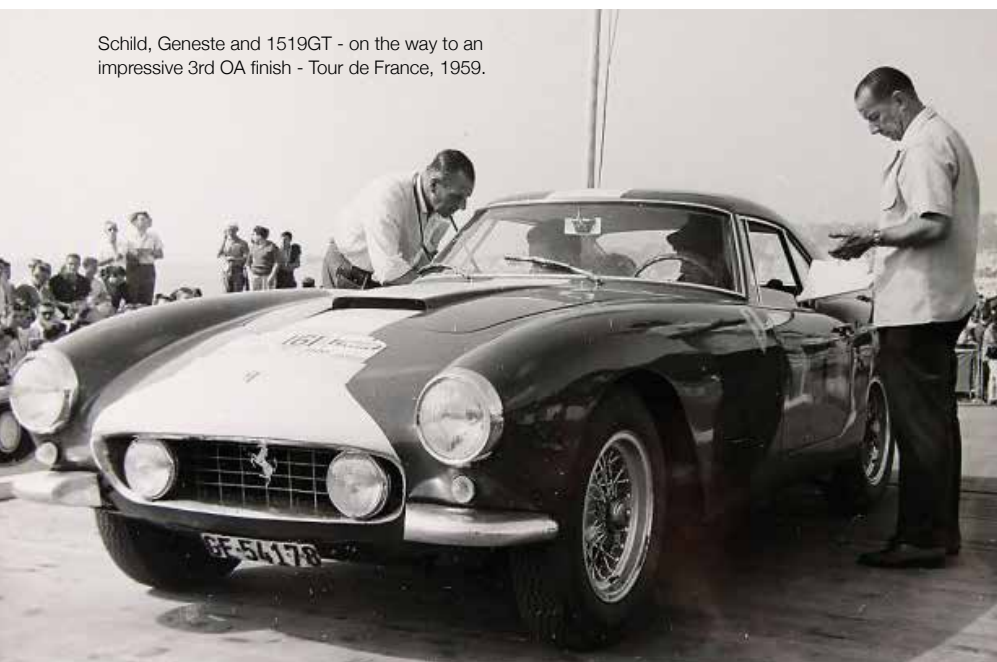
Chassis no. 1519GT

Engine no. 1519GT

2,953cc SOHC V12 Engine
3 Weber 40 DCL/6 Carburetors
260bhp at 7,000rpm
4-Speed Manual Gearbox
4-Wheel Disc Brakes

- *Exceptional example of a rare 250 Competition Ferrari*
- *Exquisite Two-year restoration by Modena's finest craftsmen completed in 2014*
- *Certified by Ferrari Classiche*
- *Displayed at the 2014 Concorso d'Eleganza Villa d'Este and Goodwood Festival of Speed*
- *FCA Platinum award at the 2015 Cavallino Classic*

Schild, Geneste and 1519GT - on the way to an impressive 3rd OA finish - Tour de France, 1959.



At the 1952 Mille Miglia, Ferrari enlarged Gioacchino Colombo's famed "short-block" V-12 to displace 2,953 cubic centimeters, and dropped it into a 2,400mm chassis with Vignale coachwork. After Giovanni Bracco's 1st-overall finish, the engine was produced for a short run of 250 MM customer cars, marking the first competition use of Colombo's design with a 2,953cc displacement.

Following the disaster of the 1955 24 Hours of Le Mans, the FIA implemented displacement limitations for sports cars, and Ferrari answered with a new Scaglietti-bodied 250 GT marketed as a competition-ready dual-use variant. The new berlinetta's reputation was established at the 1956 Tour de France Auto when the Marquis de Portago captured a dominating victory.

Soon to be known as the Tour de France, the model experienced several bodywork changes over the course of production, including a 1959 variation sometimes referred to as the interim Berlinetta. Generally identical in overall shape and dimensions to the SWB that followed, the earlier model featured a short rear quarter-panel window. The limited-run Berlinetta continued on its forebears' competitive record, finishing as high as 4th overall at the 1959 Le Mans.

Chassis no. 1519 GT is the fifth of the seven Berlinettas that featured SWB-style coachwork mounted on the traditional 2,600mm wheelbase. At the 1959 Tour de France, Jean-Pierre Schild and Roger de la Geneste finished an impressive 3rd overall, followed by a 1st-in-class at the 1959 Coupes du Salon. In March 1960, the 250 GT returned to the

factory to receive Dunlop disc brakes. The car was then exported to Luigi Chinetti Motors and campaigned in numerous SCCA events during the 1960 season.

Between 2012 and 2014, 1519GT was treated to a no-expense-spared restoration by Modena's finest craftsmen. The car has since been certified by Ferrari Classiche and presented at Villa d'Este, Cavallino Classic, and many other concours, winning several notable awards. This unique and race-pedigreed 250 GT Berlinetta would complement any collection, perfectly suited for Maranello purists and sports car racing connoisseurs.

\$9,000,000 - 12,000,000

Please refer to the separate catalog for a full description of this car.



57

2005 FORD GT

VIN. 1FAFP90S45Y400055

Engine no. 1FAFP90S45Y400055

5,408cc Supercharged DOHC V8 Engine

Electronic Fuel Injection

550bhp at 6,500rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Extremely well-kept example with less than 2,000 miles from new*
- *Offered with the original window sticker and factory-delivered accessories*
- *Four-option example*
- *Presented in classic Centennial White with blue Shelby stripe*
- *29th example produced*



THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.



Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

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

With this prolific power, the Ford GT will accelerate from 0-60 in about 3.5 seconds,

hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant collector's car.



THE MOTORCAR OFFERED

This stunning 2005 model year Ford GT is offered in incredible condition with fewer than 2,000 total miles since new. The car finished assembly by hand, at the Wixom, MI based Ford plant in August of 2004, as the 29th GT completed. This capable American supercar was the 6th of 504 examples finished in Centennial White, a color that highlights the design and curves of its muscular lightweight bodywork. Adding to its desirability, this GT was specified with the four factory available options- the luxurious McIntosh stereo system, brake calipers, finished in red enamel paint, lightweight alloy rims, and a bold painted racing stripes in blue. Beautifully presented throughout, this mid-engine powerhouse is offered with its original window sticker, manuals, and certification from Ford.

The Ford GT is part of a rare class of modern cars that instantly became collectible and

have become more and more sought after. Given its inimitable heritage, prolific performance, stunning design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a great opportunity to add a low mileage and well-specified example to any collection.

\$260,000 - 320,000



58^Ω

1962 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 878271

Engine no. R-7967-9

Original UK registration 3488 WK

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

Approximately 290bhp at 5,800rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Long-term ownership by a Jaguar Club Concours judge
- Fully refurbished with some modern upgrades
- One of the best-driving and sounding E-Types available
- Supplied with a factory hardtop, spare wheel, and tool kit
- Jaguar-Daimler Heritage Trust certificate



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 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

Here is one of the finest Series 1 E-Type Roadsters we have ever been privileged to offer. Chassis no. 878271 was completed October 4, 1962, and delivered to its first owner, a Mr. F. Nemith of London soon afterward. The car was eventually purchased by Canadian collector and racing driver, Dr. Gilles St Pierre, of Rimouski, Quebec, and acquired by the current owner in 1989. The owner states that this Jaguar has been his daily driver over the last 25 years, accruing 10,000-12,000 miles a year and maintained without compromise. It has been steadily developed to achieve optimum performance and handling, as would have been if it had been picked up new from the factory with available privateer modifications. The owner says the car has been "refurbished" rather than restored, with every effort made to use OEM components, with one notable

exception: its original "Moss" gearbox was replaced with a modern Tremec five-speed unit, which greatly improves driving ease and comfort. In 2090, the body was stripped and new floors installed by Coachwerkes Auto Restoration of Victoria, BC, then repainted its original color of Opalescent Silver Grey. New engine frames were installed in 2015 by RX Autoworks of Vancouver, BC.

In 2009, the engine was rebuilt with new Arias pistons, Series III rods and oil pump. The crankshaft was Magnafluxed, reground, and polished, and the entire drivetrain, including the aluminum flywheel and clutch assembly, statically and dynamically balanced. The carburetors were rebuilt, as was the water pump. The cylinder head was ported; an upgraded valve train with more aggressive cams was installed, along



with a Pertronix electronic ignition system. The engine was then assembled by Sean Kostrzewski of Octagon Motor Group. A custom stainless steel exhaust system was fabricated, new wiring installed throughout, and the instruments rebuilt. The steering was overhauled in 2011, the brakes in 2012, the differential in 2013, and front suspension in 2015. A high-torque starter was installed, along with all new hoses and a new radiator from Ron Davis Racing. There is a new OEM fuel tank and lines. In 2015, the refurbishment continued, with a new windshield, and a new tan leather interior was installed by David Gallagher at Phoenix Upholstery in Vancouver. It has a new set of Avon CR6ZZ tires on stainless Dayton wire wheels.

The owner, a JCNA Concours judge, has driven this E-Type in numerous road events,

including the Targa Canada West. It has a formidable autocross history throughout the Pacific North West, and in 2013 was a National JCNA Concours Champion and class winner at the All-British Field Meet in Portland, Oregon. It has appeared in both television advertising campaigns for Mellon Bank and in the series "Witches of East End". The owner states that it is a supremely comfortable and capable long distance performer. The owner says the car's 3:31 limited-slip rear axle allows it to run easily at 130 mph at just under 4000 rpm with much more in hand.

The car is supplied with a factory hardtop, a new mohair soft top, boot cover, full tonneau, and complete tool roll, jack and original spare wheel. The original Moss gearbox and engine frames are included as well.

\$190,000 - 230,000



59^Ω

1971 FERRARI 365 GTS/4 DAYTONA SPIDER

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 14537

Engine no. B1194

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *The 16th of just 25 European Spec Daytona Spiders built*
- *Ferrari Classiche 'Red Book' Certified*
- *Presented in the factory delivered livery*
- *The rarest of all Daytona models*
- *Offered with Marcel Massini's history report and Classiche Certification*



THE FERRARI 365 GTS/4 DAYTONA SPIDER

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



The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honor of the sweeping 1, 2, 3 finish by the Ferrari 330P4 sports prototype at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed carrozzeria's director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional "long bonnet, small cabin, short tail" look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. An unusual feature was a full-width transparent panel covering the headlamps, though this was replaced by electrically operated pop-up lights to meet US requirements soon after the start of production

in the second half of 1969. Fioravanti later revealed that the Daytona was his favorite among the many Ferraris he designed.

In response to Lamborghini's 350GT, Ferrari's road-car V12 had gained four overhead camshafts during production of the 275GTB (cars thus equipped acquiring a '4' suffix) and in the Daytona displaced 4,390cc. Power output was 352bhp at 7,500rpm, with maximum torque of 318lb/ft available at 5,500rpm. Dry-sump lubrication permitted a low engine installation, while a five-speed transaxle enabled 50/50 front/rear weight distribution to be achieved. The chassis embodied long-standing Ferrari practice - being comprised of oval-section tubing - the all-independent wishbone and coil-spring suspension was a more recent development though, having originated in the preceding 275GTB.





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

Although there had been no official open-top versions of its predecessor, the favorable reception of Luigi Chinetti's 275 GTB-based NART Spider no doubt influenced Ferrari's decision to produce a convertible Daytona. Again the work of Pininfarina, the latter was first seen at the Paris Salon in 1969, deliveries commencing in 1971. Although the rear end had been extensively reworked, so successful

was Pininfarina's surgery that it was hard to credit that the Daytona had not initially been conceived as a Spider.

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



THE MOTORCAR OFFERED

The history of this rare, European 365 GTS/3 Daytona Spider, chassis no. 14537, starts in April of 1970. The new top-of-the-line Spider had been ordered by Germany's official Ferrari importer, Düsseldorf-based Auto Becker. 14537 was the 16th example built in the assembly sequence of the 25 car total production of European market 365 GTS/4 Daytona Spiders. Configured with a left-hand-drive steering arrangement, 14537 was finished in striking *Rosso Chiaro* over a Black leather interior and Red carpets, and equipped with Air Conditioning and metric instruments.

The new Ferrari was finally finished at Maranello in September of 1971 and delivered to Auto Becker. Becker sold the 365 GTS/4 to Rainer Haas, resident of Hamburg, Germany, who soon after treated the red Ferrari with a silver nose-band; a feature that

remains on the car today. This was a popular detail added to European Daytona's, and resembled the earlier plexi-nose cars. Mr. Haas sold the car to a resident of Kassel, Germany, who later returned the Daytona to Auto Becker. Becker featured the car in their marquee-book *Ferrari-Faszination auf Rädern*, (Ferrari Fascination on Wheels), before selling 14537 to renowned, Düsseldorf-based Ferrari collector, Mr. Hartmut Ibing.

According to recent conversations with Mr. Ibing, the Daytona Spider had started to rust in the lower sections of the bodywork during his ownership. This was not uncommon on Italian cars of the era, as they had very little, if any, rust proofing added at the factory. To cure the problem, once and for all, Mr. Ibing ordered factory original replacement body panels from *Carrozzeria Scaglietti* through

Auto Becker for the areas affected by the rust, and had them galvanized. Porsche and other German manufacturers had just started galvanizing body panels on their new models in the mid-1970s, so it was really the best way to keep the rare Daytona Spider clear of any further corrosion issues.

Mr. Ibing never completed the rust repairs, but sold the car in 1980 to Mr. A.P. Van der Velden of Tilburg, Holland; another renowned Ferrari collector. Mr. Van der Velden entrusted 14537 to Autofficina Franco Toni in Maranello, Italy, who carried out the rust repairs and restored the car. The Daytona Spider was finished in a Dark Blue color and fitted with a red interior. The car remained in Mr. Van der Velden's collection until 1985, when he sold it to Swedish collector Leif Nilsson, who in turn sold it to the Dutch Ferrari importer, Fritz Kroymans of Hilversum, Holland.





Mr. Kroymans is believed to have kept the 365 GTS/4 in his impressive collection until the early 1990s, when it was purchased at auction by Monaco based real estate developer, Gildo Pastor. 14537 remained with Pasto until 2004, when French Ferrari collector Alain Rouhaud purchased the car. An avid Ferrari-enthusiast; Mr. Rouhaud enjoyed the Daytona Spider on numerous Ferrari events over nearly a decade, including at Maranello's test track, Fiorano, for the 60th Anniversary celebrations for the legendary marque.

In 2011, 14537 was treated to a repaint in the original *Rosso Chiaro* and a cosmetic restoration by renowned Parisian specialist, *Carrosserie Lecoq*. 14537 also received Ferrari's official 'stamp of approval' during this time when it was 'Red Book Certified' by Ferrari Classiche, confirming the car being an

original European delivery 365 GTS/4 Daytona Spider, and retaining original components. Dutch Ferrari specialist Piet Roelof is believed to have refurbished the car mechanically around the same time. Mr. Rouhaud finally sold the car in 2012 to Mr. David Holder of Geneva, Switzerland.

Today, this exceptional 365 GTS/4 Daytona Spider remains in lovely condition throughout. 14537 stems from the most rare Daytona model-range produced. A highly collectible Ferrari since day one really, it offers high speed, top-down touring, with a big, 4.4-Liter V12 engine up front. Certified by Ferrari Classiche, 14537 has received the official stamp of approval, and is ready for concours events or high-speed rallies such as the Copperstate 1000.

\$2,500,000 - 3,000,000

1963½ FORD GALAXIE 500 R-CODE LIGHTWEIGHT

Chassis no. 3N66R144637

427ci OHV R-Code V8 Engine

Twin Holley 4-Barrel Carburetors

425bhp at 6,000rpm

4-Speed Borg-Warner Manual Transmission

Heavy-Duty Independent Front Suspension - Live Rear Axle

4-Wheel Heavy-Duty Drum Brakes

- *Eligible for many vintage racing genres*
- *Brilliant example of Ford's Total Performance program*
- *Only four owners from new*
- *Very few miles since restoration*
- *Extremely rare authentic factory homologation special*



THE R-CODE GALAXIE LIGHTWEIGHTS

In the early 1960s, Ford, General Motors, and Chrysler Corporation slugged it out door handle to door handle on the nation's drag strips, NASCAR ovals, and road-racing circuits. Manufacturers stuffed the largest-possible engines into their full-sized two-door models to create true performance versions. To meet FIA and NASCAR displacement rules, these immensely powerful motors were limited to seven liters, or just over 427 cubic inches. Thus were born the 426-inch motors from Dodge

and Plymouth, 421s from Pontiac, and 427s from Chevrolet and Ford.

Recognizing that these big sedans would go faster and accelerate more quickly if they shed some weight, factory engineers looked for ways to eliminate every possible pound. The 1963½ Ford Galaxie 500 Lightweight "Sportsroof" hardtop was Ford's response, built on lighter frames intended for a 300-series sedan, and utilizing various heavy-duty brake and suspension components in addition to lightweight panels, and of course the big 427. The R-Code Galaxie Lightweight is thought to be the only full-sized Ford to obtain FIA Homologation.

touring car classes in the UK, Australia and South Africa. Thanks to their extensive racing applications in period, they are today eligible for many forms of historic motorsport.



The lightweight Galaxies competed in multiple disciplines, from NHRA drag racing and NASCAR competition, to road racing in



THE MOTORCAR OFFERED

The example offered here is one of only 212 built to drag racing specification at the direction of Ford's Merchandising Department. It is equipped with a correct R-Code 427-cubic inch NASCAR V8 engine with dual Holley four-barrel carburetors, solid lifters, and cast-iron headers developing 425 horsepower. There is a Borg-Warner aluminum-cased T-10 four-speed transmission, RC Industries NHRA-approved aluminum bellhousing, stiffer springs and shocks, Ford Police Interceptor rear axle with 4:11 gears, Interceptor heavy-duty drum brakes, steel 5.5 x 15-inch Kelsey-Hayes Interceptor wheels with "dog-dish" hubcaps, a fiberglass hood, front fenders and inner fenders, aluminum bump-ers and mounting brackets, and Bostrom "Thin-line" lightweight bucket seats, a pair of which weigh about half of what a standard bench seat scales.

The interior is bare-bones; the normal carpeting replaced by simple rubber floor mats. There are delete plates where the heater and radio would be, and the interior roof supports, dome lamp, and armrests were left out. There are no springs to support the hood. Even the back-up lights and rear-view mirrors were deleted in the interest of reducing weight.

This car is believed to have been originally delivered to a Ford dealership in Hawaii. There being few opportunities to race in the islands, the car remained unsold. Eventually, the Galaxie found a buyer, but the customer apparently didn't roll up many miles; the odometer reads a mere 6.9, although it is not known if this is an accurate figure. When it was discovered and purchased from the second owner about seven years ago, both the engine and transmission were missing from the otherwise quite complete

chassis. A correct R-Code 427ci/425hp engine and T-10 transmission were acquired from a donor car, and along with the rear axle, were rebuilt by Garage Motorsports in Vancouver, Washington as part of a thorough, six-year, bare-frame restoration. The body was stripped to bare metal, all trim refinished to factory specification, and the thin aluminum bumpers polished to as-new appearance. The body was repainted in its original color of Corinthian White and retains its original factory-applied "For Racing Use Only" disclaimer label inside the glove box.

This rare factory-built Galaxie Lightweight is representative of a very important part of Ford's competition history, and with its shattering performance would make a marvelous addition to any serious collection of American racing machines.

\$140,000 - 180,000

1953 SIATA 208S SPORTS TWO SEATER

Coachwork by Motto

Chassis no. BS 509

Engine no. BS 073

260ci OHV V8 Engine

2 Weber Carburetors, 300bhp

4-Speed Manual Transmission (T-10 Cobra Competition Unit)

4-Wheel Independent Suspension by Coil Spring

4-Wheel Hydraulic Drum Brakes

- Offered with its original engine (number BS 073)
- Period upgrade to Cobra performance
- Immaculately presented, with fresh leather interior
- Eligible for numerous historic events



THE SIATA 208S

The *Società Italiana Auto Trasformazione Accessori*, or SIATA, was established in Turin by Giorgio Ambrosini in 1926. Initially a manufacturer of speed equipment for FIATs – dual carburetor manifolds, high compression cylinder heads, overhead valve conversions, superchargers, gearsets and even complete gearboxes – SIATA enjoyed a symbiotic relationship with FIAT. The enhanced performance of SIATA-equipped FIATs brought competition success and encouraged sales without FIAT's direct involvement.

Following the war once again SIATA leveraged its success to resume construction of FIAT-based sports cars, winning the 750cc Italian Championship in 1948 and 1949 in the hands of Giorgio Ambrosini's son Renato with the FIAT-SIATA 750 Sport Competizione. A series of SIATA 300BC Spyders were built for the

U.S. market powered by Crosley's potent little 750cc single overhead camshaft engine. Larger cars followed, which brought SIATA to the attention of American enthusiasts like Tony Pompeo, Briggs Cunningham, John Perona and Ernie McAfee.

Having been involved in FIAT's Otto Vu project from the outset, when the company ceased production after 49 cars were built, SIATA naturally had access to the overrun of planned V8 power units, leading them to produce their own models: the 2 liter, or 208S. It was undeniably the best looking car to wear the SIATA badge by then (arguably ever), wearing incredibly beautiful coachwork penned by the styling house of Motto, who would go on to style other iconic automobiles such as the Porsche Abarth Carrera.

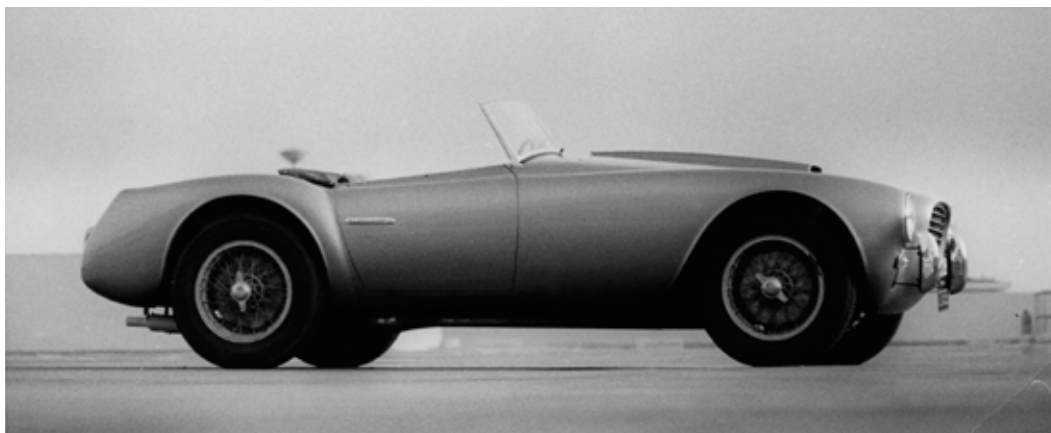
Tuned by SIATA to make 125 horsepower or more, the SIATA 208S in both Coupe and Spyder achieved exceptional performance and a degree of aesthetic presence that is unexcelled in the early Fifties. Their design – leaning forward in a pose that recalls the photographs of early racing cars taken by cameras with focal plane shutters – is aggressive, potent, sleek and elegant. In the finest tradition of great coachbuilding and sports car design, the appearance of the SIATA 208S was matched by its performance, characterized by an early owner as “a dream to drive.... What I liked most about it was styling, handling and its ability to go like a rocket on demand.”

As ever, the fabulous looks and sporting performance came at a price. Here in the States that meant a sticker of just under \$5,000,

BS 509 as featured in the 1964 articles.



BS 509 as featured in the 1964 articles.



which was a hefty number in the mid-1950s, but they were a natural fit for the California culture of design and performance and where they were best suited also to the warm climate. The legendary Los Angeles Hot Rodder turned dealer Ernie McAfee ensured SIATA's popularity here on the West Coast importing the lion's share of them helped by the backing of the wealthy Doheny family.

McAfee's period advertising proclaimed 'Equal these items in any Car and you have a SIATA V8 - 2 Liter V8 Engine, 4 Wheel Independent Suspension, 78 Spoke Borrani Racing Wheels, Genuine 120hp with 120mph, Fantastic Brakes, Michelin Tires, 1900 lbs Weight. \$4995 Complete.' And he knew this from first-hand experience, having bravely campaigned one of the first examples on the Carrera Panamericana in 1953.

SIATA's long and successful history, its experience tuning and developing Fiat-based performance cars, the excellence of the Rudolf Hruska-led design team, the performance and refinement of the Fiat *Otto Vu* V8 and the simple, refined beauty of the coachwork provided by Italy's finest and most creative *carrozzerias* make the SIATA 208S one of the most appreciated, sought after and desirable high performance spiders of the period. They are rarely seen today, and even less frequently available to collectors.

THE MOTORCAR OFFERED

This fascinating and exquisite sportscar may be one of the finest balances of style and power of its generation, with the period enhancement of performance discreetly shoehorned unobtrusively into one of the most beautiful cars of all time.

As recorded in the period journal *Sports Car Graphic* in November 1964 and also '*The Book of Ford-Powered Performance Cars*', the SIATA-Ford, as it came to be referred to, was the ingenious creation of chassis BS509's second owner, cinematographer Kent Wakeford of Los Angeles. When new, like the majority of these cars, the Doheny family had supplied it here on the West Coast, before passing it to Wakeford in 1962.

Wakeford was unquestionably very gifted when it came to visual appreciation and would go





onto have a very storied studio career working on noted films such as Martin Scorsese's *Mean Streets* and *Alice Doesn't Live Here Anymore* (among others), so he would almost certainly have enjoyed the beautiful styling of these Italian jewels. It is understood that either the original power unit started to give trouble, or perhaps didn't have the 'oomph' of some of the more modern contemporaries on the LA streets, such that Wakeford considered some alternatives.

He was fortunate to meet Allan Johnston, a local electronics engineer, and ultimately commissioned him to replace the car's engine. They chose a 260 cubic inch Cobra unit of which it is written they got directly from Shelby, which had been in one of their early cars. Johnston's engineering background insured that the project was precisely thought out before it was acted upon, and that this was no 'quick and easy', half-baked job, no sir...

Both Johnston and Wakeford wanted to keep the same driving characteristics of the sprightly Italian barchetta. And so, they set the Cobra motor 4 inches further back into the car, mating it to a close ratio four speed Ford casing and Corvette tailshaft assembly. A Lincoln drive shaft was fitted arriving at a Ford U-joint, while the back axle remained stock only with the final drive altered by using Fiat 2300 gears. Testament to the modernity of the SIATA as built, the suspension and brakes actually were up to their new engagement, and needed little amendment; only the rear received an additional pair of tubular shocks. Naturally, a larger cross flow radiator was employed, and some slight appeasement around the firewall, but ostensibly the structural integrity of the car was unaltered and most importantly its visual aesthetics were unchanged.

All of the details are fastidiously recorded in the pair of period articles on the conversion. The car emerged finished in 1964, clearly it was something that they were proud enough of to immortalize it in print.

As Wakeford's career began to take off he parted with the SIATA around 1966, both the car and seemingly its original engine (now separated) remained in California for the next decade. The car headed south to San Diego, then back to Los Angeles and out to Santa Monica where it arrived at Steve Taube Porsche in 1976.

It was there that the car was espied by another connoisseur of design, an aspiring young architect Daniel Rowen, then in his Twenties, who promptly acquired it and would keep it for the rest of his life until his untimely death



in 2009. Mr. Rowen would go on to become a true custodian of the car, amassing copious amounts of information on this little known model as well as using it. It was a well-known sight in the various locations around the country that he made his home, first in Washington DC and latterly in Connecticut. In the mid 1980s, after nearly a decade of ownership he commissioned Don Lefferts' famed Vintage Auto Restorations Garage in Ridgefield, Connecticut to carry out a full restoration at which point it was refurbished in a typically appropriate livery of red.

On Mr. Rowen's death the car was purchased by a well-known authority on its power unit, and subsequently re-restored to the more tasteful scheme of black. In researching its early days in California and with the help of noted authority John de Boer, its original SIATA Ottu Vu power

unit, number 073, was found with Jeff O'Neil in San Francisco. Sensibly this was acquired to re-package the car and provide the opportunity for any future owner to return it to its 'as born' configuration, but the reality is that through the last two ownerships, the potential 'reigning in' of its performance hasn't been opted for. Its current custodian has added further to its appeal by sourcing various 'hen's teeth' parts to the engine, including an ultra rare set of correct carburetors, while on the cosmetic side its upholstery has been completely refurbished by respected craftsman Mike Curley in a deep tan leather, elevating the car's condition.

As it stands today, the car is arguably the best of all worlds, being better looking than a Cobra, a faster and more dependable Etceterini, and with the trump card of the matching numbers power unit up its sleeve.

Copiously documented and exquisitely presented, this sexy Italian-American could provide its next owner with a suitable mount for a multitude of long distance tours from those of Rich & Jean Taylor's New England 1000, Mountain Mille, etc., to the California Mille, Colorado Grand and Copperstate 1000. Reverted to original specification it may even grace the Mille Miglia.

Looks, power, eligibility and rarity: what more could one ask for?

\$1,100,000 - 1,300,000

1937 CORD 812 PHAETON

Chassis no. 1814H

Engine no. FB791 (see text)

289ci Lycoming Flathead V8 Engine

Single Stromberg Carburetor

125bhp at 3,500rpm

4-Speed Pre-Selector Electric Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Innovative front-wheel-drive Art Deco-era motorcar*
- *Timeless Gordon Buehrig design*
- *Sophisticated pre-selector transmission*
- *CCCA Full Classic™*



THE CORD 810/812

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognized American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile exhibitions. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with its louvered 'coffin' nose, streamlined, spat-shaped wings and absence of running boards would prove

immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the latter in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble and when its proprietor sold out in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, just fewer than 3,000 810/812s had been made.



Custom sedans on a longer wheelbase joined the four-model 812 range for 1937. Priced



THE MOTORCAR OFFERED

Ever elegant and modern, the 'coffin nose' Cords arguably never look better than in a dark color, such as this black example, which allows the chrome body trim to contrast and stand out more, truly accenting its iconic and individual design.

The car offered here is a long term southern state car, which is understood to have resided in Texas for many years. As listed in the registry in *Cord Complete* by Josh B. Malks, it would appear that at some point its engine was replaced with a slightly earlier power unit, however the body number tallies as original to the chassis. Its owner reports that the car is known to the Auburn-Cord-Duesenberg Club in Indiana.

Viewed closely the car has the appearance of a nice original car which has received

sympathetic refurbishment and maintenance over the years, rather than a comprehensive restoration, and as such may be considered a very presentable 'driver quality' car. The car has recently received a full service and a thorough detailing. Its claret interior shows only the lightest of age, while its fawn top has recently been cleaned and its paintwork detailed. On the mechanical side, its owner reports that the car drives extremely well, including its revolutionary electromagnetic gear-change mechanism.

Whether you are purchasing the car to have as is or take it to a higher level, this is a worthy example for consideration.

\$110,000 - 140,000

Please note that this vehicle is titled with chassis number 18144.

63

1960 MGA 1600 ROADSTER

Chassis no. GHN-L 84466

Engine no. 16GA-U 15691

1,588cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

80bhp at 5,600rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *A matching numbers, highly original example*
- *Less than 19,000 miles from new*
- *Offered with Heritage Trust Certificate*
- *Rare and desirable color combination*
- *A perfect candidate for Concours Preservation class*



THE MOTORCAR OFFERED

Bonhams is thrilled to offer one of the finest and most original examples of the MGA 1600 Roadster we have ever seen. Discovered after more than 35 years in dry storage, this lovely, unmolested classic British sports car may be the most original in existence. It has been driven less than 19,000 documented miles since it was delivered new to its first owner, Mr. Robert W. Durham by Consolidated Motors in Long Beach, California. It remained with Robert Durham until 1977 or 1978; its 1979 California registration shows a transfer to Melvin Durham. Eventually it was sold to its third owner, Mr. Stephen Newby, in the Seattle area, who obtained a British Leyland Motor Heritage certificate issued September 3, 2014. The certificate shows that this car was completed and delivered for shipment to the US on January 25, 1960, finished in GR26 Dove Grey with red seats, black carpets and tonneau, and

dark gray folding convertible top. The options included were a heater, windshield washer, and wire wheels fitted with whitewall tires.

Today, this wonderful MGA Roadster is offered with its original drive train, paint, and interior, showing but 18,416 total miles at the time of cataloguing. It retains its five original Dunlop Gold Seal bias-ply white-wall tires, its original folding top - its fabric and stitching still excellent - its original side curtains, complete tool set and bag, knock-on hammer, King Dick jack, air pump, and spare wheel with its original fabric spare wheel cover (a rarely-seen item), an original and unused spare John Bull fan belt, even its original starting crank. The car retains original documentation such as Bill of Sale, factory warranty, owner's manual, tuning guide, original California black license plate in the dealer's frame, and registration papers from new.

Here is a true time-capsule survivor, one of the most original MGAs available anywhere; perfectly suited for entry in any major Concours d'Elegance that offers a Preservation class. Turn back the clock, its 1960 again!

**\$45,000 - 65,000
WITHOUT RESERVE**

Please note that this vehicle is titled with chassis number 61GHNL84466 and as a 1961.

1971 TOYOTA LAND CRUISER FJ43

Chassis no. FJ43-22189

Engine no. F-328907

3,878cc OHV Inline 6-Cylinder Engine

Single Carburetor

125bhp at 3,600rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Expertly restored by the FJ Company*
- *Believed to be a two-owner car from new*
- *Finished in era-evoking Heath Grey*
- *One of the most iconic 4-Wheelers ever produced*
- *Excellent entry to the Copperstate Overland Tour*



THE TOYOTA LAND CRUISER

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

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

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

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

THE MOTORCAR OFFERED

Presented here is surely one of the best-restored examples of the legendary Toyota Land Cruisers available. Like most cars in the FJ40's price-range, it can be difficult to justify a full restoration, but the beautiful example offered here is an exception to that rule. Believed to have had just a few owners from new, this rugged Toyota was recently treated to a thorough restoration to factory specification by the Miami based experts at the FJ Company. Finished in Heath Grey, the FJ is offered with a comprehensive history file from new, and is ready for the new owners adventures.

**\$80,000 - 100,000
WITHOUT RESERVE**

65^Ω

The ex-Charles G. Renaud

1951 FERRARI 212 INTER CABRIOLET

Coachwork by Vignale

Chassis no. 0159E

Engine no. 0159E

2,562cc SOHC V-12 Engine

3 Weber Carburetors

170bhp at 6,500rpm

5-Speed Manual Gearbox

4-Wheel Drum Brakes

- 2nd-in-class at the 2014 Pebble Beach Concours d'Elegance
- Certified with Ferrari Classiche Red Book and Marcel Massini Report
- Recent ownership for 39 years by noted collector Charles G. Renaud
- Award winning two-year restoration completed in 2014
- Exquisite open-top expression of the venerable 212 Inter
- FIVA Certified



THE FERRARI 212

Produced in multiple variations between 1951 and 1952, the 212 achieved significant racing successes but more importantly it put some 110 individual chassis in the hands of clients. The 212 was bodied in a bewildering array of styles from lightweight spyders, coupés and berlinettas to stylish and luxurious cabriolets. Carrozzeria Alfredo Vignale contributed most of the 212's coachwork but the 212 also provided the basis for the first Ferrari by Pinin Farina and important designs by both Touring and Ghia.

Ferrari's original V12 designed by Gioacchino Colombo was only 1.5 liters, just 125cc per cylinder. Its displacement was first expanded to 1,995cc in the Ferrari 166, then to 2,341cc in the 1950. A further increase in the cylinder bore from 65mm to 68mm brought the individual cylinders to 212cc

and the engine's displacement to 2,562cc. The chassis was Ferrari's proven design consisting of a double oval tube frame with double wishbones at the front suspended by a transverse leaf spring and a carefully located live rear axle with semi-elliptical leaf springs. The brakes were Ferrari's large hydraulically actuated drums. The transmission was mounted directly behind the engine and had five forward speeds.

There were two basic – but frequently intermingled – distinctions. The Export model, intended for racing on tighter circuits, had a wheelbase of only 2,250mm. The Inter version was typically built on a longer wheelbase chassis in both racing and Gran Turismo guise. Engines were tailored to clients' needs and to the specified coachwork with different tunes and carburation. The engine's elements

were refined steadily including introduction during the 212's production of cylinder heads with individual intake ports, bringing the rated power when fitted with three 36mm downdraft Weber carburetors to 170bhp. It was also during the 212's production that the model designation changed, without notice or comment, to 'EU', foreshadowing the 250 Europa that was to follow it.

While often competing against the large displacement Lampredi-engined 340 Mexico, the 212 earned its keep in racing, including first and second place finishes in the 1951 Carrera Panamericana by Piero Taruffi / Luigi Chinetti and Alberto Ascari / Luigi Villorosi. The 212's competitiveness was further demonstrated by the frequency with which their engines were updated by owners, in an effort to keep at bay newer and larger-displacement competitors.





THE MOTORCAR OFFERED



This breathtakingly restored early Ferrari Cabriolet claims a number of noteworthy superlatives, including coachbuilt rarity, a documented history of very few owners, Red Book certification by Ferrari Classiche that verifies the presence of the car's original V-12 engine, and a recent successful visit to the Pebble Beach Concours d'Elegance. Chassis no. 0159 E is approximately the 16th of 78 Inter examples built, and the first of four similarly styled cabriolets bodied by Vignale. The coachbuilder's exquisite design took the 212 Cabriolet to a new level of elegance, with a large open-mouth grill, chromed front fender strakes, and recessed chromed tail lamps. With almost exclusive use of aluminum alloy in the coachwork, the lightweight Inter was also capable of impressive performance.

Built on a 2,500mm wheelbase, this 212 was completed at the factory in October 1951, as

photographically depicted in the 2006 book *Making a Difference – Coachbuilt Roadgoing Ferraris of the Fifties and Sixties*, by marque authorities Angelo Tito Anselmi and Marcel Massini. According to Massini's history of chassis no. 0159 E, the car was dispatched in October 1951 to a dealership in Rome before being sold to the first owner of record, Peter Staehelin, a student in Basel, Switzerland. Staehelin was a co-founder of the Ecurie Espadon race team, which campaigned two Ferrari Formula 2 monopostos.

In 1953, Mr. Staehelin commissioned the factory to upgrade the Inter's motor to a higher state of tune by modifying the one-carburetor intake to a three-carb set-up, which duplicated the competition configuration of the 212 Export variant. The car was spotted and photographed while parked at the XXIII Annual



0159E photographed when new at Vignale - Torino, Italy.



0159E in the parking lot at the Le Mans 24 Hours - France, 1955.



0159E Awarded 2nd in Class - 2014 Pebble Beach Concours d'Elegance.

24-Hours of Le Mans in June 1955, having been driven there by Staehelin.

In December 1960, the opulent Vignale Cabriolet was purchased by a musician in Thalwil, Switzerland, named Mr. Tellenbach. Domiciled for a year or two, the car passed in 1963 to August Zumsteg, a teacher residing in nearby Kaiserstuhl. Following the cancellation of Mr. Zumsteg's registration in January 1969, the 212 was acquired by Rob de la Rive Box, the noted Dutch dealer and automotive writer. Photographs of the car taken during his ownership were eventually published in books by Marcel Massini and Mr. De la Rive Box. Purchased in January 1971 by L.J. Roy Taylor of Shropshire, England, the elegant Inter was registered in the United Kingdom, and when later tested in August 1973 by Woore's Garage Ltd. the car still displayed only 69,788 kilometers.

In October 1973 the Ferrari was sold to Charles Gaston Renaud of Cortaillod, Switzerland, a former Bugatti privateer racer and friend of the first owner, Mr. Staehelin. Mr. Renaud owned the car for several decades, and it was featured in an article about his collection in the December 1999 issue of the French magazine *Automobiles Classiques*. In 2002 the owner began to disassemble the cabriolet for restoration, but he unfortunately passed away four years later with the refurbishment still underway, and 0159 E was domiciled within his estate until 2012.

When the rare cabriolet was acquired then by the consignor, the odometer still displayed just 71,628 kilometers, which are believed to be original. Seeking to confirm 0159 E's provenance and originality, the consignor contacted the Ferrari factory regarding

production records and received an email from Ferrari Classiche's Marco Arrighi that engine internal no. 72 corresponded with the car's original V-12 motor. In October 2012, the Inter was submitted to Sahli Karrosserie in Zurich to receive a new paint finish in the original color of Rosso Bordeaux, and a fully invoiced and photo-documented mechanical and interior restoration was also undertaken. Completed in spring 2014, this work resulted in outstanding factory-correct detail and properly performing systems.

Following the factory issuance of prestigious Ferrari Classiche Red Book certification in April 2014, 0159 E was accepted and presented in August at the 2014 Pebble Beach Concours d'Elegance, where it was awarded second-place in its class. Of great note is the fact that the class winner, chassis





no. 0402 AM (the Scaglietti-bodied 375MM originally owned by film director Roberto Rossellini), eventually won Best of Show, making the cabriolet's second-place award a particularly honorable mention.

nearly any collection of Ferrari roadcars, and would make an ideal acquisition for any discerning Italian sports car aficionado.
\$2,400,000 - 2,800,000

Still displaying the immaculate benefits of the comprehensive restoration, chassis no. 0159 E is an exquisite postwar Ferrari with exceedingly rare coachwork (the first of four Vignale Cabriolets, and the only one to feature the elegant chromed fender strakes). It is accompanied by factory certification, books and tools, and numerous photographs (including period images taken at the Vignale factory upon its completion, and over 2,200 restoration photos). A sensational example of the early luxury roadcars that Maranello was marketing to support its legendary racing efforts, this superb 212 Inter would crown



1966 SUNBEAM TIGER SERIES I

Chassis no. B382000023LRXFE

289ci OHV V8 Engine
Single 4-Barrel Carburetor
200bhp at 4,400rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Beautifully restored example of the charming Sunbeam Tiger*
- *Thrilling Anglo-American hybrid*
- *Listed in the Tigers Owners Registry*
- *Excellent entry in high-speed rallies and driving events such as the Copperstate 1000*
- *Tastefully upgraded to 289ci power plant*



THE SUNBEAM TIGER

Inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same Anglo-American hot-rodding with its Sunbeam Alpine sports car. Ford's 260ci (4.2-liter) unit was chosen, and even though it had 'only' 165bhp on tap, it produced nearly twice the horsepower of the contemporary Alpine's 1.6-liter four. The aptly named Sunbeam Tiger entered production in June of 1964, more than a year after Shelby's first prototypes were initially released.



The Pressed Steel Company Limited in Oxfordshire, England, supplied painted and trimmed bodies and the engines and gearboxes came directly from Ford in America. Assembly was handled at the Jensen Motors Limited plant in West Bromwich, England. Compared to the standard Alpine, the Tiger was fitted with a stronger gearbox and rear axle plus rack-and-pinion steering and was vastly superior to its Alpine progenitor in performance terms; the Tiger stormed to 60mph in less than ten seconds and peaked at 117mph.

In 1967, the Series II Tiger was introduced, with the major change being an upgrade of the 165 horsepower 260 to the 200 horsepower 289ci V8. Sadly, the Tiger was terminated shortly thereafter when Rootes was acquired by Chrysler, who

was understandably opposed to selling the Ford-equipped Tiger. However short their production run, the Sunbeam Tigers were an excellent and important example of Anglo-American hot-rodding and offer blistering performance in a handsome, decidedly British package.



THE MOTORCAR OFFERED

This beautiful Series 1 Tiger is offered in marvelous condition, benefitting from a recent restoration. The charming Series I body is finished in a wonderful dark blue metallic over a grey interior, an interesting and pleasing combination on this exciting Roadster. The interior features a wooden steering wheel and freshly rebuilt Jaeger gauges mounted in a refinished wooden dash. At some point, this stunning Tiger was upgraded to feature the larger, more potent 289ci engine of the Series II Tiger, bringing the 0-60 time to 7.5 seconds from 8.6. This is a common upgrade to first series Tigers, and one that is very easy to carry out, since the Ford 260ci and 289ci V8 engines are virtually identical externally, and mount in the chassis the same way.

This performance bump, along with its recent comprehensive restoration, make this English

roadster an exciting and desirable prospect for spirited driving and high-level shows alike.

This carefully maintained sports car is recorded in the Sunbeam Tiger registry and offers an excellent opportunity to acquire a rare and important sports car. Priced at a fraction of the price of the Shelby Cobras, the Sunbeam Tiger offers excellent 'bang for your buck'. A great Roadster to take on high-speed rallies and driving events such as the Copperstate 1000, or simply cruise around the country side on a Sunday morning.

**\$80,000 - 120,000
WITHOUT RESERVE**

Please note that this vehicle is titled with chassis number B38200023LRXFE.



67

1911 KISSEL KAR MODEL D-11 50HP TOY TONNEAU

Engine no. 6197

380ci L-Head Inline 4-Cylinder Engine
Single Stromberg Carburetor, 50bhp
4-Speed Manual Transmission with Overdrive
4-Wheel Leaf Spring Suspension
Rear Drum Brakes

- A rare survivor from a well-respected manufacturer
- Very attractive color scheme
- Beautiful restoration
- Former HCCA Gazette Cover Car
- Able to keep up with today's traffic



The KISSEL KAR

One of several businesses created in the early 1900s under the ownership of the entrepreneurial Kissel family of Hartford, Wisconsin was the Kissel Motor Car Company. The first Kissel Kar ("Kar" would be dropped after World War 1 because of its Germanic tone) was manufactured in 1905, a four-cylinder runabout with shaft drive. The Standard Catalog of American Cars notes that volume production began in 1906, with those models being offered for sale the following year. The earliest cars

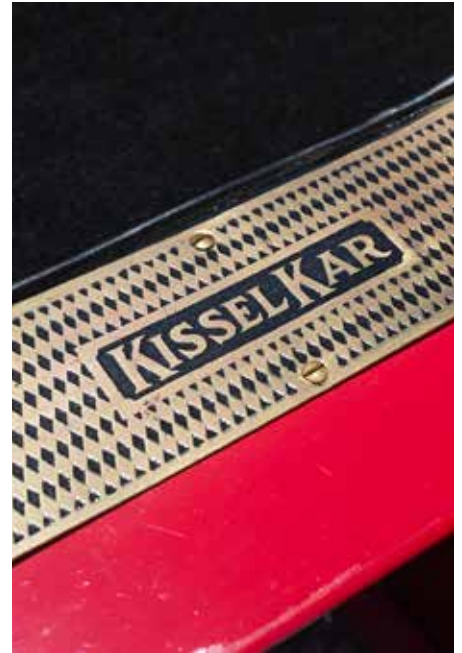
were bodied by a sleigh manufacturer, and were powered by Beaver engines, but soon the Kissels were making everything themselves.

By 1909, there were Kissel Kars available in several sizes and models priced from \$1350 to \$3000, and a six-cylinder model was soon introduced. For 1911, Kissel introduced an even more sporting touring car, with a double dropped chassis, and a variety of body types, now including a 'Semi-Racer' alongside other sporting touring cars, such as the 5 Passenger Touring, and the compact 'Toy Tonneau' as offered here.

huge, 380 cubic inch engine, its cylinders cast in two pairs. Although Kissel built high-quality automobiles, it struggled through the late 1920s and filed for bankruptcy in 1930, its last efforts being large 6- and 8-cylinder vehicles for the 1931 model year.



Various sources differ on the wheelbases offered by Kissel; they reportedly range from 112 to as long as 132 inches, depending on the model. The D-11 is understood to have been built on a 124-inch wheelbase frame, and had a



THE MOTORCAR OFFERED

This exceptionally well presented 'drop chassis' model D-11 comes to the market fresh from long term ownership during which it was comprehensively restored in the late 1990s. This work was carried out without regard for its cost and the ultimate finish of the car is very fine.

Resplendent in its vivid Red paint scheme, a popular guise for these cars, the sporting lines and form of its toy tonneau coachwork are heightened by darker red on the fender moldings and intricate gold striping across the body, chassis and springs. The Kissel Kar is well appointed with bold Rushmore brass headlamps, elegant sidelights and a bulb horn, a Prest-O-Lite acetylene generator sits on its running board. To provide some, but limited protection from the elements a full length top is fitted, which was also replaced

during its restoration. Its upholstery has been beautiful refurbished in shining tufted leather.

Following completion of its restoration, the Kissel Kar has seen modest use and occasional showing, which caused it to be photographed for the cover of the Horseless Carriage Club Gazette in their January/February 2003 issue. Eligible for the events of that and other clubs specializing in Brass Era cars, this really is a great example of its breed.

\$150,000 - 175,000

1952 CUNNINGHAM C4R CONTINUATION

Chassis no. R5220

Engine no. C53.8.10158

331ci, OHV Hemi V8 Engine

4 Dual Throat Downdraft Weber 48IDA Carburetors

4-Speed Manual Transmission

Independent Front Suspension by Coil Spring, Live Axle Rear Suspension, by Coil Spring
4-Wheel Ventilated Disc Brakes

- One of only 4 continuation C4Rs built
- Virtually as new with only 130 miles on the odometer
- Exhilarating performance and iconic design
- Extremely rare collector opportunity
- Potentially eligible for a host of historic events



THE C4R

In automotive circles, Briggs S. Cunningham Jr. was the quintessential American sportsman of the 1950s – as such, was the subject of a *Time* magazine cover story in 1954

"The example [Briggs] set played a major role in promoting and expanding road racing. This, in turn, advanced the technology of the automobile itself, particularly in the areas of chassis design, handling and braking. He was a great athlete who pursued his ideal: to make America tops in sports-car racing"

Richard Harman, Author
Cunningham - The Passion The Cars The Legacy

In the course of Briggs Cunningham's legendary efforts to bring American-powered sports cars to victory; he built, fielded, and drove some of the most enthralling automobiles of his time. Of the 36 cars Cunningham built bearing his family name; only nine were all-out racecars, only three of them were the legendary C4Rs – two roadsters and one "C4RK" coupe.

The three C4R (racing) cars vigorously campaigned by the works team in 1952-54 brought Cunningham his greatest competition successes. All of the C4Rs were powered by a modified-for-competition Chrysler hemi-head V8 engines. Beginning with John Fitch winning the 1952 Elkhart Lake race, the blue-striped white sports roadsters were victorious at seven major races over the next two years –including the 1953 Sebring race. (Phil Walters and John Fitch driving). The fact that the three C4Rs won 74%

and finished 84% of the races they entered demonstrated their durability.

They were not only reliable, but also safe. As a tribute to its maneuverability, the legendary Mercedes-Benz engineer, Rudolf Uhlenhaut, said after test driving a C-4R in 1953, "That's the safest handling racing car I have ever driven."

Briggs Cunningham took the three C4Rs to Le Mans in pursuit of the triumph that was his ultimate racing objective. The roadsters were class winners in 1952 (with Cunningham and Bill Spear driving) and 1954 (Sherwood Johnston and Bill Spear driving). The Cunningham team's 3rd place overall in the 1954 race was the best C4R showing at Le Mans.

To give an idea of the vision and ethos with which these cars were built, the current



CARRYING THE FLAME - THE CONTINUATION CARS

owner of this car fondly recalls taking him out for his final drive in a C4R (R5217) at the Palm Springs vintage races in 1994. Upon entering the straight, Briggs, then in his mid-eighties, forcefully motioned with a clenched fist: 'give it everything'!

Today, all three of the highly prized original C4R racecars are in major private collections The Simeone Foundation (R5217) and The Revs Institute (R5216 and R5218), where they will likely long remain. Perhaps, not surprisingly this precipitated the idea of building others; however only one series of 'continuations' have been built to date.

In the early 1990s, Seattle Cunningham enthusiast Larry Black set about creating a faithful recreation of the C4R racecar. Black planned to duplicate the famed original as closely as possible including its race-tuned Chrysler "hemi" engine. The prototype was operational by 1994, and Black arranged to put Cunningham scion, Briggs Cunningham III, behind the wheel.

Viewing the proposed C4R revival as an opportunity to honor his father's legacy,

Briggs III acquired a substantial financial interest in the project. By 1997, the resurrected Cunningham operation had been moved to Lime Rock, Connecticut. With the endorsement and resources of the Cunningham family behind it, the new C4R became a true "continuation" of the original design, and it was so designated. Veteran Cunningham team drivers John Fitch and Phil Walters helped sort out the Continuation prototype – ensuring the car's performance and handling would impress journalists and delight enthusiasts.

Unforeseen business issues resulted in only four C4R Continuation cars being completed under Cunningham family auspices. A fifth C4R recreation, based on an original Cunningham C-3 chassis, was completed by a private an English collector in 2012.



THE MOTORCAR OFFERED

Beautifully representing the dedication, skill and passion Briggs S. Cunningham brought to his original 1952-53 racecars; the four superbly executed authorized C4R Continuations built by the Cunningham family are the consummate tribute to Briggs Cunningham Jr and his renowned auto racing legacy.

This is the second of those continuation cars produced, chassis R5220, which was acquired by its current owner Bob Williams shortly following the sale of the original C4R racer (R5217) to the Simeone Foundation. R5220 was intended to fill the void resulting from the sale of R5217, but as detailed in Dr. Simeone's book *The Spirit of Competition*, a unique and truly extraordinary relationship evolved between the former and current owners. Fred describes it as 'A shared custody',

Bob Williams and I have a peculiar relationship with this car. Clearly, his love for the car, his subsequent use of it in a variety of events such as The Colorado Grand, the Le Mans Retrospective, etc. indicate that he has maintained his active interest which is unaltered from before our acquisition until now. Bob has always respectfully handled the car at choice events throughout

much of almost two decades since we began sharing custody. Although the foundation is the owner, Bob has maintained it in every possible way, upgrading whatever changes have resulted from his driving, whether it be touring such the Colorado Grand or racing at Laguna Seca."

In Fred's inscription of his book to Bob, Fred warmly states: "*To Bob, Thank you for sharing the passion, Fred Simeone.*"

R5220 has been shown at many of the gatherings of Cunningham cars in the last few years, including at Lime Rock Park for the Labor Day event held in 2013, and here at The Quail in 2007. It has also been exhibited at the Petersen Automotive Museum in Los Angeles.

It is one thing to read of the Cunningham C4R legend, the evocative snapshot in the history



books, but another to be able to sample that legend. The car we present provides exactly that – and a truly awe-inspiring opportunity it is too, as this cataloguer can attest. The sheer presence this has is immediately impressive – but as soon as the beast is fired up and the ground-shaking 331 Chrysler Hemi V8 bursts into life, the reality of that potential takes hold... The spartan cabin, and dog-leg steering wheel position are quite unlike almost any other car. As the C4R truly thunders down the road...it is an experience that is highly recommended.

After, his long association with both cars 5217 and 5220, its present owner has made the decision to part with 5220 and, with that move, has enabled another enthusiast to sample one of these cars and, in his own way, celebrate the spirit of Briggs Cunningham and all that he stood for.

Better still is the fact owing to the owner's limited time and the 'shared custody' that he has retained of his former car, it really has seen very little use since its build in the late 1990s, and carries around 130 miles total on its clock. Consequently it is in immaculate 'out of the box' order which only one collector will be able to prize as a "center point".

As configured today, with its more modern upgrades to a synchromesh gearbox and disc brakes, its application might be more for enjoyment on the road and for its pure beauty. Inquiries made by Bonhams with the organizers of the Goodwood Race Circuit Meetings, and select tours suggest that if matched to original specifications it would be welcomed at these important and popular types of events.

The term 'icon' is frequently overused in car literature, but it is entirely appropriate for the C4R, a piece of American history that in its spirit, aesthetics and is an all American thoroughbred. When one thinks of Cunningham's racers, the C4R invariably comes to mind.

In 2015, the Pebble Beach Concours d'Elegance honors the "Postwar Cunninghams", this represents a very rare opportunity to actually buy one...

\$750,000 - 1,100,000

1986 PORSCHE 930 TURBO COUPE

VIN. WP0JB0933GS051289

Engine no. 68G01294

3,299 cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

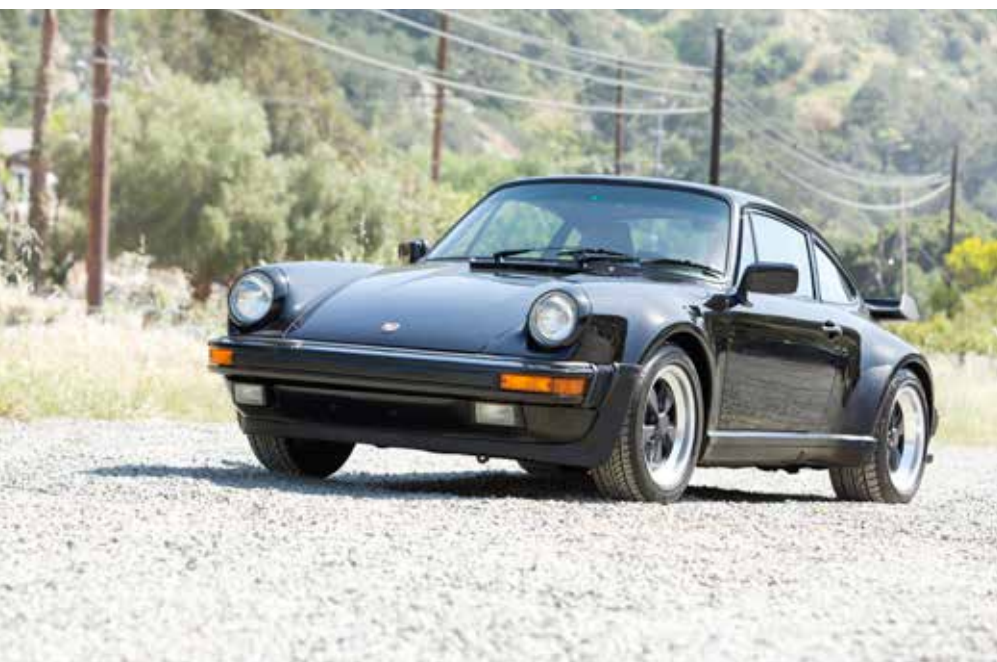
282bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Believed two-owner California car*
- *Less than 47,000 miles from new*
- *Iconic 930 model in striking black over beige livery*
- *Recently serviced*
- *Optioned with black Fuchs, a sunroof, and a sport steering wheel*



THE PORSCHE 930 TURBO

Porsche's most iconic model, the long-running 911 sports car first appeared at the 1963 Frankfurt Show as the '901' but shortly after production commenced in 1964 it was renamed as the '911'. The preceding Type 356's rear-engine layout was retained but the 911 switched to unitary construction for the bodysheet and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 liters and, in turbo-charged form, put out well over 300 horsepower.

Group 4 homologation rules, which required 400 road cars to be built, led to the formation of 'Project 930' – the legendary 911 Turbo.

Production began in April of 1975; the Turbo married a KKK turbocharger to the 3.0-litre RSR engine; in road trim a combination that delivered 260bhp for a top speed of 155mph. As impressive as this was there was more to the Turbo than just top speed, it was also the best-equipped 911 and amazingly flexible – hence only four speeds in the gearbox – being capable of racing from a standstill to 100mph in 14 seconds.

Borrowing the flared wheel arches and 'tea tray' rear spoiler from the Carrera model, the Turbo made them renowned. Incorporating the most luxurious interior yet seen in a 911, the Turbo featured leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 liters for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the

fastest-accelerating road car of its day went up to 160mph. More refined and offering better performance than its predecessor, the Turbo sold in the thousands, becoming the definitive sports car of its age.



THE MOTORCAR OFFERED

This 1986 Porsche 930 Turbo Coupe was imported new to California and delivered to Porsche of Downtown Los Angeles on August 8th, 1986. The powerful Porsche was optioned with 16" black Fuchs wheels, a sport steering wheel, sport seats, a Monterey radio, an alarm system and a sunroof. It is believed to have had two long-term owners, both residing in Orange County. This Turbo shows less than 47,000 miles on the odometer and is presented in its original color combination of black over beige leather.

As is commonly known, these limited edition 930 Turbo's were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN as the one the car is identified under. This car was given worldwide VIN of WP0ZZZ93ZGS051289, as stamped on its chassis-tub, but was

then assigned the US-market specific VIN of WP0JB0933GS051289 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity and CARFAX is also based on its ultimate US-market VIN number.

This car is the recipient of a recent \$9,200 service, and is being offered with the Certificate of Authenticity, books, original spare, jack, a clean Carfax, and service records. The next owner of this Turbo will be fortunate to have acquired a car with a clean history, a great color combination, and a recent mechanical servicing which should allow for plenty of spirited driving.

**\$110,000 - 140,000
WITHOUT RESERVE**



1954 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198.040.4500105

Engine no. 198.980.4500112

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Low-mileage, matching numbers example*
- *Long-term highlight of the Kemp Auto Museum*
- *Largely original and well-kept example of the legendary Gullwing*
- *Desirable early production Gullwing*
- *Offered with Mercedes-Benz factory build sheets and tools*



THE MERCEDES-BENZ 300SL GULLWING

Instantly recognizable not only by automobile buffs, but virtually anyone on the planet, the immortal 300SL (for Sports Leicht) Gullwing coupe arguably competes for the title of “Greatest Sports Car of the 1950s”, and surely qualifies for anyone’s Top 10 list of the greatest automobiles of all time. A period favorite of wealthy celebrities, it ranks today among the most valued and collectable sports cars ever produced.

The 300SL coupe was the direct descendant of Mercedes Benz’ Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes Benz historian W. Robert Nitzke writes that company management wanted to jump back into Grand

Prix racing, where it had been so successful before the war, but lacked the time necessary to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series.

Because the engine and drivetrain were relatively heavy, the chassis would have to be very light. Test Department manager Rudolf Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: There was no way to mount conventional doors without compromising

the rigidity of the chassis. The solution was to raise the entry so that the doors cut into the roof, but that meant hinging them from the top, thus giving birth to this car’s timeless signature design feature.

The 300SL’s first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco’s open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third coupe had gone off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race.

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake



mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea in its pocket for future use. After the grueling 24 hour epic, a pair of 300SLs had finished in the top two positions...and were then driven back to the factory!

Mercedes Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car, but the SLs weren't done; they reappeared in 1955 as the airbrake-equipped 300SLR, utilizing that feature and a great many more of the advancements successfully tested on the company's Formula One racing cars. The year would bring triumph and tragedy; 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia – where Stirling Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour – the Nurburgring, Spa, Zandvoort, Aintree,

Kristianstad, Monza, Dundrod, and Sicily's Targa Florio. The only setback, and one that would have devastating consequences, occurred at Le Mans, where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes Benz to withdraw from racing for many years.

New York imported auto entrepreneur Max Hoffman is credited with urging Mercedes Benz to build a production sports car based on the 300SL racing car. The 300SL Gullwing in final form was unveiled at the New York International Motor Sports Show in early February, 1954, and actual production began that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection. It was, claimed the factory, "the fastest German production sports car".

Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers, and in 1957, the elegant and improved 300SL Roadster appeared, proving even more successful from a sales standpoint, with 1,858 units produced.





THE MOTORCAR OFFERED

Completed on December 3rd, 1954, this early US-specification 300SL is the 105th Gullwing produced, and one of just 167 cars completed in 1954. As such, it has unique attributes only found on early cars, including the welted 'eyebrows' over the wheel arches. Originally delivered to Jim Powell in Little Rock, Arkansas, this iconic sports car was finished as it appears today in Silver Grey Metallic (DB180) over a Red Leather interior from the factory. The car is listed in the Gullwing Group Registry and in Eric Le Moine's 300SL book as a 'Special Order' car. The copy of the Mercedes-Benz factory build sheet on file lists the early Gullwing with a 'special interior, as well as the usual US delivery options.

From Mr. Powell, the Mercedes-Benz passed to its second owner, a doctor in Cincinnati, before being purchased by a Mr. Robert Pass.

The handsome Gullwing was repainted in its original silver color while in Mr. Pass' ownership, before he sold it on in the mid-1980's to Ballwin, Missouri based collector, Fred Kemp. Mr. Kemp enjoyed the car throughout his nearly two decades of ownership, regularly exercising the race-bred Mercedes-Benz and keeping it fastidiously maintained. Upon his passing in 2004, Mr. Kemp donated this 300SL, along with over 40 other classic cars from his private collection, to the Kemp Auto Museum near St. Louis, Missouri. There, this Gullwing was prominently displayed for over a decade, all the while being cared for by the in-house team of technicians and being exercised occasionally and shown locally.

This desirable, early production Gullwing has been the recipient of attentive care since new, and appears to never have been taken apart

for restoration. Benefitting from few long-term owners, this 300SL remains in very original condition as well, and compliments the red leather interior beautifully. Offered with a tool kit and a copy of the cars factory build sheet, this wonderful 1954 300SL presents a rare opportunity to acquire an early, well-preserved example of arguably Mercedes-Benz' most iconic post-war model.

\$950,000 - 1,200,000

Please note that this vehicle is titled under its engine number and as a 1955.

1973 FERRARI DINO 246 GT

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 06626

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

- *Former part of Jacques Swaters renowned Ferrari collection*
- *Exceptional condition throughout*
- *Two long-time owners and less than 38,000 kilometers from new*
- *Presented in the factory-delivered livery*
- *Offered with Marcel Massini's history report*



THE FERRARI DINO

It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally.

A compact, aluminum-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son 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 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino - the 246GT - in 1972, the authoritative American motoring magazine Road & Track enthused, 'it is a thrill to drive a car like the Dino, one whose

capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... ' Truly a driver's carpar excellence.



THE MOTORCAR OFFERED

Completed at the Ferrari factory in June of 1973, the exceptional example of the applauded Dino 246 offered here, chassis no. 06626, was built as the closed Coupe version in the E production series, and equipped as a left hand drive European example destined for the Belgian market. According to renowned Ferrari historian Marcel Massini, the new Dino left the factory in *Rosso Chiaro Ferrari 20-R-190* Red over a Nero 161 Black interior, fitted with Cromodora alloy wheels.

The new Dino had been ordered on March 14, 1973, by Jacques Swaters Garage Francorchamps SA, the famous Belgian Ferrari importer and racing driver of Ecurie Francorchamps fame. Swaters sold the car on July 17, 1973 to the first owner, Mr. Jean Oury, resident of Monceau-sur-Sambre, Belgium. In February of 1989, the Dino was

repurchased by Garage Francorchamps' proprietor, Mr. Jacques Swaters, and formed part of his renowned personal Ferrari collection until 2013.

Today, this exceptional Dino 246 GT presents extremely well throughout. The body is straight with a superb fit, and the factory-correct deep, lustrous Red finish shows off beautifully. The silver Campagnolo wheels are fitted with vintage-style Michelin XWX tires, giving the car the elegantly aggressive look it would have had on the street during the mid-1970s. The mileage recorded on the cars odometer is less than 38,000 kilometers; a figure believed to be the cars actual mileage. With two long-term owners until 2013, the Dino is complete with history file and Marcel Massini's report. One of the best Dinosaurs we have ever had the pleasure of handling, this

wonderful low-mileage example of the final-evolution 246 GT Dino is perhaps the ideal representation of the model, and one which should attract an eager audience either on the show field...or out on the road.

\$330,000 - 400,000

Offered from the Tony Hart Collection
1987 PORSCHE 959 KOMFORT

VIN. WPOZZZ95ZHS900125

Engine no. 65H00117

2,850cc DOHC Opposed 6-Cylinder Engine
 Twin Turbochargers with Bosch MP-Jetronic Fuel Injection
 576bhp at 6,100rpm
 6-Speed Manual Transaxle - All-wheel Drive
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Porsche's first Supercar*
- *One of only 284 examples built*
- *Federalized and upgraded to 959S specification by Canepa Design*
- *Astonishing performance and driving characteristics*
- *Low mileage example*



THE PORSCHE 959

The amazing Type 959 was Porsche's first true supercar, the world's fastest and quickest road car in its day, offering advanced technology that other automakers were only beginning to thinking about. Today, it is the most collectable of modern Porsches. The 959 had it all: A powerful and technically advanced powerplant, a lightweight body and chassis, adjustable ride height, huge brakes, run-flat tires, and brilliant performance. The 959 was born of Porsche's need to continue development of its bread-and-butter 911; Chief Engineer Helmuth Bott convinced the company's new CEO, Peter Schutz, to approve a program that would include a four-wheel-drive system. Bott felt that the best place to demonstrate that technology would be the FIA's intensely-competitive Group B rally category, a series for highly-modified production cars in which there were almost

no rules other than a minimum production number. Manufacturers had to produce at least 200 street-legal units, so in 1981 Porsche set to work to come up with a world-beating entry, assigned the project number Type 961. The homologation version would be named the Type 959.

The Group B regulations stated that entries had to be generally based on a production model, so the new car's passenger cabin would retain the familiar size and profile of a Carrera coupe. The monocoque body shell, built on the Carrera's 89.4-inch wheelbase, was constructed of aluminum, carbon-fiber, and Aramid (Kevlar)-reinforced plastic. The floor panels were made of Nomex. To take maximum aerodynamic advantage, the body was stretched lengthwise nearly a foot and widened to a full six feet. The rather blunt

nose was molded of polyurethane, and the tail section contained various air inlets and vents and a wide bi-plane spoiler. Careful attention to smoothing airflow around the body, including a full under-tray, helped the car achieve a relatively good drag coefficient of 0.31, and the use of those lightweight materials helped hold the car's weight to less than 3200 lbs. The 959's beautiful composite body shell covered a state-of-the-art chassis and drive-train. The 959 was fitted with a 2.85-liter flat six with air-cooled cylinders and water-cooled four-valve heads, an approach that had been well-proven on Porsche's Type 935-based "Moby Dick", its Indianapolis project, and WEC-winning Type 956 and 962 Group C racing coupes. With lightweight alloy pistons and titanium connecting rods, a pair of sequential KKK turbochargers, and advanced Motronic engine management,



the 959 produced 450 horsepower at 6500 rpm running .9 Bar of boost, with 369 foot-pounds of torque at 5500 rpm. The transmission included five forward gears plus an ultra-low first cog, or “G” gear, for off-road crawling. The 959 could touch almost 200 mph, given enough space to run. Road-holding was equally impressive; the 959 offered Bott’s full-time all-wheel drive and height-adjustable suspension. Huge power-assisted disc brakes with anti-lock could haul the 959 to a stop with alacrity from any speed without fuss or bother.

The new design, unveiled as the “Gruppe B”, debuted at the 1983 Frankfurt auto show. Without doubt, it was a tour de force, and would-be customers flooded Porsche with orders for the production versions. When in 1986 the FIA abruptly cancelled the Group B

rally series following a rash of serious crashes and fatalities, Porsche had no choice but to continue the project so it could recover the 959’s staggering development costs. Full-scale production began in 1987, and a total of 288 examples – including 29 lighter-weight “Sport” versions intended for the U.S. market - would be constructed. The initial retail price was placed at almost a quarter of a million dollars; even so, wealth was no guarantee of a place in line. 959s would be sold to a select group of long-term customers and collectors of note; most were carefully hidden away. In spite of steadily increasing the price as production continued, it is generally acknowledged that Porsche lost a huge amount of money on every 959 it built. Those losses, however, were largely offset by proving the 959’s all-wheel-drive technology, which would soon appear in the production 964 series’ Carrera 4.

Exports to the vital U.S. hit a bureaucratic barrier, however; because Porsche was unwilling to destroy any of these cars to prove their crashworthiness, the U.S. Department of Transportation banned their import, and the few cars that had made it to American shores were immediately seized and placed in bonded storage. They remained in that state of limbo until the law was changed in 1999, allowing 959s to be “Federalized” to meet current exhaust emission and crash-resistance standards. Now that 959s are more than 25 years old, they are exempt from that old import law, and many in this country have been modified to pass those standards.





THE MOTORCAR OFFERED

The 125th of 225 examples built, this stunning 959 Komfort was completed December 18, 1987, and sold to well-known Japanese enthusiast Yoshiho Matsuda, joining his impressive Porsche Museum in Hakone. In the late 1990s, this example was purchased by collector and vintage racer Jamie Mazzotta of Newport Coast, California, and soon afterward joined the Tony Hart collection.

Hart sent this chassis, which had recorded but 3600 miles from new, to Canepa Design in Scotts Valley, California, for a lengthy and comprehensive modernization to meet U.S. standards. The five-year project, costing some \$180,000, was completed in 2004. It included replacing the original adjustable-height suspension system with "S"-spec gas struts and titanium springs (saving several hundred pounds), and bringing the engine to

959S standards with new parallel 993-type turbochargers and wastegates that provide full boost at 1500 rpm. The Motronic engine management system was also upgraded to meet stringent California emissions standards. The mechanical upgrades produced breathtaking performance; the engine now delivers 576hp at 6100 rpm, and 501 ft/lbs of torque at 4500. 0-60 time has been trimmed to a mere 3.2 seconds and the car is said to be capable of 215 mph.

The original "Tri-gray" leather interior was changed to all-black leather, one of just six 959s to receive that interior treatment. The factory Denloc light-alloy wheels were black powder-coated. As part of a major service (\$44,000) performed by Canepa in 2014, New Pirelli tires were installed, the rear pair upgraded to 275/40 ZR17, an inch and

a half wider than standard. This amazing automobile is fitted with a \$10,000 Eclipse stereo system, and is supplied with extensive original Japanese registration documents (with English translations), U.S. title and registration. The recorded mileage at the time of catalog writing was 4720.

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

73

Offered from the Tony Hart Collection

1956 JAGUAR XK140 MC ROADSTER

Chassis no. 5811630D/N

Engine no. G 4870-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Matching numbers example
- Professionally restored
- Upgraded cooling system
- California yellow-plate car
- Offered Jaguar-Daimler Heritage Trust Certificate



THE JAGUAR XK140

The XK140 offered many new features and improvements over the stunning XK120, which stood the automotive world on its ear at its Earl's Court introduction in 1948. Introduced in late 1954, the XK140 was again offered in Fixed-head coupe (FHC), Drop-head coupe (DHC) and Roadster versions, all with a subtly restyled body. The new XK boasted a redesigned box-section frame with a more supple suspension that included larger torsion bars and anti-roll bars, improved brakes, and rack-and-pinion steering to replace the earlier recirculating-ball system.

most importantly for customers in the vital North American market, there was a larger and more comfortable cockpit with increased legroom, thanks to the engine and transmission assembly being moved forward by three inches, along with the firewall and

instrument panel. The cowl and steering wheel were both raised. The XK140 boasted better parking protection via larger, full-width bumpers with over-riders, again with the American buyer in mind.

Beneath its shapely bonnet and redesigned grill rested a more powerful 190 hp 3.4-liter twin-cam six with higher-lift camshafts and an improved ignition system. A four-speed manual transmission with electric overdrive allowed the fortunate driver to enjoy relaxed motoring. Although the XK140 was a few hundred pounds heavier than the XK120, it was also faster, with a top speed of about 130 mph in standard form. A very desirable option was the C-type's higher-performance, larger-valved cylinder head, which gave an additional 20 horsepower, pushing output to about 210. That choice gave correspondingly

quicker acceleration and a greater maximum speed. Almost 8900 units were shipped from Coventry between 1954 and 1957, when the XK140 was superseded by the more muscular and luxurious XK150.



THE MOTORCAR OFFERED

This handsome XK140MC Roadster was completed August 24, 1955 and delivered to the Charles Hornburg Motor Company in Los Angeles on September 5th. Its first owner is unknown, but the car eventually found its way to the east coast where it was restored cosmetically. Around 2007 it came into the possession of Mr. Derek Gilchrist, who had the car's engine, transmission, and rear axle overhauled by Dan Kelly at British Car Service in Sacramento, California. Additional attention was also given to the interior. To address the chronic overheating issues common to this series, a modern aluminum radiator with an electric cooling fan was fitted. Restoration costs exceeded \$150,000 over a three-year period.

In October of 2012, the car was consigned for sale in Sacramento, and was purchased by the

current owner. The car had been fully serviced by Dan Kelly's shop prior to sale.

Showing just 68,817 miles at the time of cataloging (which is believed to be the original and correct total), this fine yellow-plate XK140MC roadster is offered in striking red paint with a black leather interior, black canvas top and tonneau cover, a set of correct side curtains, a handsome Motolita wood-and-alloy steering wheel, sparkling chromed-plated wire wheels, spare, jack, and tool roll. An interesting accessory is a special hardwood tool that allows the chrome-plated knock-off spinners to be removed and installed without damage to the plating.

The car is supplied with a Jaguar-Daimler Heritage Trust Certificate.

\$100,000 - 125,000



Offered from the Tony Hart Collection
1965 LOTUS CORTINA MK I

Chassis no. BA74EK59800

1,558cc DOHC Inline 4-Cylinder Engine
 2 Weber 40DCOE Carburetors
 Approximately 180bhp at 5,400rpm
 4-Speed Manual Transmission
 Independent Front Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- Great patina, largely original
- Original California Black-plate
- Mechanically rebuilt in 2011
- Engine modified by Lotus twin-cam expert Dave Veagher
- Supplied with owner's manual



THE LOTUS CORTINA

Ford of England produced an amazing 2.6 million Cortinas between 1962 and 1982; nearly all of them for the home market, and Cortinas became Britain's best-selling automobile between 1972 and 1981. None of those little Fords, however, may be more famous than the one that dove down the Olympic bobsled run at Cortina d'Ampezzo, Italy, in 1963, with racing star Jimmy Clark at the wheel. That publicity stunt certainly put the Ford Cortina Lotus, to use its correct name, on the map.

This little pocket rocket came about when Lotus founder Colin Chapman began looking about for an engine to replace the venerable but expensive SOHC Coventry Climax. The solution was provided by Climax designer Harry Mundy, who came up with a neat little twin-cam head for the Ford Kent 1.5-liter four-cylinder motor. Enlarged to 1600cc for the Lotus Elan,

the motor so impressed Ford executive Walter Hayes that he asked Chapman if he could outfit 1000 small two-door Ford saloons with the new engine in order to homologate the model for Group 2 racing. With the addition of lightweight body panels and lighter transmission and differential cases, close-ratio gearing, Girling front disc brakes, an extensively modified suspension, the Lotus Cortina was soon dominating Group 2 competition. Soon, the Lotus Cortina was available virtually world-wide.

THE MOTORCAR OFFERED

This example is believed to have been sold new in Los Angeles in 1967 after serving more than a year as a factory demonstrator. It passed through several owners and eventually was acquired by Tony Hart at Bonham's Quail auction in 2011. Soon afterward, renowned Lotus expert Dave Veagher at Veloce Motorsports West in Petaluma, California overhauled the car's engine.

With new Weber carburetors and a Pertronix ignition, it was carefully massaged to develop about 180hp and 143 foot-pounds of torque on pump gas (dyno sheets are included with the car). The next year, Veagher rebuilt the rest of the drivetrain, suspension, and brakes. The instruments have been reconditioned, and the front seats reupholstered. The next owner of this delightful little Lotus Cortina can enjoy it as is, prepare it for vintage racing, or restore it for show.
\$75,000 - 100,000

75

Offered from the Tony Hart Collection - The ex-Jim Palmer
1961 LOTUS 20/22 FORMULA JUNIOR

1,098cc OHV Inline 4-Cylinder Engine
 Dual Weber Carburetors
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- A veteran Formula Junior with a good history
- Originally raced in New Zealand
- Professionally restored
- Equipped with a fuel cell and fire system
- Supplied with log-books from several vintage racing organizations



THE LOTUS 20 FORMULA JUNIOR

Successor to the Lotus 18, the Lotus 20 Formula Junior with its more streamlined body and lay-down driving position was introduced at the 1961 Racing Car Show, with the company taking orders for the 1962 season. Powered by a 1098cc Cosworth engine, the space-framed, fiberglass-bodied Lotus 20 featured double-wishbones and coil-over shocks in front with the rear comprising lower wishbones and coil-overs. The fixed-length half-shaft served as the upper link. Brakes were front discs and rear inboard drums.

THE MOTORCAR OFFERED

Accompanying signed documentation and statements from prior owners confirm that this is the Lotus 20/22 raced by the extremely successful Kiwi driver Jim Palmer, who drove it - fitted with a 1500cc engine - in the 1962 New Zealand Grand Prix. In the early 1970s, it passed into the hands of vintage racer Chris Read of Dunedin, NZ, who stated that it had been converted by that point into a Formula Ford. Read sold the car to the late Ken White, who in 1990 sold the car to Mark Leonard at Grand Prix Classics in La Jolla, California, in trade for a Formula 5000 chassis. GPC sold the car to Gregory Collis of Syracuse, New York, who restored it to Lotus 20/22 specification, including the 22's rear disc-brakes. In 1995, the car was sold to John Beerling of Omaha, Nebraska, who in turn sold the car in 1997 to Dave Tourtelot. In 2005, the car was sold to Mark Sange.

Tony Hart purchased this car in 2007. Mr. Hart has gone to great effort to ascertain whether this chassis is indeed a real Lotus 20, or a replica chassis crafted in period by Jim Palmer as a back-up racing car, using correct Lotus components. Mr. Palmer insists that it is a real Lotus, but there are others who say it may be a Palmer-built replica. In either case, the car has been restored to correct Formula Jr. specification with a modern fuel cell and fire system. It has enjoyed a decades-long vintage racing career. It is supplied with logbooks from CSRG, SVRA, and Rocky Mountain Vintage Racing Limited.

**\$35,000 - 45,000
 WITHOUT RESERVE**

Offered on a Bill of Sale.

Offered from the Tony Hart Collection
The ex-Curt Lincoln

1959 COOPER-CLIMAX MONACO T-49 MK I SPORTS RACER

Chassis no. CM-1-59

Engine no. 430/30/1164 (Originally FPF/430/15/1104)

1,964cc DOHC Inline 4-Cylinder Engine

198bhp at 6,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *The first production Monaco built by the Cooper Car Company*
- *One of only eight Monaco Mk 1s built in 1959*
- *Known provenance from new*
- *Professionally restored for the current owner*
- *Climax FPF power*



THE COOPER-CLIMAX MONACO T-49 MK 1

Soon after its introduction, the stubby little "Offset driving-position" Cooper Monaco carved out a niche as a very effective entrant in small-displacement sports-racing classes. Successor to Cooper's center-seat "Bobtail", it was named for Cooper's success at Monaco, where Frenchman Maurice Trintignant won the 1958 Grand Prix aboard the Cooper-Climax F1 entered by British privateer Rob Walker.

The space-framed, aluminum-bodied Monaco was Cooper's first production rear-mid-engined sports-racer, specifically designed to meet FIA requirements that demanded two seats, two doors, and a windscreen.

Based on Cooper's Formula 1 chassis, it was constructed on four large-diameter tubes on a relatively short (91-inch) wheelbase) with an engine bay that could accommodate a variety of powerplants. The earliest cars were in fact

sold as tax-free kits, with the factory at Surbiton not building its own chassis until 1959. In the original surviving Cooper Car Company chassis book – as recounted in the authoritative Cooper Cars (Osprey, London, 1983) by Bonhams consultant Doug Nye – only eight of these Mark 1 cars are listed as having been produced and sold through 1959.

Suspension of the T-49 was by double wishbones with coil springs in front, with a transverse-leaf spring and lower control arms in back. The centrally-mounted engine – either a 1.5 or 2-liter unit – was laid over at an 18-degree angle and bolted to a Citroën-ERSA four-speed transaxle. Steering was by rack-and-pinion, and braking by large, 10.25-inch diameter Girling discs behind Cooper's proprietary cast magnesium alloy wheels. Good side-to-side weight distribution was achieved by

placing the 12-gallon fuel tank between the left side wheels, while the driver and battery were placed on the right. Front-to-rear balance was 44/56, which produced very good handling. Standing just 33.5 inches high and weighing only 1120 lbs. dry, the Cooper-Climax Monaco was a potent weapon, proving immediately successful, especially in Britain and the United States, enjoying some advantage over their rival front-engined Lotus 15-Climaxes. The great Stirling Moss – later to be knighted – made his debut in the first 2.5-liter Climax variant. Several other drivers fitted the 2.5 liter Maserati 4-cylinder in place of Cooper's preferred Coventry Climax FPF power unit.





Curt Lincoln in CM-1-59,
Talin, Estonia, 1962. © GPL

THE MOTORCAR OFFERED



While this 1959 Cooper-Climax Monaco carries chassis number 1, it is in fact the second example of the series, completed January 15, 1959. CM-2-59 was a prototype that wasn't completed until February 25th. CM-2-59 was shipped directly to Sebring for the March 12 Hour race, where it was entered in the Sports 1.5 class but succumbed to engine failure. Chassis CM-1-59, meanwhile, was delivered to Helsinki, Finland and to its new owner Curt (or Kurt) Lincoln. Lincoln was a successful Finnish industrialist, and that small country's leading racing driver at the time. He raced in many Scandinavian events and in even behind the Iron Curtain, most notably at Tallinn, Estonia, which boasted a rich auto racing history.

Mr. Lincoln raced CM-1-59 for several years across Scandinavia and Europe. As an interesting aside, his daughter Nina would

eventually meet and marry a meteoric young Austrian Formula Junior and Formula 2 racing driver named Jochen Rindt, tragically fated to become Formula 1's first posthumous World Champion Driver, in 1970, while he was the lead driver for Team Lotus. Lincoln eventually sold CM-1-59 to the American owner/driver Jack Brewer of Elmira, New York, who raced the car for some years before eventually retiring it from competition and selling it to a new owner based in Vermont. Attempts were made to replace the car's original Coventry Climax 4-cylinder racing engine with a Detroit V8 of some description, but there is no evidence that the conversion was ever completed.

Past owners of this fine little racing machine included Harry Blanchard, future three-time World Driving Champion Sir Jack Brabham and J.R. "Hap" Sharp, later to join Jim Hall



at Chaparral in Texas. Eventually it landed in the California stable of prominent vintage racer Don Orosco, and around 1984 was sold to Dave Springett, who commissioned a restoration. Upon completion it was raced at Riverside in Southern California, and is a veteran of the Monterey Historic races and the Wine Country Classic. For a decade, this historically significant little racing car was on static display in the Towe Auto Museum in Sacramento, California. In 2007, the car was offered for sale at Bonhams auction at the Quail Resort & Golf Club in Carmel, California, where it was acquired by the current owner. As stated in Bonhams 2007 sales catalog, "...It is the tap-root of the rear-engined sports-racing dynasty which led direct to the Cooper-based Shelby American King Cobra projectiles of 1963-64 with their heavy-metal Ford V8 horsepower. It is also

the progenitor of the direct line of descent which spawned 'anything goes' CanAm Challenge sports-racing car competition in the USA and Canada from 1966-74." Fitted with a pair of 45mm Weber carburetors, the engine was dyno-tested at 198 hp at 6800 rpm by Veloce Motors West in Petaluma, California. With a modicum of service and preparation, it would be ready to provide its next owner with many hours of enjoyable vintage racing anywhere in the world.

\$350,000 - 450,000

Offered on a Bill of Sale.

Offered from the Tony Hart Collection

1970 BUICK GSX STAGE I COUPE

Chassis no. 446370H272905

455ci OHV V8 Engine

Single Rochester 4-Barrel Carburetor

340bhp at 4,600rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc – Rear Drum Brakes

- *One of the most powerful American muscle cars*
- *Professionally restored*
- *One of only 199 GSX Stage 1 Buicks from 1970 with a factory four-speed*
- *Only 42,703 miles from new*
- *2007 Gold Award winner – Grand Sport Club of America*



THE BUICK GSX

Over-looked and under-appreciated, Buick's GSX was a true American "Muscle car" in every sense of the word. GM's usually staid Buick Division had watched with frustration while its corporate siblings – to say nothing of Chrysler and Ford – seized the youth market. Buick's image was of building dull cars for older drivers, but by the end of the 1960s the Flint-based division lobbied for its own opportunity. Buick already had the perfect engine in hand, a massive 455-cubic

inch beast that was part of the "Big Block" family. The 455 had already found a home in Buick's heavy full-sized cars, but the company's product managers wanted to do what Pontiac, Chevrolet, and Oldsmobile had done, which was to stuff a big-inch V8 into its intermediate-sized Skylark coupe and play with the big boys.

Buick finally received a green light, and the GS455 appeared in 1970. Buick advertised the hot GSX, with its own eye-catching graphics package, as its reply to Pontiac's GTO Judge and Oldsmobile's 4-4-2 W-30. The GSX advertised a very conservative 350 hp, and the "tuned" GSX Stage 1 was officially rated at 360 hp – in reality it was more like 425 – with the help of a higher-lift cam, a special four-barrel Rochester carburetor, and less-restrictive exhaust.

What really made the GSX fly was its torque, rated at an incredible 510 foot-pounds at just 2800 rpm, more than anything else in its class. Helping in the horsepower-to-weight department was the fact that the "thin-wall" 455 engine was much lighter, for example, than Chevy's big-block 454 and only slightly heavier than Chevy's small-block 350.

Called by many "The most powerful muscle car ever built", the 1970 GSX was available in only two colors – Saturn Yellow and Apollo White, both with black interiors and contrasting tape trim. The GSX was fitted with front and rear spoilers as standard equipment; along with bucket seats, a floor shifter, wide oval tires, quick ratio steering and anti-sway bars. Buick only produced 678 GSXs in 1970; just 479 carried the Stage 1 performance package which included larger





THE MOTORCAR OFFERED

valves with stronger springs, a high lift cam, ported heads, a special carburetor, and a low restriction exhaust. The introduction of unleaded gasoline and tightening emission controls saw horsepower ratings begin to drop in 1971, but the GSX remained a very strong performer for its day.

This stunning Saturn Yellow Stage 1 GSX coupe was the 117th example produced in 1970. Heavily optioned, it was one of just 199 GSXs factory-equipped with a four-speed gearbox with floor shift. It also had power steering and front disc brakes, a radio, and carried a sticker price of \$3864.17.

Delivered to Del-Ton Buick in Tonawanda, New York, the car was first sold to Legendary Motor Car Company in Halton Hills, Ontario, Canada. After passing through several owners, this GSX had been fully restored by 2007 and garnered a Gold award at the Grand Sport Club of America's annual competition at Bowling Green, Kentucky. In October, 2012, the car was offered by Chris' Auto Connection in Moorpark, California. The consignor acquired the car soon afterward.

Showing just 42,703 miles, this Stage 1 GSX is supplied with its original radio, spare, jack, tools, and extensive documentation. It is ready to please its next owner and is certain to be a standout at any automotive gathering.

\$130,000 - 160,000



78

Offered from the Tony Hart Collection

1990 FERRARI F40

Coachwork by Pininfarina

VIN. ZFFMN34A5L0087200

Engine no. 24145

2,936cc DOHC Twin Turbocharged V8 Engine

Electronic Fuel Injection

478bhp at 7,000 rpm

5-Speed Manual Transaxle

4-Wheel Disc Brakes

- Matching numbers example
- One of only 213 U.S.-spec examples
- Professionally restored
- FCA Concours Platinum award winner
- Thrilling performance



THE FERRARI F40

The F40 was born of several dreams: Enzo Ferrari's desire to mark his 90th birthday, his wish to commemorate his 40th year since producing his first automobile, and to create a worthy competitor to Porsche's Type 959 and Lamborghini Countach, both of which offered a near-200 mph top speed. Several prototypes were constructed and named 288GTO Evoluzione. The ferocious 288 GTO had been developed for FIA's Group B "Silhouette" international rallying, but when

that series was cancelled in 1986, the 288 GTO was put aside. The Evoluzione would become the basis of the next new Ferrari supercar, the last design to receive Ferrari's imprimatur before his passing in 1988. To say the F40 met his expectations is to understate the obvious: the "Forty" was not only the fastest road car Ferrari ever built, it was the fastest and arguably the most exciting road car in the world when it appeared, the first to exceed 200 mph in street trim.

The 90-degree four-cam, four-valve, dry-sumped V8 engine was a larger version of the 2.8-liter motor used in the 288 GTO. Now displacing 2,936 cc and mounted longitudinally in the chassis behind the passenger compartment, it was fitted with twin IHI turbochargers and Behr intercoolers. This engine produced a massive 478bhp at 7,000rpm with 7.7 pounds of boost,

equating to an incredible 163 horsepower per liter. Torque was a very strong 424 foot-pounds at 4000 rpm. The F40's suspension was of almost pure racing design; with unequal-length double A-arms, coil-over shock absorbers at all four corners, and both front and rear anti-roll bars. Huge ventilated and cross-drilled Brembo discs and multi-piston calipers provided very effecting braking.

The interior maintained the competition theme, with almost no upholstery or carpeting. Surfaces were instead finished in paint, carbon-fiber, or fiberglass. Simple wire pulls replaced heavier door release mechanisms. There was a simple black leather-covered steering wheel, and the pedals were drilled aluminum. A pair of thin-shell racing seats kept occupants firmly in place, and the driver faced a full array of instrumentation.







THE MOTORCAR OFFERED

On its introduction at the Ferrari factory in Maranello on July 12, 1987, the new F40 drew rave reviews in all regards. It was described as “a racing car with a full body”. The lightweight (2425 lb) F40’s performance was everything the company had hoped for; it took just 4.1 seconds to reach 62 miles an hour from a standing start, and would finally run out of breath at just over 201 mph. Because it was initially priced at more than \$400,000, Ferrari expected to sell no more than 400 examples, but demand for this incredible road machine was such that more than 1300 were produced between 1987 and 1992. The first U.S.-specification production cars generated bidding wars; eager customers were willing to pay up to twice the list price to secure one of those that would be imported.

This F40 Berlinetta was delivered through Newport Beach Ferrari to Mr. Richard Engel of Costa Mesa on January 15, 1991. A few days later, Mr. Engel displayed the car at the Ferrari Owners Club USA meeting in Long Beach, California. The Ferrari Market Letter, quoting marque authority Marcel Massini, reported that Mr. Engel was listed by the FOC as the car’s owner from 1991 to 1993. In 1992, the original engine suffered a lubrication failure, and a new engine was installed under warranty. At that point, the odometer appears to have been zeroed. In January, 1993, the car was shown by Mr. Harry Eberlin at an FOC meeting in Long Beach, California, and in April 1994, was traded to Garry Roberts and Company of Costa Mesa against a Ferrari 275 GTB/C Berlinetta. In 1995, Garry Roberts offered this F40 for sale in the Ferrari Market Letter, with the odometer reading about

12,500 miles, but only a few thousand on the new engine.

In June of 1995, a new Indiana title was issued, with the odometer reading 3,815 miles. The Carfax shows that this F40 passed Indiana emissions tests in April of 1998 and September of 2004. In June of 2006 it was serviced at Chicago-area Ferrari dealer Lake Forest Sports Cars, the odometer then reading 5645 miles. In December, 2006, the car was listed for sale from inventory, with an odometer reading of 14,565. It was sold April 16, 2007 and re-registered in Encinitas, California, on May 4th of that year. A year later, it was offered for sale by Paramount Auto Group, with a reported mileage of 14,314. On December 4, 2008, the car was registered in Montana, and later that month was serviced at Ferrari and Maserati of Newport Beach, California, which recorded mileage of 6384.



In May 2006, the car, now with about 14,000 miles, appeared for sale in The Ferrari Market letter. Owner V. Thomas Taglia of Ogden Dunes, Indiana, described it as being in excellent condition with tools, books, and service records. The car re-surfaced in the July 2006 issue of the Ferrari Market Letter, offered by Exoticars of Pittsburgh, Pennsylvania and was then purchased by Mr. Joseph Gaddini of Asheville, North Carolina. In 2006, Mr. Gaddini carried out a major service (30k mile) and extensive maintenance work at a cost of more than \$50,000. In April, 2008, he decided to sell this F40 (he apparently had more than one); a sales ad in the August 2008 Ferrari Market Letter placed by Steve Barney's Foreign Cars Italia in Greensboro, North Carolina, stated that the car had received new seats, clutch, tires, a Tubi stainless exhaust, brakes, floor pan, Kevlar front pan, and stainless brake lines at 14,134 miles.

In October, 2008, the car was offered on eBay by The Sports Car Company of La Jolla, California, from whence Tony Hart purchased it on November 13, 2008, with the odometer reading 6346 miles. On May 31, 2011, Mr. Hart displayed it at the FOC's Pasadena Concours d'Elegance, receiving a Platinum Award in Class 8. The owner states that it receives proper annual service at The Auto Gallery in Woodland Hills, California.

Finished in its correct Rosso Corsa, this spectacular Ferrari is fitted with its factory-original five-spoke center-lock Speedline modular alloy wheels in 8J x 17 and 10J x 17 size, shod with Michelin Pilot Sport tires. There is a Tubi triple-outlet stainless exhaust system which adds a wonderful symphony (the car's original exhaust system is included), and an anti-theft system was installed.

Regularly driven and properly maintained, this F40 starts instantly and idles smoothly, with its turbo-muffled engine crackling ominously. As expected, acceleration on dry pavement is simply tremendous, yet this supercar is quite tractable in urban traffic, where it never fails to turn heads.

Here is an extensively documented and well-looked-after U.S.-specification F40 that would be a perfect addition to any Ferrari collection. The last ultra-high-performance sports car built under the Commendatore's direct supervision is a landmark vehicle.

\$1,200,000 - 1,400,000

Offered from the Tony Hart Collection

1963 CHEVROLET CORVETTE 327/360HP COUPE

Chassis no. 30837S105479

Engine no. 3105479 F11126RF

327ci OHV V8 Engine

Rochester Fuel Injection

360bhp at 6,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Iconic Split-window Fuelie Corvette*
- *Professional body-off restoration*
- *Matching numbers example*
- *27,621 original miles*
- *Known history from new*



THE STING-RAY CORVETTE

1963 was an exciting year for Corvette enthusiasts. For the first time, "America's sports car" was available as a coupe as well as a convertible. And what a coupe! The new Stingray design credited to Bill Mitchell and Pete Brock was a true fastback, notable for the unique divided rear window which added a lot to the car's dashing looks, but in real life proved detrimental to rearward vision. After just one year, that feature was replaced with a single-piece backlight, but would also make the 1963

one of the most desirable models for collectors. The new Stingray coupe also featured beautifully raised fender peaks, disappearing headlamps, and aircraft-type doors that cut deeply into the roof to ease entry and exit.

Underneath the sleek fiberglass shell, there was a new independent rear axle with transverse leaf spring, control arms, multiple links, double-jointed half-shafts, and trailing radius rods. Even base-model Corvettes were nicely equipped, and buyers had a wide range of engine choices based on the new 327-cubic inch V8. The most powerful option was the 360hp engine with Rochester fuel injection, making this the first American car with a higher horsepower figure than engine displacement. A three-speed manual transmission was standard, but options included a four-speed manual, a Positraction rear end, and a variety of rear axle

ratios. The Stingray could be ordered in any of seven exterior colors. The new Stingray was an impressive performer, capable of 0-60 in 5.9 seconds and 0-100 mph in 16.5. The 1963 Stingray proved a sales hit, and Chevrolet sold 10,594 coupes and 10,919 convertibles.





THE MOTORCAR OFFERED

This handsome “Split-window” Stingray coupe was built in the third week of December 1962, and left the factory wearing 916A Daytona Blue paint over an 898A Saddle leather interior. The car was equipped with the optional L84 360 hp engine package, M20 four-speed manual transmission, P48 Kelsey Hayes knock-off aluminum wheels, A31 power windows, and N11 side exhausts.

Its first owner was a 16-year-old Florida woman named Sherry Morris, whose father had promised to buy her any car she desired on the condition that she sell her flame-painted 1956 Chevy sedan. Ms. Morris held her father to his promise, and would enjoy her blue Corvette for some 20 years before ill health forced her to sell it in August, 1983 to its second owner, Jay Smith.

The car then went to Corvette expert Scott Marshall of Bountiful, Utah, who performed a four-year, body-off restoration that encompassed some 1300 man-hours of labor and cost \$33,000. Interestingly, Marshall did not find it necessary to rebuild the engine, which has never been apart. “It never needed it, and it performs beautifully”, said Marshall. Bruce and Ralene Strauss of Irvine, California purchased the restored car in May, 1989, for \$50,000.

The following year, their car was featured in “Super Chevy” magazine. The Strausses kept the car until early 2009, when Tony Hart bought it through Corvette Mike in Anaheim, California, where it had been consigned. Hart says this fine Corvette, which has accrued just 27,621 miles at the time of cataloging, has “phenomenal power and torque”. It would

be a wonderful addition to any collection of high-performance sports cars.

\$130,000 - 160,000



Offered from the Tony Hart Collection

1956 LOTUS ELEVEN LE MANS SPORTS RACER

Engine no. FWA 400-9 6968

1,098 cc SOHC Inline 4-Cylinder Engine
2 SU Carburetors
Approximately 75bhp at 6,250rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Rare surviving wide-chassis Lotus Eleven*
- *Known, recognized and acknowledged by the Lotus Eleven fraternity*
- *Professionally restored in the U.K. for vintage racing*
- *Extensively documented with FIA papers*
- *Supplied with the old aluminum body shell*



THE LOTUS ELEVEN

Lotus Elevens absolutely shone at all levels of motor racing, dominating both the 1100 and 1500cc classes through 1956-57. At the 1956 Le Mans 24-Hours the 1100cc class was won by the works car co-driven by Reg Bicknell/Peter Jopp which finished seventh overall. Almost 148 significant race wins were recorded by Lotus Elevens during their first full season.

In 1957 Colin Chapman/Joe Sheppard won their class in the Sebring 12-Hours, and at the Le Mans 24-Hours the 1100cc class fell to the car shared by Jay Chamberlain/Mac Fraser and a super-lightweight 750cc Eleven won the Index of Performance for Cliff Allison/Keith Hall.

THE MOTORCAR OFFERED

Here Bonhams is delighted to offer one of the most original and largely 'unspoiled' Lotus Eleven sports-racing cars that we have ever had the privilege to handle. The car has been described by Victor Thomas of the Historic Lotus Register as featuring "an original wide chassis, one of the very rare group of cars built most notably for use at top international level, as at Le Mans and Sebring, and with many other surviving original panels, fixtures and fittings."

This particular car is especially interesting since amongst all Elevens perhaps the most sought-after individual variants are the 'wide-chassis' model tailor-made to meet International cockpit-width regulations and initially developed specifically for Sebring and Le Mans.

Colin Chapman apparently feared that the Le Mans scrutineers in particular – for they had a

fearsome reputation – would use 'a plank' to verify cockpit width, but in fact it appears that their plank measure would have failed one of the few potential French class winners in the shape of an air-cooled Panhard. Therefore a pole was used instead which would fit handily between the encroaching structure on each side of the Panhard's cockpit, and would equally fit into the space between frame members in the Lotus Elevens entered.

According to Victor Thomas, respected and immensely experienced Lotus Eleven Registrar with the Historic Lotus Register: "...it does seem that during the autumn of 1956 two wide chassis cars were produced for the (London) Motor Show, one displayed sans aluminium panels or bodywork. The best theory...is that these cars were kept for Sebring 1957 and two wide cockpit cars



were then built making up the foursome well-photographed before shipping to Florida”.

Mr Thomas and the Register became aware of this particular, highly original wide-cockpit car's existence in the early 1990s when it was retrieved from many years of US ownership by London-based British classic car dealer Michael Lavers. The centre frame width of these cars was increased by no less than 4-inches on each side, cross-braced by an additional floor tube and with the rear suspension radius rods cranked to accommodate the width increase. For many years a maximum of seven of these wide-chassis Elevens were known to have been built, three works cars for Le Mans 1956, two for Sebring 1957 (backed by two normal-chassis Elevens with wide bodywork) but then two more palpably period-built wide-

chassis cars came to light from long-term obscurity. The car now offered here is one of them, known to the Historic Lotus Register as 'the Lavers/Hart' car after its modern-era UK re-importer, and British specialist restorer Steve Hart who rebuilt the car for Historic racing to the order of British collector/racer Peter Hannan.

This car's proven American history is that it was owned during the late 1950s or early-1960s by enthusiast William Mitchell in Athens, Tennessee. The current vendor – who has owned the car for the past 9 years, campaigning it both frequently and successfully in Vintage events – made a trip to Baton Rouge to meet subsequent owner Jeff Cobb who was a relative of William Mitchell's and who had retrieved the long neglected and then derelict car from a barn and trailered it back to Baton Rouge in 1972.

Photographs provided by Jeff Cobb confirm that the car had survived to that point in largely unmodified form, apart from possibly its scuttle panel which is considered today to be an original-series product though not perhaps the one originally mounted upon this chassis. Otherwise the 'clamshell' tail body section, the fuel tanks, cockpit interior etc have always impressed successive owners as being wonderfully original survivors. They are almost certainly those first hand-fashioned for fitting to this chassis frame back in 1956.

At that time the car was re-imported into the UK by Michael Lavers it still retained its 1962 'TAMPA' license plate serial '4D-18313' and from the photographs provided by Jeff Cobb it was evident that at some stage in its long career this car had been used on the public highway.



It is known that the works-entered wide-chassis Lotus Eleven co-driven at the 1956 Le Mans 24-Hour race by Reg Bicknell and Peter Jopp was sold post-race by Colin Chapman and his Lotus Engineering Company Limited to Joe Sheppard in Tampa, Florida. That car was chassis number '210' and its ultimate fate and current whereabouts have become an enduring Lotus Eleven mystery. At the time that Michael Lavers retrieved the undoubtedly highly-original wide-chassis car now offered here, its emergence created tremendous excitement within the Lotus Eleven world.

New owner Peter Hannan then entrusted it to Steve Hart for restoration and it was during this work that the car was examined in minute detail by Victor Thomas of the Historic Lotus Register and by FIA Historic Vehicle inspector Alan Putt. Despite genuine eagerness on their part to

verify that this remarkable survivor is indeed the missing Le Mans 24-Hour class-winning car chassis '210', it became apparent that on balance its original panels lacked confirmatory features which have proved their case. For example where they would have expected to find the drillings necessary to accept Le Mans-regulation bonnet straps, and several other indelible features differed from the Le Mans car's photographic record.

Recalling his years of investigation into the car's identity – Registrar Victor Thomas admits his disappointment at such failure to verify this car as being the missing Le Mans works team car. Other Lotus specialists differ in this opinion and argue that this is indeed chassis '210' ex-Bicknell/Jopp, but we at BONHAMS can only describe this situation – not offer judgement upon it.

Mr Thomas advises us that: "The original Tampa registration plate indicates a car registered in Pinellas County which is in the St. Petersburg/Clearwater area, just to the west of Tampa. In those days we understand that Florida plates used a code based on the size of the County of issue. Numbers ranged from 1 for Dade County (Miami) to 67 for the smallest county. Pinellas was assigned number 4. The county for Tampa is Hillsborough and its number was 3. The letter – 'D' - indicates it was issued for a passenger vehicle weighing less than 2,500 lbs. The rest of the numbers have no significance other than the order the plate had been stamped in at the state prison. -- The records for these vehicle registrations were all on paper and were thrown out long ago so there is probably no way now to verify who registered this vehicle nor for how long...".



The ownership of the ex-Le Mans Eleven chassis 210 by Joe Sheppard is very well documented and surviving photos confirm that the car was exported to him with a 'single-seat' cockpit configuration with wrap-round driver-only windscreen and rigid aluminium tonneau panel closing the passenger side of the cockpit opening. Therefore the full-width broadly Le Mans-type configuration windscreen which has survived upon this car, was not present upon Joe Sheppard's. It should also be noted that the full-width screen present on the car now offered here (when re-imported to the UK by Michael Lavers) differed slightly in shape from the transparencies fitted to the three Le Mans works cars.

Any connection between Joe Shepard in Tampa and the Lavers/Hart Tampa plate is therefore speculative but interestingly this Eleven – already

highly-specified with its wide-chassis Le Mans-type structure – was also fitted with a Series 2 rear end. This was not uncommon as the factory ceased to provide Eleven Series 1 spares around 1958. Overall, HLR records show that only nine different wide-chassis cars have been found to exist, while the surviving Lotus factory build records identify eight wide-chassis cars built.

Victor Thomas of the Historic Lotus Register says: "My considered opinion is that this very original and extremely interesting wide-chassis car was actually built prior to the three 1956 Le Mans entries, probably as a prototype to test out the theories involved, and from the windscreen differences I believe it was photographed for publicity purposes by the factory in 1956. There is also a logic leading to a particular chassis number prior to the Le Mans cars."

He adds: "We would have loved to have proved that this is the long-missing '210', the Le Mans class winner, but even without such prove it's still a great car, a really great survivor of which its owner can be rightly proud".

All this and a fine recent-years record of frequent Vintage racing success to boot, this race-ready 1956 Hornsey-built wide-chassis Lotus Eleven is an exciting prospect for any new owner, and above all it is undoubtedly one of the most original and unspoiled examples of this most elegant, gorgeously-proportioned and highly-successful type.

\$325,000 - 425,000

Offered on a Bill of Sale.

1962 FERRARI 250 GTE 2+2 SERIES II

Coachwork by Pinin Farina

Chassis no. 4001GT

Engine no. 4001GT

2,953cc SOHC V12 Engine

3 Twin Weber Carburetors

240bhp at 7,000rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Matching numbers example*
- *Nearly \$80,000 in recent mechanical service*
- *Delivered new to the US through Chinetti*
- *One of the most usable Colombo V12-powered Ferraris*
- *Offered with Marcel Massini's history report*



THE FERRARI 250GTE

Intended to extend Ferrari's appeal to a sector of the market previously uncharted, the 250GTE 2+2 was first seen in prototype form at the 1960 Le Mans 24-Hour Race, where it served as the Race Director's car, and had its official world premiere later that year at the Paris Salon.

Maranello's first series-production four-seater featured independent front suspension, a live rear axle, all-round disc brakes and a four-speed manual/overdrive gearbox, while

the compact, Colombo-designed Tipo 128E outside-plug V12 engine's 240bhp ensured that there was no compromise in performance. Top speed was within a whisker of 140mph.

The 250GTE progressed through three series before production ceased in 1963, by which time 950 cars had been sold, making this the most popular and commercially successful Ferrari to date.

THE MOTORCAR OFFERED

The 307th of 350 Series II 250 GTEs built, 4001GT—which rolled off the line right behind the famous Roman Polizia car, chassis 3999GT—was delivered new to Luigi Chinetti Motors of New York in December of 1962. Chinetti sold the car on March 7, 1963 for \$6,175 to its first owner, the name of whom has been lost to the sands of time. Just over 20 years later in the mid-1980s, 4001GT would be sold by Dan Gentily to Andrew Clark of Katonah, New York.

Mr. Clark later moved to San Jose with the Ferrari and offered it for sale in 1994, about a decade after acquiring it. Advertised at the time as carrying the present *Bleu Ferrari* (dark blue) paint over saddle tan hides color scheme that it has now, it was indicated that it had received a recent tune-up and had 60,000 original miles—a figure that appears to have





been a typo given the fact that just under a decade later the car would appear again for sale in substantially the same condition but with 51,000 original miles indicated.

Acquired by the vendor in 2005 from a Southern California dealer, 4001GT has continued to live a life of comfort and sparing use over the past half a score of years. Driven only another approximately 2,400 miles, just over 53,400 believed-to-be original miles are currently indicated on the odometer. Over the course of the last year the car has been extensively refurbished mechanically with the Ferrari experts at Alfa Italia in Burbank, California rebuilding the engine, suspension, transmission, rear end and more. During the work, the transmission case was replaced with a correct unit, but the original case was retained and accompanies the car. With about \$80,000

in recent receipts, it is little wonder that the car is described as being an excellent runner and an extremely enjoyable and capable driver.

While a total of 954 250 GTes built among the three different series, only about 500 are believed to still survive with fewer still retaining their original coachwork. This numbers matching, bone dry, largely preserved and original example, complete with its original books, tools, and fog lights, as well as bales of recent service receipts, its Marcel Massini and Ferrari Market Letter history reports, is the perfect entrée into the exclusive world of Colombo V12-powered Ferraris.

\$400,000 - 450,000

Please note that this vehicle is titled as a 1963.

1967 MASERATI MEXICO COUPE

Coachwork by Vignale

Chassis no. AM.112.106

Engine no. AM.112.106

4,136cc DOHC V8 Engine

Four Weber Carburetors

286bhp at 5200rpm

5-Speed Manual ZF Gearbox

Front Independent Suspension, Live Rear Axle

4-Wheel Disc Brakes

- *Well-documented example*
- *One of just 480 Mexico Coupes*
- *Featured in Automovil Magazine*
- *Maserati Classiche Certified*



THE MASERATI MEXICO

Introduced at the 1966 Rimini Concorso d'Eleganza, the Mexico, much like the Ghibli Maserati introduced in 1967, marked a notable shift in Maserati's design language and engines. Named in commemoration of John Surtees' victory in the 1966 Mexican Grand Prix, the new four-seat Maserati featured a thunderous V8 engine developed from the type first seen in the venerable 450S racecar. The Mexico offered exciting performance and pleasing Vignale coupe lines mixed with the luxurious practicality of having room for 4 adults.

First used in the fabulous 5000 GT, the racing-derived DOHC V8 engine was further refined for civilian road use by 1963, when it was called upon to motivate Maserati's first Quattroporte. Along with the potent engine, the Mexico utilized a shortened version of the Quattroporte's steel unibody, along

with its double wishbone independent front suspension. The power from the V8 is fed through a 5-speed ZF manual transmission with overdrive to a live rear axle and is brought to a halt by servo-assisted ventilated disc brakes- a first for Maserati.

Production of this handsome four-seat coupe ceased in 1973, with just 480 examples completed, about 1/3 of the volume of the contemporary Ghibli. True to Maserati form, the Mexico offers an intriguing blend of race-bred performance and innovation complimented by luxurious practicality.

THE MOTORCAR OFFERED

Produced in 1967, this excellent Mexico arrived in the US in 1980 from its native Italy. In 2004, it was acquired by an enthusiast who enjoyed this exceptional Maserati in both Miami and Mexico City. During its time in Mexico City, this lovely Mexico was profiled in Automovil Magazine. Presented in the classic combination of Rosso over rich Cinghiale hides, this well-presented example has recently benefitted from a repaint and a cosmetic and mechanical refresh. The luxuriant leather interior bares a lovely patina and the large wooden dash has been well cared for. Mechanically, this coupe has been well maintained throughout its life and has been tastefully modified for enhanced reliability and performance, including electronic ignition.

Since its arrival in the US 35 years ago, chassis 106 has benefitted from careful maintenance



and detailed records have been kept, which accompany the car. Additionally, this handsome Mexico is complete with a Certificato di Origine from Maserati Classiche.

This well cared for and wonderfully presented example of Maserati's rare four-seat coupe is fit to be enjoyed and driven enthusiastically and proudly displayed at many Italian car events by its next owner.

\$100,000 - 140,000
WITHOUT RESERVE



24 Hours of SPA Winning and London Motor Show

1948 ASTON MARTIN 2-LITRE WORKS TEAM CAR

Chassis no. SPA/48/8 (previously LMA/48/1)

Engine no. SPA4/48/8 (previously SPA/48/1)

UK Registration no. THX 259 (on retention)

1,970cc Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 4,750rpm

4-Speed Manual Gearbox

4-Wheel Drum Brakes

- The first postwar Aston Martin and Work Team Car built under David Brown
- Prototype and Show Car displayed at the 1948 London Motor show
- First-ever Aston in the DB model evolution with the three piece grill and integrated headlamps
- First owner David Brown Jr.
- Historically important cornerstone of the Aston Martin legend



Horsefall performing a 'celebration run' - The Shelsly Walsh Hill Climb, 1948. © Guy Griffiths.

THE "2-LITRE SPORTS" ASTON MARTIN

After the war Claude Hill started to design a new car, but more capital was needed before a new model could be put into production. When David Brown acquired Aston Martin in February 1947, he needed to build a new model to re-start the production and company again. At about the same time the Lagonda company also joined the David Brown Tractor Group. With financial support thus secured design work proceeded.

The first model of the David Brown era traced its roots to the development work of engineer Claude Hill, who had designed a powerful inline four-cylinder motor that was in prototype form by 1944. During World War II, Hill also built the Atom, a one-off sports saloon with advanced chassis characteristics like independent front suspension.

The new model was called "2-Litre Sports" (later referred as DB1 after the DB2 had been

introduced) and advertised in The Autocar on 28th November 1947.

After extensive testing in 1948, including road work using an almost bare chassis (probably AMC/48/1) it was decided to give the chassis and engine the ultimate test by entering the 1948 Spa 24 hour Race. With little time available, a special body was built to complete the first post-war Aston Martin and Works Team Car (LMA/48/1). Its brilliant outright win boded well for the new "2-Litre Sports" production car, which was announced at the London Motor Show later that year and offered for sale at £2,331.

The Spa winning Works Team Car was re-bodied, named "Spa Model" (later referred as "Spa Replica") and displayed on the stand shared by Aston Martin and Lagonda, but

there was insufficient interest to warrant a production run.

The "2-Litre Sports" was built in a small production run of 14 cars (AMC/48/1 - AMC/50/15) from 1948 until 1950. Nearly all of them (except one saloon AMC/49/8) were clothed in handsome drophead coupe coachwork designed by Frank Feeley.

The "2-Litre Sports" model proved to be merely a passing introduction to David Brown's plans, as the owner opted for the W.O. Bentley-designed inline 6-cylinder motor and completely fresh body styling for his 1950 follow-up model, the DB2.



THE MOTORCAR OFFERED

Chassis no. SPA/48/8 (previously LMA/48/1) is a fascinating and important example, being the actual 1948 Spa-winning Works Team Car that was re-bodied as the "Spa Model" for the London Motor Show, and the very first Aston Martin produced during the David Brown era.

The 2-Litre Aston Martin was originally tested as a 1948 development chassis (numbered most likely AMC/48/1) as described in the May 12, 1948 issue of *The Motor*. Many thousands of miles were covered by Jock Horsfall, and Claude Hill, the designer, on road test.

Those two connoisseurs of road-holding immediately insisted that so fine a chassis was too good to "waste" on touring alone, and so put the matter up to David Brown. "What makes you think it would be any good entering

for Spa?" asked Mr. Brown. "Well," said Horsfall, "the car has just the qualities needed for a long-distance sports-car race; it seems virtually unbreakable, and if Dixon is impressed with the way a car corners, that is about as high as praise can go"

David Brown agreed to build a 2-Litre Works Team Car and enter it the 24 Hours of Spa. It was now Hill's turn, and he put the designer's point of view by saying that the racing car should be regarded as a prototype and part of the development programme.

Referred to as the "Nine Weeks Wonder" (as described in *Motor* 16th March 1949), the Works Team Car with chassis no. LMA/48/1 and equipped with engine no. SPA/48/1 was completed in just nine weeks and registered THX 259.

It entered the 24 Hours of Spa with race number 54 on 10th July 1948. MI5 agent and Aston Martin Works Driver St. John (Jock) Horsfall, famed for his wartime contributions to Operation Mincemeat (the British misinformation counterintelligence campaign against Nazi Germany), was entered to co-drive with Leslie Johnson, and the pair managed to win the race outright against some of the day's most dominant Talbot-Lagos, averaging 72.07 mph, with Claude Hill, himself, working the pits. Louis Klemantaski, the doyen of motor racing photographers documented the Works Team Car's success at Spa with many photos.

It was a time Great Britain's biggest win since the war; the story of an untried car that averaged 72.07 m.p.h. on its very first drive of all and won the 24 Hours of Spa, premier International sports-car race of the year. In



THX 259 Winning the SPA 24 Hours outright - 1948.



The Winning Team - SPA 1948.



The SPA Winner in front of David Brown and his team of Executives, Directors and Engineers.



building a winner almost "from scratch" in only nine weeks, the Aston Martin team performed one of the great feats in sports-car history. It was great news for Aston Martin new start.

Jock Horsfall late drove the Works Team Car at the opening of the Shelsly Walsh hill climb with a "celebration run" on 25th September 1948.

It was decided to show the Works Team Car at the first postwar 1948 London Motor Show. Since the London Motor Show regulations did not allow race cars on display, it was re-bodied and Aston Martin re-numbered the chassis to SPA/48/8 and the engine to SPA4/48/8. The nearly finished re-bodied car was tested by the Aston Martin works drivers Charles Brackenbury and Lance Macklin in Silverstone in October 1948. It was called the "Spa Model" as per official price list and later referred as the "Spa

Replica". It was painted poly grey and offered for sale at £3,109 on the Aston Martin stand 138 of the London Motor Show. Despite its excellent press comments, it did not find a buyer.

After the motor show and according to the factory build sheet, the "2-Litre Spa" was assumed by David Brown's son, David Brown, Jr., who experienced a minor accident in 1950. Following repairs at the factory, the Works Team Car attended the St. John Horsfall meeting at Silverstone, as again chronicled in The Motor. Then sold by Ackland & Tabor to J. Poingdestre of Jersey Island in the Channel Islands, the roadster was campaigned locally in hill climbs and sprints over the next two years.

After Jock Horsfall's fatal race car accident in 1949, Dudley Coram from the AMOC came up with the idea to use the 1948 Spa winning



Test drive by Charles Brackenbury and Lance Macklin - Silverstone, 1948.





J. Poingdestre with THX 259 - Jersey, 1950.



Displayed on Aston Martin's stand at the 1948 Earls Court Motor Show.



Works Team Car as a scale model for the St. John Horsfall Memorial Trophy. It was executed by Rex Hayes and it took him 12 months to complete the trophy for its first presentation in 1950. Since then it is presented every year to the winner of The St John Horsfall Trophy race.

Domiciled for several years, SPA/48/8 was purchased in 1968 by Barrie H. Jones of Jersey, and completely rebuilt. Within the next few years, the Aston was sold to Jean Thuysbaert of Nice, France, before passing to the Dutch National Motor Museum in May 1972, where it remained for decades. Displayed there for many years, the car received FIVA certification in 2001 and was entered on the museum's behalf for the 2002 Mille Miglia Storico.

In June 2004 the one-off Aston Martin was acquired by Bill Cakebread of the United

Kingdom, who completely restored the car to a high degree of originality, re-registering the car with its original number plate "THX 259". By late 2005 cosmetic considerations had been completed (including a bare-metal re-spray and reupholstering of the interior), and a mechanical rebuild of the engine, drivetrain, and chassis was finished in March 2006. The beautifully restored 2-Litre works car soon made regular appearances at Aston Martin Owner's Club events at Silverstone and Brooklands, including three demonstration laps at the St. John Horsfall race in June 2007.

In 2012 this rare and significant Aston was purchased by the consignor, a London-based enthusiast who has actively bolstered the car's documentation to fully illuminate its incredible history. Featuring numerous period articles, letters of correspondence



At the 2013 Concorso d'Eleganza Villa d'Este.

from prior owners, factory build sheets, and references in AMOC publications, the history file is one of the most thoroughly researched compendiums of documentation that has ever accompanied a premium collector car. This wealth of information soon contributed to the procurement of a new FIVA passport, and the Aston was accepted and presented at the 2013 Concorso d'Eleganza Villa d'Este, often considered the most world's most prestigious judged car exhibition being part of five important Aston Martins representing the company's centenary celebration.

Still displaying the outstanding mechanical and cosmetic quality of its recent restoration and upgrades, SPA/48/8 is an extremely rare and historically important cornerstone of the legendary Aston Martin postwar production run. As the winner of the 1948 Spa 24 Hours

and the company's 1948 London Motor Show car, the one-of-a-kind 2-Litre is literally the first automobile built under David Brown's leadership. This incredibly documented veteran of the world's most esteemed concours d'elegance should be welcomed at most events, from AMOC gatherings to concours like Amelia Island and Pebble Beach. Its singular position in the chassis sequence, richly documented history, Spa-winning pedigree, and restoration quality make it one of the most important Aston Martin motorcars to become available in many years.

\$600,000 - 900,000

1969 MERCEDES-BENZ 280SL

Chassis no. 113044-12-009659

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

- Single family ownership for 38 years
- 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 W113 SERIES

Launched at the Geneva Motor Show in March 1963, the 230SL – or W113 as the model range was internally labeled at Mercedes-Benz – was a completely new car through and through, designed to replace the outgoing 190SL. A truly modern car for its time and constructed to the high level of craftsmanship expected from Mercedes-Benz, the model quickly became a very popular two-seater among the elite thanks to its combination of

luxury and high style. Mercedes-Benz would call the W113 “a Grand Tourer in the traditional sense” and “a unique combination of sports car performance and saloon car comfort.” Many of the design and technical features were industry firsts, including the hard-top designed to withstand the car’s weight for safety reasons, and its distinct lines, featuring a large greenhouse that eventually led to the model’s popular nickname, the ‘Pagoda’.

collectible, featuring exceptional build quality and reliability, easy access to spare parts, not to mention being highly usable thanks to their modern specifications.



After the 230SL came the 250SL, which boosted engine capacity by about 200cc over its predecessor; later, both were replaced by the ultimate evolution of the W113, the 280SL, introduced in 1967. The enlarged 2.8-liter 6-cylinder SOHC engine now produced 170 horsepower, and disc brakes were now standard on all four corners. These last classic Pagoda models have become increasingly



THE MOTORCAR OFFERED

Very occasionally it is possible to find popular classic motorcars that have been truly cherished throughout their lives and this very fine Mercedes is one such example. In this case it is its simplicity of ownership that accounts for the fact that the car has remained in highly original and well preserved order as it remained in the same family ownership for virtually its whole life.

Unusually, as new this individual and special example was delivered by Keenan Motors in Philadelphia in the form it shows today, with the highly desirable optional alloy wheels. Its data tag confirms that it was supplied in Signal Red and with a Black hardtop. Mercedes paint finishes are renowned for the quality and longevity if well maintained and close inspection of the car today confirms that in this respect the car is substantially original.

Servicing through its life has been with main Mercedes-Benz dealerships, firstly in Pennsylvania and later, when it passed to another Connecticut based family member in that region, more important works were entrusted to Paul Russell's esteemed facility in Massachusetts. Throughout its 46 year existence its servicing is well charted, so its accrual of just under 75,000 miles is fully substantiated.

Bonhams takes pride in its relationship with the Daimler-Benz brand and each year holds an auction at the Factory Museum in Stuttgart, where it is possible to see the full heritage of this storied marque. The 280SL as presented here is full endorsement of their current marketing line *'the best or nothing'* and shows that, if looked after, the quality lasts incredibly well.

**\$115,000 - 135,000
WITHOUT RESERVE**

1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042-7500270

Engine no. 198.980.7500286

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Original U.S. Delivered car*
- *Cover feature car for 'Mercedes-Benz 300SL' by Dennis Adler*
- *Former 'Best in Show Roadster' at Gullwing Group Convention*
- *Accompanied by both a soft top and rare and desirable hardtop*
- *Eligible for some of the finest tours and driving events*



THE MERCEDES-BENZ 300SL ROADSTER

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

Desperate for a car to sate the desires of his upmarket clients, he eventually persuaded the Daimler-Benz board to take the 300SL from racetrack to road. The designers and engineers refused to compromise on the purity of the original, so the bodywork was still primarily crafted to reduce drag as much as possible (although rumor has it that the elegant strips over the wheelarches were no more than fashionable cosmetic touches to make the car appeal to its American audience), and the steel panels

cloaked a tubular chassis frame designed by Rudolf Uhlenhaut which weighed only 82kg.

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

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

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

At the same time the fabulous 3.0-liter straight six, which featured fuel injection years ahead of its time, was boosted from 215bhp to 225bhp (torque output remained at 202lb-ft at 4,600rpm) and the chassis was redesigned with lower sills to accommodate normal swing-opening doors -- although additional



strengthening was required in the lower half of the chassis, which saw the SL's weight grow from 1,310kg to 1,420kg.

Partially to increase load space and partially to create room for the folding fabric roof, the fuel tank capacity was reduced from 130 liters to 100 liters, but arguably the biggest benefit the Roadster gained over the Gullwing was superior ventilation. Due at least in part to the coupe's small in/out side windows, the 300SL Gullwing was regarded by many as tough work on long trips due to heat buildup in the cabin. Even with its roof up, the Roadster's wind-up windows allowed much better airflow through the cockpit.

By no means a poor relation to the Gullwing, the later refinements added to the Roadster made it a compelling proposition for collectors

and enthusiasts despite a list price of \$10,950, a ten percent increase over the Gullwing. And while the coupe had a model-run of under three years, the Roadster stayed in production until early 1963, by which time 1,858 had been built.

THE MOTORCAR OFFERED

Verified by a copy of its original order kindly supplied by Mercedes-Benz Classic Center, in Irving, California, this 300 SL Roadster was ordered new by distributor Max Hoffmann in New York and was completed on September 27, 1957 as a standard production, USA/North American Market example. As such it is an extremely late production example from the end of the 1957, first year model, limited run.

Noted on its order is its now ultra rare, Becker "Mexico" Signal Seeking, AM/FM radio. All told this luxury sports car would certainly have stood out even among its brethren and its guise was clearly well thought out by its original owner.

The Roadster's known history is charted with the Gullwing Group as having spent most of its life on the West Coast. They record an early





owner as being K. Kischkel of Los Angeles, California, followed by a move up the Pacific Coast Highway to owners Gary Cadenhead of Santa Barbara in 1972 and Don Young in 1980. In the mid-1980s, the car was sold to Barry and Ellen Gruer of La Mesa, California, who commissioned a comprehensive restoration by respected 300SL specialists Hjeltneess Restoration of Escondido. According to noted expert Frank Spellman, following its completion, the Gruer's took the car to the 1986 Gullwing Group Convention, where it won Best Roadster.

In this period, in keeping with its acknowledged excellence, the car was extensively documented and chosen to be the cover car for "Mercedes Benz 300 SL" by Dennis Adler. In 1997, for the first and only time the Mercedes left the U.S. selling to Yuko Hata of Kyoto, Japan by which point it had covered 85,531

miles from new. The car returned from the Far East in 2012 and into the present ownership of a prominent collector, where it has shared stable with numerous sporting automobiles and continued its tradition of fine maintenance and sympathetic use.

This is a well known and extremely fine example of this iconic model, ready for the next custodian to enjoy.

\$1,100,000 - 1,300,000

1961 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 875400

Engine no. R1523-9

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

- *Numbers-matching example*
- *Finished in striking Cotswold Blue over Red*
- *Meticulous restoration by RX Motorworks*
- *Jaguar Heritage Trust Certified*



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 driveshafts, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disk brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU 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 MOTORCAR OFFERED

On August 25th, 1961, Jaguar's Coventry workshop produced this stunning Cotswold Blue XKE OTS, chassis 875400. Destined for the Canadian market, this left-hand drive Series 1 E-Type remained in Canada for 51 years before traveling to California. In 2001, after forty years of spirited driving, this iconic roadster underwent an exhaustive, meticulous restoration by RX Motorworks.

Resplendent in its original hue of Cotswold Blue and featuring a red interior, the freshly restored E-Type made its post-restoration debut at the All British Field Meet, where it was awarded "Best Debuting Restoration". Sparingly used since its award-winning restoration, this numbers-matching Jaguar remains in remarkable condition, with care taken over the last 14 years to maintain and care for this beautiful XKE. The paint remains vibrant and

the interior is fresh, testaments to the quality of the restoration. Included in the sale of this iconic roadster, is an extensive restoration file compiled by RX Motorworks along with a Jaguar Heritage Trust Certificate.

This Series 1 example of one of the most iconic cars of the 1960s has been carefully maintained and is capable of being displayed at many events and driven on road rallies, or simply enjoyed on spirited weekend drives.

\$275,000 - 325,000

87

1967 PORSCHE 912 COUPE

Coachwork by Karmann

Chassis no. 460304

Engine no. 752400

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

90bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Desirable 5-Speed SWB 912*
- *Recent mechanical refurbishment*
- *Classic Porsche styling*
- *Offered with Porsche Certificate of Authenticity*



THE PORSCHE 912

Put into production in July 1964, the 911 presaged the end of 356-production. It was July 1965 before the 911 made it to the US, and customers immediately noticed the differences from its predecessor. In addition to being more modern and more powerful, it was also more expensive: nearly \$2,000 more than the comparable 356 model. In Europe, too, this was a problem.

Thus, by April 1965 a "transitional model" entered production. Essentially a 911 with a 356-type flat four, the new car, designated "912," was not only less expensive, selling at near-356 prices, but enjoyed more even weight distribution and better economy. The combination of the four-cylinder engine and the slipperier 911 design was capable of achieving 30 mpg. More than 30,000 were eventually built.

THE MOTORCAR OFFERED

A desirable five-speed model, this 912 was purchased in Asheville, North Carolina by a local doctor who enjoyed the car in limited use before passing it on to M.F. Vaughn on November 21, 1973 with 22,988 miles on the odometer. It was then sold to William Silver who maintained the car in his collection until selling it to Wesley Edward Martin in November 2001.

The vehicle continued its succession of owners from the Tar Heel state when it entered the collection of legendary Midget racer Robert Hall, who treated the car to a sympathetic restoration from 2012 to 2013. Mechanical work was performed by noted marque expert John Forbes of Black Forest Racing in Denver, North Carolina, and included an engine rebuild and replacement of the hydraulic system. The car's paintwork and trim was refurbished by a local shop.

Currently displaying a total of 54,057 miles on the odometer, the car retains the crisp handling and exciting driving experience that it had when new. Finished in the original Polo Red color, this 912 has the rare, optional 5-gauge instrument cluster and its original Blaupunkt AM/FM/SW radio in the dash. Properly trimmed in period kit, this 912 should reward the next owner with a wonderful driving experience.

**\$50,000 - 70,000
WITHOUT RESERVE**

88

1967 MASERATI MISTRAL 4000 COUPE

Coachwork by Frua

Chassis no. AM109A1.1146

Engine no. AM109A1.1146

4,014cc DOHC Inline 6-Cylinder Engine

Lucas Fuel Injection

255bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Charming Mistral in largely original 'Barn-find' condition
- Desirable 4-Liter, 5-speed manual configuration
- Matching numbers example
- In same family ownership for more than three decades
- Elegant and powerful Frua-bodied Maserati



THE MASERATI MISTRAL

Last of the classic six-cylinder Maseratis, the Pietro Frua-styled Mistral commenced production in 1963. The 3.7-liter version of the famous twin cam six-cylinder engine was fitted to most cars, other options being the 3.5-litre or, from 1966, the 4.0-litre unit, all of which came with Lucas fuel injection. A handsome two-seater on a shortened, square-tube chassis, the Mistral was built in Coupe and Spider versions, the former's opening rear window hatch making it unusually practical for a sports car.

A five-speed gearbox and disc brakes were standard equipment; automatic transmission, air conditioning and a limited-slip differential the options. Production ceased in 1970, by which time a total of 827 Coupes and 123 Spiders had been built.

THE MOTORCAR OFFERED

Offered here in enticing 'barn-find' condition, is a largely original example of the desirable 4-Liter Mistral. Although this Maserati's early history remains unclear, it is known to have been owned by a Mr. Johnson of Pebble Beach, CA by the early 1980s. It was here purchased in October of 1983 by the consignors father, Mr. Davis of El Cerrito, CA. Mr. Davis would keep the car on the road for just at few years, before parking it in his dry garage, covered up, where it has remained until now!

Today, this sophisticated Frua-bodied Maserati is found to be in largely original and undisturbed condition throughout. The cars interior appears to be as installed by the factory when the car was new, and the 69,708 kilometers showing on the odometer are believed to be the cars actual mileage. The elegant medium-green metallic exterior shows a lovely patina, as does

the brightwork. The Maserati is not in running order, and will need a thorough mechanical refurbishment before being roadworthy again. Having benefitted from being stored in the dry California climate, this exciting 'barn-find' is offered with old paperwork dating back to Mr. Johnsons ownership, as well as miscellaneous owners manuals. Indeed, a charming example of the stylish Frua-bodied Mistral Coupe.

**\$50,000 - 75,000
WITHOUT RESERVE**

The ex-William Harrah and William Evans

1913 POPE-HARTFORD MODEL 31 ROADSTER

Engine no. 15225

300ci OHV Inline 4-Cylinder Engine
Single Carburetor and Bosch Dual Magneto
Est. 40bhp
4-Speed Sliding-Gear Transmission
Rear Mechanical Brakes

- *The sole remaining original Model 31 Roadster*
- *The ultimate specification for a 40-Horsepower Pope*
- *Attractive and sporty bodywork*
- *One of the best performing cars of the era*



THE POPE-HARTFORD

Col. Albert Pope was one of the celebrated industrialists of the post civil war era, having created a highly successful bicycle empire that benefitted from the enormous bike craze of the late 1800s. By the end of the decade Pope had consolidated over 40 bicycle manufacturers into his American Bicycle Company. The skill set and manufacturing capability of these companies gave Pope a strong basis to enter automobile manufacturing. Having recognized that automobiles would supplant the bicycle craze, Pope began Columbia automobile in the 1890's. Primarily an electric car it gave Pope a foothold in the new market. The Pope automobile empire would eventually include numerous brands including Pope-Tribune, Pope-Toledo, Pope-Robinson, Pope-Waverley and the most enduring Pope-Hartford. The Pope-Hartford would be the only Pope brand

built in the city of the companies headquarters Hartford Ct. Begun in 1903 with a single cylinder car the brand built its first four in 1906 and the fours would be the engine that built the brands reputation.

Pope-Hartford gained a reputation for being a reliable, well made and soundly engineered automobile. With the exception of the unusual-for-the-time overhead valve engine the cars were conservatively designed and that was no doubt a key to their reputation for durability. Pope-Hartford did participate in racing and most famously won the San Francisco "free for all" in 1909 with a 40hp model. The event celebrated the 300th anniversary of Don Gaspar de Portola's discovery of the bay. The success at this event gave name to the body style Pope is most famous for the "Portola Roadster".

Today few brass car brands enjoy the status Pope-Hartford does. Coveted by brass car enthusiast for their wonderful touring abilities. They are reliable, powerful, good looking and just the right size. Starting in 1913 the 40hp cars have the benefit of a four-speed transmission and electric starting. Pope-Hartford is one of the only brass era marques that enjoy its own exclusive tour – the Pope Tour.



The Pope when acquired by Mr. Harrah.



THE MOTORCAR OFFERED

This unique Model 31 roadster was discovered in remarkable original condition in the 1960s and acquired by the famed Harrah's Auto Collection. Pope Hartford was one of Bill Harrah's favorite marques and he along with a few other prominent West Coast enthusiasts would fuel the appreciation for these great cars. Though acquired with the intention of receiving a Harrah's Gold Star restoration this Model 31 did not get restored prior to Harrah's death in 1978. The Pope was sold in original condition at one of the Harrah's dispersal auctions.

San Diego collector and Pope enthusiast William Evans purchased the car from the Harrah's collection in the late 1970s. Mr. Evans entrusted Temple Bladwin with the job of bringing the Pope back to its original glory. Thankfully, the remarkable condition and completeness made the job relatively easy and

the car was highly correct and authentic. Since that time the Pope has resided in several noted collections and has been in the possession of its enthusiast owner for the last decade.

These Model 31 Popes are prized today for their exceptional performance. All Model 31 owners speak to the cars ability to keep pace with the 50hp cars up to about 50mph. The lightweight and remarkable power combined with the excellent four-speed transmission proved a winning combination.

Today the Pope is in fine condition with its now older restoration holding up well. Its current owner has kept the car in touring condition and reports it to be a pleasure to drive. A proper 31 is a difficult car to find today and this being the only factory roadster makes this a unique opportunity. **\$150,000 - 200,000**

Please note that this vehicle is titled under its engine number.

1964 NEVADA OWNERSHIP CERTIFICATE DEPT. OF MOTOR VEHICLES REGISTRATION DIVISION			
This certificate is evidence of legal ownership of vehicle in Nevada as far as the same appears of record in this Div. 2000. When vehicle is sold this certificate properly endorsed must be presented to Division before transfer can be made. HOUSE P. 3725B. DIVISION.			
License Number			
Identification No.	15225		
Name	Harrah's Club		
Address	P.O. Box 10		
City or Town	Reno, Nevada		
Make of Vehicle	Pope-Hartford	4	For \$2.00
Type of Vehicle	Roadster		Min. Fees
Year	1913		Unladen Wgt.
Model	31		
Date Issued	6/30/64		rh.
Legal Owner			
Address			
City or Town			
Ownership certificate remains in force and effect until transfer of title to vehicle. All signatures on transfer title MUST be made with pen and ink. KEEP IN SAFE OR BANK—NOT IN VEHICLE.			
201 304			

1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 14335

Engine no. B1086

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully restored example*
- *In single ownership for over 37 years*
- *Documented by Marcel Massini*
- *Offered with history file and restoration photos*
- *Equipped with air conditioning*



THE FERRARI 365 GTB/4 DAYTONA

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

Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-liter V12 engine that was not taken further. Instead a Tipo 251 power unit would be adopted, which was a more conventional 4.4-liter with

hemispherical combustion chambers in its twin-cam heads, and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the Tipo 245 engine's, which already powered the 365 GT 2-plus-2, GTC and GTS models.

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

The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed transaxle was attached to the tube chassis

at four points – two on the engine and two on the transaxle – and the familiar 2.4-meter wheelbase was retained, which dated back in unbroken line to the 250 GT SWB.

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

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





THE MOTORCAR OFFERED



debuting the gorgeous GTS/4 Spider, a number of important revisions were introduced on both the Berlinetta and Spider versions. These changes came about as a result of the newly imposed federal safety legislation in the USA that deemed covered headlights illegal. Ferrari and Pininfarina were subsequently being forced into carrying out a mild front-end makeover. Their answer was to fit the Daytona with retractable headlights in early 1971.

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

Completed on June 14th, 1971 this 365 GTB/4 Daytona left the factory in new Rosso Chiaro paint and Nero leather interior, and equipped with air conditioning. It was delivered to West Coast Distributorship Modern Classic Motors in Reno, Nevada. In 1974, Emil Martini of Beverly Hills, CA acquired the car and retained it until 1976 when 14335 was passed on to Robert Martini of Hillsdale, NJ. While on the East coast it was spotted at the 1982 and 1989 Ferrari Club of America National Meetings. By 1989, the black side-strip, which remains on the car to this day, was first observed and the car was sitting on new Borrani wheels.

In 1996, Mr. Martini had the car restored, including engine and transmission rebuilds, by Berlinetta Motorcars of New York. During his ownership the Daytona was housed in an



auto museum for 13 years. Mr. Martini sold the car in 2013 after 37 years of ownership.

The Daytona was the latest offering of the traditional front-engine V12 Ferrari and is iconic for its long, elegant styling and features such as its gated shift box. The Daytona could be found achieving success on international racetracks, dashing across the US in the Cannonball Run, or parked at a local grocery store; and as such has become revered for its versatility. It is no wonder that Sports Car International named the Daytona as the top sports car of the 1970's!

This car is offered after a long history of proper stewardship, having spent 37 years with one owner! Since the current owner acquired the car they have replaced the exhaust system, exhaust hangars, the 'mouse hair' dash

panel, and tires. It has been described as an excellent driver with great mechanicals, dialed suspension, upgraded Cromodora wheels in 7 1/2 " front and 9" rear, and a clean interior. In November 2013, one industry professional described the car as needing little to bring the car to FCA judging standards. Presented in its remarkable and appropriate original color combination of Rosso Chiaro on Nero, this car will surely stir memories and produce new dreams for many enthusiasts.

\$600,000 - 800,000

91

1958 FIAT 600 MULTIPLA

Chassis no. 042086

Engine no. 640450

870cc OHV Inline 4-cylinder engine

Single Weber Carburetor

Approximately 30bhp at 4,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum brakes

- Beautifully presented example of FIAT's iconic minivan
- Charming and spacious Italian classic
- Upgraded with 850cc Engine
- Endearing color combination
- Guaranteed good smiles-per-gallon
- Black-plate California car



THE 600 MULTIPLA

Released in 1956, the FIAT 600 Multipla offered charming utility and capacity. Based on the FIAT 600, the Multipla shares engine specifications with the 600 and the suspension with the contemporary 1100. The Multipla's spacious and practical interior with three-row seating, offered enough to fit six people. However practical and charming, the Multipla was no performance machine-0-50 is dealt with in a glacial 43 seconds, on to a top speed of 50mph. Despite the

performance, these charming FIATs are a joy to drive and benefit from having a passionate and dedicated group of enthusiasts.



THE MOTORCAR OFFERED

This charming 1958 Multipla is offered in the lovely combination of excellent Creme and Light Blue paintwork, and appears to have been kept in largely original condition. In lieu of the original 633cc engine, a larger 850cc engine has been installed, providing a considerable performance advantage. This particular example has been owned by FIAT enthusiasts in the greater Los Angeles area for many years, and has been shown extensively, including outings at the Concorso Italiano and the Rodeo Drive Concours.

This is a great opportunity to attain an exciting, charming little FIAT that would be a great tour bus for you and your friends around the Monterey Peninsula.

**\$70,000 - 90,000
WITHOUT RESERVE**

1973 ALFA ROMEO 1600 JUNIOR ZAGATO COUPE

Chassis no. AR*3060332
 Engine no. AR00536*S2114

1,570cc DOHC Aluminum Inline 4-Cylinder Engine
 Dual Weber 40DCOE 2-Barrel Carburetors
 123bhp at 6,000rpm
 5-Speed Manual Transmission
 Independent Front Suspension, Live Rear Axle
 4-Wheel Disc Brakes

- One of only 402 examples built
- Coachbuilt- Crafted by hand at the Zagato Coachworks
- Exceedingly original example
- Recent service by marque specialists
- Manual, tools, Jack



THE ALFA ROMEO 1600 JUNIOR ZAGATO

Alfa Romeo produced just 402 Zagato Coachbuilt examples of the 1600 Junior Z between 1972 and 1975, of which just 121 cars are known to exist in the Zagato Register, 12 of which are known to be in the United States. As with its predecessor the Giulietta SZ, Zagato chose to base its new coupe on an Alfa Spider chassis rather than a GT chassis to take advantage of its lighter weight, shorter wheelbase and shorter front and rear overhangs. Zagato created a low drag aerodynamic fastback coupe featuring a very low frontal area, low roofline and fastback profile.

As with its predecessor the Giulietta SZ, weight was minimized with several characteristic Zagato features such as an aluminum hood, ultra-lightweight bumpers, unique lightweight Zagato seats and a special

lightweight dashboard devoid of a glove box door. The specially designated 1600 high performance "S" engines for the Junior Z were fitted with double twin choke Weber Carburetors and featured a unique Zagato "Ram Air" induction system fed by eight openings in the front clear headlight cover. The car's high performance mechanical specification and lightweight construction prohibited Alfa Romeo from originally offering the car in the United States.

With bespoke Zagato features throughout including an electrically elevating rear hatch for low drag flow through ventilation and construction taking place at both Alfa Romeo and the Zagato coachworks, the Junior Z proved very expensive to produce resulting in just 402 examples being produced as compared to 3,917 Alfa Romeo Montreals.

THE MOTORCAR OFFERED

This spectacular "time capsule" 1600 Junior Z which has covered just over 56,450 km, or about 35,000 miles, from new. It features its original high performance 1600 "S" Ram Air engine, original seats, door panels and interior trim, and even its original muffler and undercoating! It is supplied complete with jack, tools and manual.

The car was comprehensively serviced by marque specialists in June 2015. On the road its short wheelbase, light weight, low drag and high performance mechanical specification provide a uniquely sporting experience. This Junior Z's dramatic shape, fantastic original condition and ultra-rarity make this handmade coachbuilt Zagato Alfa Romeo a fine addition to any collection.

\$55,000 - 85,000
WITHOUT RESERVE

1954 ASTON MARTIN DB2/4 DROPHEAD COUPE

Coachwork by Mulliners

Chassis no. LML/736

Engine no. VB6J/172

2,922cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

140bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Rare, factory left hand drive Drophead Coupe*
- *Original US Delivered example*
- *Factory fitted with the later 3-liter Vantage-spec engine*
- *Great thoroughbred sports car from a golden era of motoring*



THE ASTON MARTIN DB2/4

The need to widen the appeal of the already-successful DB2 resulted in the launch of the 2+2 DB2/4 in October 1953. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor.

Technically, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-

located live rear axle. The W.O. Bentley-designed, 2.6-liter, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-liter, DB3S-derived, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds.

The DB2/4 was never intended to be a racing car but did have an impressive competition career, which began early in 1955 when the Aston Martin Works entered three cars in the Monte Carlo Rally. Reg Parnell was partnered by motor racing photographer Louis Klemantaski in one car, Peter Collins and Graham Whitehead shared the second, while the third was crewed by two former Monte winners, Dutchman Maurice Gatsonides and

Frenchman Marcel Becquart. Parnell and Collins put themselves out of the competition by going flat-out from the start and getting penalized for arriving at the checkpoints too early. Parnell was then disqualified before the car got back to Monte Carlo, but Collins was able to continue and won the traditional race around the Monaco GP Circuit. Gatsonides and Becquart led the rally until they passed a secret time-check, and dropped to seventieth place. They were awarded the RAC Trophy for 'Comfort and Safety' for their impressive performance.

DB2/4 production had amounted to 565 cars by the time of the MkII's introduction in October 1955, only some 73 of which were Drophead Coupes. Today, these smart-looking, hand-built Aston Martins are high on collector's lists worldwide, prized for their enviable blend of elegance, performance and usability.





THE MOTORCAR OFFERED

A truly great 'best of both worlds' sports convertible, the Mulliner Dropheads on these chassis provide fully open motoring or properly enclosed cover if the temperature changes or precipitation should arise. As such they make ideal road touring cars and are blessed with the fabulous heritage of the brand.

As a collectible automobile the limited production run of only 73 cars is bettered still when one divides out those that were built for non-domestic countries and in Left Hand Drive. This extremely rare example is noted on its build sheet as being delivered in this form and was sold through U.S. Agent Inskip 61 years ago in July 1954. In truly British style, its optional extras are recorded as 'Particulars of Non-Standard Equipment' and for this car included 'Alfin Drums, Le Mans Headlamps, an arm-rest on the driver's door,

a built-up tool kit, and lock and lid to the left hand glove box'. Resplendent in white with red interior and a black top it was supplied new to its first owner W. Weiss Esquire of New Orleans, Louisiana.

Its subsequent ownership trail has been uncomplicated and through only a handful of caretakers during its many decades of life. It migrated north to Dr. T.M. Speidel of South Minneapolis by the early 1960s, where the car resided until at least the mid 1970s before arriving with noted Aston collector Tom Stegman of Cincinnati who retained the car until 1992. At this point it passed to John Targett, from whose estate the car was ultimately acquired by the current owner.

At the point of transition between Stegman and Targett the car's mileage was recorded

as original, at 42,581 actual miles, which is borne out by the authenticity of the car today. While in Mr. Targett's custody it was occasionally shown, most notably at the annual Meadowbrook Hall Concours d'Elegance in the summer of 1992. Targett kept the car for more than two decades.

Along its simple life, its colors have been switched to a more appealing and typically British Aston Martin scheme of a rich dark green hue and tan interior. On close scrutiny it seems most likely that its top is the original covering, with slight sun fading, but nevertheless in good condition and as ever an encouraging sign that the car has been well kept.

In recent times, some considerable expenditure has been lavished on the DB2/4, which has included a freshening of its body and paint,



thorough servicing of all running gear and sympathetic detailing wherever needed. Supporting its known history is a file including a copy of its original build sheet, a period Service Manual and 3-Liter Instruction Book, as well as a more modern parts list.

As viewed today, with low miles, well-documented history and fresh preparation, this Aston is ready to be toured and enjoyed.

\$450,000 - 500,000



1965 PORSCHE 911 2.0 COUPE

Coachwork by Reutter

Chassis no. 300620

Engine no. 900706

1,991cc SOHC Flat 6-Cylinder Engine

Solex Carburetors

130bhp at 6,200rpm

4-Speed Manual Transmission

Independent Front and Rear Suspension

4-Wheel Disc Brakes

- A rare early 300-series Porsche 911
- Fully numbers-matching
- Completely restored by marque/model specialists
- Attractive color scheme
- Supplied with a Porsche Certificate of Authenticity, tools, and manuals



THE PORSCHE 911

Born of Porsche's efforts to build a larger, more powerful successor to the aging Type 356, the 911, or Type 901 as it was originally named, has become one of the very few automobiles in history that can be identified by its silhouette. The purity of the 911's design lives on today in the profile of the newest Carrera coupes, and the loyalty of the Porsche enthusiast community world-wide is second to no other.

THE MOTORCAR OFFERED

This 1965 short-wheelbase Porsche 911 was discovered by word-of-mouth, complete but very used-up. Fortunately, it landed at an early Porsche specialty restoration shop in Northern California, where it was brought back to original condition. The car's earliest history is unknown, but based on a number of European-specification parts found on the car, it is likely that its first owner was an American serviceman in Germany who later brought it home. A few bits of paperwork suggest it made its way to Alabama before coming to the west coast. This 911 coupe was the 855th Porsche 901/911 produced, completed on the 10th of March, 1965.

This car's Certificate of Authenticity says it was originally finished in 6404 Light Ivory, and trimmed in black leatherette with an off-white headliner. The seats had black-and-white houndstooth fabric center inserts.

The dashboard was fitted with a handsome mahogany veneer insert, and the alloy-framed steering wheel was rimmed in mahogany. As was a common practice, the car was ordered with a "radio package" that included an antenna, static suppressor, and a speaker, but not an actual radio, which was usually installed by the delivering dealer to avoid theft when the car was in transit. Also noted on the COA were a Webasto gas-fired heater and a set of Dunlop 165/125 tires.

At 901Werks in Crockett, California, the body shell was mounted in a rotisserie and all necessary metalwork undertaken, including replacement of the front pan, floors, and longitudinal. All the brightwork was either re-plated or polished, and all anodized parts were properly refinished. The shell was resprayed its original color, and new body seals

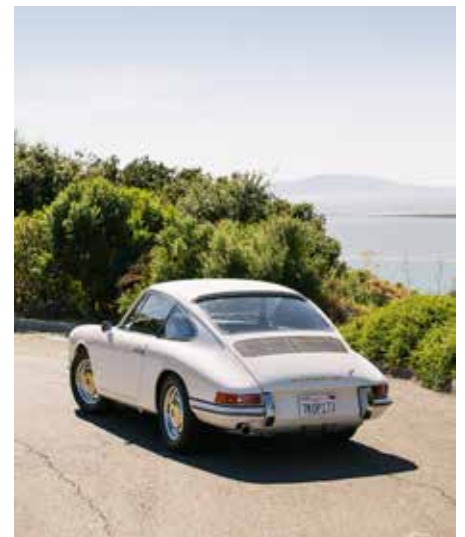


installed, along with a new and correct Sigla windshield. All the instruments were rebuilt by North Hollywood Speedometer, and the correct interior was supplied by Autos International. The Webasto gas heater was restored cosmetically, but is inoperative due to safety concerns.

The original Type 901/01 engine was completely rebuilt. This air-cooled, dry-sumped boxer six is rated at 130 horsepower at 6100 rpm and 128 foot-pounds of torque at 4200, quite adequate in this light-weight automobile. The Type 901 five-speed transaxle with its "dog-leg" shift pattern was overhauled. The suspension system and disc brakes were completely rebuilt, and the myriad of small trim parts required to bring this fine early 911 back to its original state were located and installed. All five chrome-plated steel wheels are correctly date-stamped and appear original.

Supplied with owner's manuals, a correct jack and tool roll, this beautifully-restored example of Porsche's highly sought-after first-generation 911 may be the finest available. The early 911 is considered by many enthusiasts as the purest of the company's air-cooled sports cars. This one would be a worthy addition to any serious Porsche collection, ready to show or simply to drive and enjoy.

\$300,000 - 330,000



95

1953 CADILLAC SERIES 62 CONVERTIBLE COUPE

Coachwork by Fisher

Chassis no. 536273698

331ci OHV V8 Engine

Single Four-Barrel Carburetor

210bhp at 4,150rpm

Hydra-Matic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully presented example of the legendary 1953 Cadillac*
- *Striking black over red livery*
- *Low mileage example, with wonderful original interior*
- *Offered with owners and workshop manuals*
- *Timeless Convertible Americana*



THE 1953 CADILLAC

'The Cadillac is a vehicle manifestly intended to cover long distances at a high cruising speed whilst demanding the absolute minimum of effort from the driver and imposing the smallest possible distraction upon the passengers.' It is abundantly clear from the foregoing that Motor magazine found much to commend in the Series 62 Cadillac when testing Briggs Cunningham's personal car early in 1950. Indeed, a Cunningham-entered Cadillac Coupe de Ville finished 10th

at Le Mans that year, driven - in lounge suits - by the Collier brothers.

Although the body style featuring GM styling chief Harley Earl's Lockheed P38-inspired tail fins had made its debut the preceding year, 1949 was nonetheless a landmark year for Cadillac, this season's models being the first to benefit from the company's new 5.4-litre, overhead-valve V8. Replacement for Cadillac's long-running 5.7-litre side-valve unit, the new engine was untypical in having over-square bore/stroke dimensions and, despite the overhead valve gear, managed to be both more compact and lighter than its predecessor.

A maximum output of 160bhp meant that 160km/h was within the reach of most models, with comfortable cruising between 130 and 150. Revisions for the succeeding few

seasons were chiefly limited to styling changes. Hydraulically operated 'power' windows was a feature of the Convertible and Coupe de Ville by this time, while the Hydra-Matic automatic transmission was standardized from 1950 on all Series 62 models. The Series 62 was the larger of the two mainstream Cadillac model lines, being positioned between the 'small' Series 61 and the long-wheelbase Series 75 reserved for the Fleetwood-bodied limousines.





THE MOTORCAR OFFERED

The most expensive model in the Series 62 line-up, this five-seater Convertible Coupe was delivered new in New Jersey, USA. One of 8,400 Convertible Coupe's produced that year by Cadillac, the car retailed at a hefty \$4,144. We are advised that the new Cadillac was first registered in 1955, and then used until 1963 when it was laid-up for long term storage. The car is believed to have remained off the road for the next 45 years before being rediscovered in 2008. At this point, the car is said to have been in largely original condition and required only a partial restoration to go back on the road. This work included a repaint, installment of a new convertible top, and refurbishment of the cars chrome trim and brightwork. The Cadillac's magnificent red leather interior was left original.

This beautiful Series 62 resided in Germany until purchased by the consignor a few years back,

a Belgium based enthusiast with a taste for the absolute best of the best. Today, the odometer displays less than 27,000 miles, a figure that is believed to be the cars original mileage. Offered with an original owners manual, sales brochure, engine and transmission manuals and the full workshop manual, this fine Cadillac is ready for cruising in exceptional luxury.

\$90,000 - 120,000



1967 LAMBORGHINI MIURA P400

Coachwork by Bertone

Chassis no. 3057

Engine no. 1190

3,929cc DOHC V12 Engine

4 Weber 40 IDA 3C Carburetors

350bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

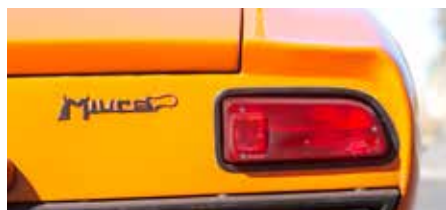
4-Wheel Disc Brakes

- *Highly-original and preserved example of the iconic Miura*
- *Two-owner car; single owner since 1978*
- *Upgraded to SV dry-sump lubrication system in 1995*
- *Approximately 35,000 miles from new*
- *Only the 37th Miura produced*



THE LAMBORGHINI MIURA

'But step back for a minute and work out what makes the Miura so special. In 1966 there was nothing like it. Only racing cars and the obscure little French Bonnet/Matra Djet had mid-mounted engines. Ferrari's road-going mainstay was the traditional front-engined 275GTB. So when tractor magnate Ferruccio Lamborghini stole the attention of the Geneva Salon crowd with the Miura, people were shocked as much by its audacious mechanical layout as they were by its era-defining and stunningly gorgeous styling.' – *Classic Cars*, July 2004.



In 1964 Ferruccio Lamborghini began challenging Ferrari with the 350GT but it was the arrival of the Miura - arguably the founder of the supercar class - that established Lamborghini as a major manufacturer of luxury sporting cars. Prior to the model's official debut at the 1966 Geneva Salon, Lamborghini cars were respected for their impressive mechanical specifications but they somehow lacked a distinctive persona. All this changed with the arrival of the Miura, named after Don Eduardo Miura, a famous breeder of fighting bulls. The Miura project first surfaced as a rolling chassis displayed at the 1965 Turin Motor Show but was not expected to become a production reality. Nevertheless, by the time of the Geneva Salon the following year, the first completed car was ready for unveiling to an awe-struck press and public.

The car's technical specification was breathtaking in its sophistication and complexity. Designed by Gianpaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupé coachwork styled by Bertone's Marcello Gandini. Like the contemporary 400GT, the Miura used the 4.0-litre version of Lamborghini's Giotto Bizzarini-designed four-cam V12. With 350bhp available, the Miura was capable of shattering performance, at its debut the Miura was the fastest production car in the world; with a top speed 174 mph and a 0 – 60 time in the mid sixes.

Very few cars managed to change the course of automotive history the way the Miura did. With its transversely mounted, mid-engine V12 and mesmerizing coachwork, the Miura set the automobile down a new course of style and performance.



THE MOTORCAR OFFERED

This Miura was produced in the summer of 1967 and was the 37th Miura to be built. It's first owner, Ben Johnson, was an American travelling in Italy at the time he took delivery. Receiving the car directly from the factory he drove it on a European tour before bringing the car back to the US. Sadly, Mr. Johnson passed away shortly after returning to US and the car was relegated to rest in a museum during much of the 1970s. In 1978, the current consignor rescued no. 3057 with just 2,464 miles on the odometer and has enjoyed the car weekly ever since.

Currently this car has approximately 35,000 miles on it and is in exceedingly original condition. The car is understood to have never been restored and has only been the subject of one mishap. In 1981, after completing a minor service, the mechanic who had been working

on the car took it for a drive to test his work, an unfortunate lapse allowed the car to leave the shop with the rear latches ajar causing the back hatch to fall off during the drive. With only minor scratches to the two rear quarter panels and deck lid a re-spray was the only cosmetic work necessary. This is believed to be the only cosmetic work the car has received during its nearly 50 years of existence.

This car has been well taken care of by its current owner; in 1995, the engine was rebuilt and the lubrication system was updated to the SV spec dry-sump unit. Keeping this car remarkably original, the dry-sump was the only SV modification installed on the car. A new clutch disc was installed in 2014 and the fuel lines were upgraded to stainless steel. As one might expect from such a fastidious, long-term owner a hefty number of the service receipts







and invoices have been retained and will be transferred with the car.

Not just a weekend warrior, this Miura was shown at the 1992 Santa Barbara Concours where it received a first in class award. It has also participated in several Italian Stampedes and even graced the cover of the July 2000 issue of Classic Cars. Though no longer a concours car - but rather an honest and good driving car that has been used as it was intended - this Miura is still a showstopper and with its striking Orange factory color combination will certainly draw a crowd.

Offered for the first time since 1978, this car comes with service receipts and invoices, old service and replacement parts, driver's manuals, the majority of its original tool kit, and the Italian license plate that the first owner used

while driving the car in Europe. A highly original and preserved example of the astonishing Miura, with great personality.

\$850,000 - 1,000,000



The ex-Steve Durst, Chuck Haynes, Mike Allison, Mike Yancheck
1970 MCLAREN-CHEVROLET M10B FORMULA A/5000
SINGLE-SEAT RACING CAR

Chassis no. 400-13

305 c.i. OHV Traco Chevrolet V8 Engine
 Four Weber 48IDA Downdraft Carburetors
 Est. 500bhp
 5-Speed Manual Transmission
 Independent Front and Rear Suspension
 4-Wheel Disc Brakes

- One of some 24 M10B chassis built in period
- Documented history from new
- Winner of its first race
- Registered with the Formula 5000 Association
- Race, and title winning, Gordon Coppuck design



THE MCLAREN M10B FORMULA A/5000 CARS

Weighing barely 1300 pounds and with as much as 500bhp on tap from a stock-block five-liter Chevrolet V8, these amazing race cars offered astonishing performance, not only in a straight line but also around a road circuit. Conceived in 1968 by the Sports Car Club of America as a less-costly counterpart to Formula One, the new Formula A offered almost equal performance. From 1969 matching rules and specifications were adopted in the UK by the British Racing & Sports Car Club and Motor Circuit Developments Ltd – which managed most of Britain's major circuits. They re-named the class Formula 5000 and it proved extremely popular in the US, the UK, Europe, and quickly spread to Canada, South Africa, Australia, and New Zealand, with numerous manufacturers entering the fray.

The British McLaren company developed its original FA/5000 M10A in 1969, basing it upon its very successful M7A Formula 1 works car design with an extended monocoque chassis and highly sophisticated suspension and aerodynamic suit. Having a 97.5-inch wheelbase, it was both larger in most dimensions and somewhat heavier than the Ford DFV V8-powered M7-series. The chassis was panelled in light-alloy sheet, bonded and riveted to fabricated steel bulkheads. Additional rear pontoons supported the engine and gearbox, in contrast to the F1 M7 design in which the DFV engine doubled as the load-bearing rear chassis structure. The FA/5000 car's front suspension utilized wishbones and coil-over shocks, while the rear comprised lower wishbones, top links, twin radius rods and coil-overs. Brakes were 12-inch diameter

Lockheed discs. Power was provided by the widely-available cast-iron small-block Chevrolet V8, in this case supplied by Traco (Travers and Coons) in the US, with quadruple Weber carburetors and producing between 450 and 500bhp. This reliable - and economically-priced - unit was bolted to a Hewland LG600 five-speed manual-change transaxle. The McLaren M10A was an immediate success on both sides of the Atlantic, winning the 1969 SCCA national title in Formula A and dominating the first season of F5000 racing in Europe. The McLaren M10B as offered here was a further developed and updated replacement for the original 'A-series' cars and it achieved similar success upon a global basis. In effect, if you had ambitions to go Formula A/5000 racing in 1970-71, then a McLaren such as this was the stand-out car to campaign...



THE MOTORCAR OFFERED

Chassis 400-13 is a mid-production M10B, amongst some two-dozen of the improved machines produced to the McLaren team design for customer sale by their partner-company Trojan Limited's Racing Car Division. This car offered here was originally delivered to American Steve Durst, who drove it in the professional Formula A Continental series and then in SCCA's Formula A national races. As recorded by British authority Allen Brown's outstanding 'oldracingcars.com' car-history website:

"Steve Durst (Elkins Park, PA): SCCA Nationals (won at Portland 3 May); US 1970 (#36 blue; debut at Round 2 Edmonton 24 May: 5 races). Durst crashed at Round 8 St Jovite on 1 Aug and missed the last five races of the season... in August 1974, an M10B was advertised by Toyota dealer and former SCCA racer John H. (Jack) Thompson (Doylestown, PA) that was

said to be 'completely rebuilt' and '5 races from new'. That can only really mean the Steve Durst car, all the other M10Bs having raced many more times by 1974. Doylestown is only 25 miles from Steve Durst's base at Elkins Park.

"The car is next seen in 1987 when Chuck Haines sold it to Mike Allison (Falls Village CT), then GM for Skip Barber Racing. Haines was in St Louis, MO by the mid-1980s but had lived in Bethel Park, PA, on the outskirts of Pittsburgh, in the mid-1970s. The car was fully restored by Charlie Gibson of Sasco Motorsports (Stratford, CT) and raced by Allison until sold to Mike Yancheck in 1988/89. Yancheck lodged the car in the Novi Racing Museum in Michigan for some time. Following Yancheck's death in the mid 1990s, the car was stored until it was one of three cars sold by his widow to (the current vendor)..."

This extremely handsome single-seat McLaren-Chevrolet - obviously a potential Vintage race winner in capable hands - was purchased by the Lakewood Collection nine years ago, and a full restoration was planned. However, that did not take place and the car remains as purchased. The chassis and bodywork are described by the consignor as being in good condition, but the engine has not been run in 15 years. This most attractive Formula A/5000 front runner is offered here with two spare front wing sets and a folio of period documents.

**\$100,000 - 140,000
WITHOUT RESERVE**

Offered on a Bill of Sale.

1905 CLEMENT-BAYARD 4 CYLINDER 20/24HP TOURING

Chassis no. 5451

Engine no. 3276

264 ci T-Head 4-Cylinder Engine

20-24hp

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear Mechanical Brakes

- Formerly the property of pioneering collector Henry Wing
- Known in club circles since the war
- Regular Concours entrant
- Exquisite European Brass Touring car



THE CLEMENT

Already a successful maker of bicycles and pneumatic tires – he owned the Dunlop patents in France – Adolphe Clément diversified into automobile manufacture in 1899, taking an interest in the existing Gladiator concern.

By January 1903 Clément et Gladiator claimed



As found in the 1940s.

to have an annual capacity of 1,200 cars but in October that year Adolphe Clément broke his connection with the company and set up a new factory in Levallois-Perret. As he was unable to call the cars it built 'Cléments', he adopted the trade name 'Bayard' after a statue of the legendary medieval French hero 'le chevalier sans peur et sans reproche' that stood in front of his branch factory in Mézières in the Ardennes region, and officially changed his name to Clément-Bayard. He also formed a joint venture with the Earl of Shrewsbury and Talbot to assemble Clément-Bayard cars in London, where they were known as 'Clément-Talbots', eventually becoming the celebrated 'Talbot' marque as assembly developed into manufacture.

Introducing the 1904 'Bayard' range, launched in the autumn of 1903, the French

magazine La Vie Automobile wrote: 'Clément is one of the three or four giants of our special world. This man who says little and thinks a lot, whose activity is as great as his daring, is one of the unstoppable forces that drive the stupefying speed that we see in the automobile revolution.'

The Clément-Bayard company was a pioneer of vertical integration, with little reliance on outside suppliers. Casting and rough machining work was carried out at Mézières and bodies were built in coachworks near the Levallois factory. Clément-Bayard's products were well-built and stylish, aimed at the well-to-do middle class, and in 1904 the Levallois-Perret factory employed some 1,600 men who built around 1,200 cars annually.



THE MOTORCAR OFFERED

One of the finest examples of its marque anywhere in the world, this exquisitely restored European light touring car exemplifies the refined and sporting nature of France's well advanced motor industry by this era.

Unusually for a European Brass era machine, it seems that this car can trace its ancestry in America to its earliest times. Wearing an original supply plaque from Bowman Automobile Company of New York, it seems likely that it was originally sold through Sidney B. Bowman's dealership in New York City. Endorsing this further is the fact that on its dash it also wears an original 'Automobile Club of America' badge on its dashboard. Established in 1899, The Automobile Club of America was one of the earliest clubs devoted to owners of motorcars, and based in New York City it operated much like other social clubs among the elite of Manhattan, only its established premises provided garaging and servicing for owners of early

automobiles and from time to time it organized tours and endurance runs including one from New York to Boston. It seems safe to assume that the car was the property of one of those pioneering ACA members, and most probably enjoyed its early years in the 'Tristate' area.

It must have been cherished and well looked after by its early owners, for when the car surfaced in the 1940s, photos of its finding depict it in remarkable original condition, scruffy and with tired upholstery, but nonetheless seemingly entirely complete. Its discovery was at the hands of one of the second generation of motoring pioneers, those that created the hobby that we know today. That gentleman was Henry C. Wing Jr. of Greenfield, Massachusetts.

Henry Wing was responsible for a sympathetic refurbishment in the late 1950s and after that used it on a regular basis. Photos on file show it in active use at events in this era.

In the mid-1980s, the car passed into the present ownership, where it has shared stable with others of its marque and numerous exceptionally fine brass era motorcars. Between 1995 and 1999 it received a comprehensive restoration and this has since been refreshed. In the course of this custody it has been shown at a number of shows, including the prestigious Pebble Beach Concours d'Elegance where it achieved a Second in Class placing, testifying to its quality of presentation.

Bonhams is honored to offer this fabulous brass car for sale, which can provide its next owner with continued show success or road touring with clubs such as the Horseless Carriage Club.

\$250,000 - 325,000

Please note that this vehicle is titled under its engine number.

1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111027.12.003241

Engine no. 116980.12.002685

3,499 cc SOHC V8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Lovely factory color-combination of Light Beige over Dark Brown Leather*
- *Desirable 3.5 V8 with factory floor-shift automatic transmission*
- *Beautifully presented inside and out*
- *Mercedes-Benz' last hand built automobile*
- *Offered with copies of the Mercedes-Benz factory build sheets*



THE W111-SERIES MERCEDES-BENZ

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

The hand-built body of the new model was

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

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

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





THE MOTORCAR OFFERED

This wonderful 280SE 3.5 Cabriolet was completed at the Stuttgart-based Mercedes-Benz factory much as it appears today. Destined for the US market, the new Cabriolet was finished in Light Beige (DB181) over a Dark Brown Leather interior, and equipped with the desirable floor mounted gear-shift, a two-tone horn, Becker radio, front armrest, Behr Air Conditioning system, white wall tires and a brown folding fabric convertible top.

This beautiful Mercedes-Benz was originally acquired by the owner of a New Jersey based Mercedes-Benz dealership. At some point the meticulous collector Harry Scaggs, who at the time resided in Pennsylvania, purchased the car and began restoring it. Due to his declining health he was unable to complete the project and instead sold the car to Karl Bekemeier. The car arrived

somewhat apart, with the engine and the mechanical components rebuilt. The wood and chrome were mostly original and showed only a slight patina. The car received a meticulous repaint in the original Light Beige, however the leather and carpets were in good condition, and therefore left alone. By the time Mr. Bekemeier finished the car it had sat for approximately 20 years between storage and the restoration process, and was only showing 39,000 miles; a figure believed to have been original. Once the car was put back together, Mr. Bekemeier enjoyed it by taking it to a few shows but only put roughly 350 miles on it.

This 280SE 3.5 Cabriolet retains the desirable floor shift automatic transmission and other factory-installed options. Presented in its original color combination of Light Beige

and 'Chocolate' brown interior with a dark brown top, this 3.5 Cabriolet is a suitable and sophisticated open-touring option for classic car enthusiasts who also enjoy comfort. With its subtle and understated styling the 3.5 Cabriolet is an enthusiast's car with superb engineering and elegant features.

\$275,000 - 350,000

100

1962 MERCEDES-BENZ 190SL

Chassis no. 121042-10-024539

1,897cc SOHC Inline 4-Cylinder Engine
Dual Solex Carburetors
105bhp at 5,700rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- *From the penultimate year of production*
- *Accompanied by both its hard and soft tops*
- *Fitted with the original VDO clock and Becker Radio*
- *Recent, comprehensive restoration*
- *Fantastic color scheme*



THE MERCEDES-BENZ 190SL

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

sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

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

The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it while costing a good deal less, did nothing to

deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.





THE MOTORCAR OFFERED

Delivered new to the US but later making its way back to Germany, this 190SL was brought back to the US in the late 1970s. It would remain in the care of a single American collector until about 2010 when it was sold to a family friend of the present owner.

Upon purchase by its penultimate owner, a comprehensive restoration was undertaken by the marque experts at The Car Collection in Miami, Florida. Completed in 2012 and acquired by the present owner shortly thereafter, the car has been minimally used and carefully maintained.

Originally finished in Fire Engine Red over Parchment leather, it is now beautifully presented in black over red hides. Retaining its US bumper guards, white wall tires, optional Becker Radio, and black convertible

soft top, it is also accompanied by a black hard top, a complete set of service manuals, its original owner's manual, copy of the factory build sheet, a factory spare, and the correct and original jack.

By 1962 the 190SL was on its way out, about to be replaced by the W113 'Pagoda' models—the 230/250/280SL. Only 772 190SLs were built for the US in '62 and a mere 54 rolled off the line bound for the US the next, and final, year. With its stunning color scheme, wonderful presentation, and endless amounts of style, it is little wonder the 190SL has remained a perennial favorite among collectors.

**\$140,000 - 160,000
WITHOUT RESERVE**

Please note that this vehicle is titled with chassis number 024539 and as a 1963.

101

1972 FERRARI 365 GTC/4

Coachwork by Pininfarina

Chassis no. 15255

Engine no. 15255

4,390cc DOHC V12 Engine

6 Weber Side-Draft Carburetors

340bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Only 53,000 KM on the odometer*
- *European specification*
- *Elegant color combination*
- *Elegant Pininfarina styling with V12 power*



THE FERRARI 365 GTC/4

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

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

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

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

Just 505 GTC/4s were built from 1971 to 1973. 325 of these remained in Europe. Road & Track called it 'a graceful, clean and understated design.' It is all that and more.



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



THE MOTORCAR OFFERED

This European spec Ferrari 365 GTC/4 was delivered new to the official French Ferrari importer Charles Pozzi in Paris. Originally Marrone Colorado on a Beige Scuro interior the car was repainted in the 1970's or 80's in a stunning metallic silver/grey with a double blue pinstripe, and re-trimmed with a new dark blue full-leather interior. Believed to be a one-owner car until it was sold in 1991, this car remained in Europe until being exported to the US in 2014 by the current owner.

A traditional front-engine V12 Ferrari, the GTC/4 has been overshadowed by the great 365 GTB/4 Daytona, however the heritage of the wedge-shaped Daytona is ever present in this elegant and sleek Pininfarina design. Softer styling and more contemporary features separate the GTC/4 from the Daytona; on this car the very contemporary looking Ferrari

five-spoke alloy wheels and sophisticated color scheme provide it with a certain panache capable of turning the heads of even Daytona owners. Presented with a partial tool kit and a history report by Marcel Massini this sporting Coupe should offer it's new owner tremendous pride and pleasant driving.

\$250,000 - 325,000



c.1912 FIAT MODEL 56 50HP 7-PASSENGER TOURING

Chassis no. S1570

Engine no. 6144

8,600cc Side-Valve Inline 6-Cylinder Engine

Single FIAT Carburetor

Bosch ZR6 Magneto Ignition

Est. 50 bhp

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear-Wheel Drum Brakes

- A rare example of an American-built Brass-era FIAT
- Constructed with very high-quality materials
- Only a few thought to survive
- Recently-rebuilt engine
- Long-term post-war ownership



THE FIAT MODEL 56

It is not widely known that FIAT, like Rolls-Royce, opened a factory in the United States in the early years of the 20th Century. When FIAT decided to produce automobiles in Poughkeepsie, New York, the decision was certainly prompted by the idea of greater profits, since there was a stiff tariff on imported cars.

The new U.S. company held the rights to FIAT's manufacturing designs and the parent firm received a royalty on every car built in the U.S. The New York plant opened in 1910, and its first products were a couple of four-cylinder designs. In 1912, a new six-cylinder, 45-horsepower, 8.6-liter engine of mono-block construction with integral water-jacketed intake and exhaust manifolds was introduced on the Model 56. This big under-square six utilized a cooling fan mounted to its flywheel, and belly pans below the engine and transmission ensured proper airflow.

This was a large, expensive prestige automobile built exclusively for American customers. Initially, it was available only as a seven-passenger Touring car on a 135-inch wheelbase. For the next three years, a much broader selection of body styles, both open and closed, was available. 1916 would be the final year for the Model 56, with the choice of body styles reduced to five. In 1917, FIAT reduced its production in Poughkeepsie to only four-cylinder cars, and the American factory closed in 1918.

THE MOTORCAR OFFERED

This Model 56 seven-passenger touring car is believed to have been originally sold in Los Angeles. Its original price would have been well in excess of \$4500, a great deal of money for the day. Its earliest history is unknown, but Mr. Colin "Ernie" Shaw of Santa Rosa, California purchased it around 1952 from a dentist in Los Angeles. The car had been damaged in a storage facility fire, and the owner didn't want to deal with repairs. Mr. Shaw and several friends set to work on the FIAT, replacing several areas of damaged aluminum with sheet tin, and the burned wooden firewall and windshield frame with new material. After replacing the piston rings, Mr. Shaw had the car ready for the road. Ernie's son remembers taking many long family trips in this FIAT, ranging as far as Ensenada, Mexico without incident, and having no problem maintaining speeds of 65-70 mph



on the highway. Mr. Shaw was very active in the Horseless Carriage Club, and this FIAT carries numerous plaques attesting to its continuous use and enjoyment. After Ernie's passing, the car was bequeathed to his son, who sold it in 2013 to the current owner.

This is a largely original example of a rarely-seen car, equipped with a four-speed transmission with direct drive in fourth. A torque-tube delivers power to a "Clamshell" rear axle. The huge wood-spoked artillery wheels have de-mountable rims. Brakes are rear-wheel only. The body, manufactured at FIAT's Poughkeepsie plant, was of aluminum over wood framing, with steel fenders and hood. As noted, there is extensive use of wood in the firewall, windshield frame, and interior trim. This cream and black-trimmed car has never been restored cosmetically,

but the current owner says the engine was recently rebuilt by Boulevard Motorcar Company in Westlake Village, California. The car is supplied with a folding fabric top, some spare parts, and some research materials from the old William Harrah Collection, which owned a 1914 Model 56. Production numbers for the Model 56 are uncertain, but it is believed that only a few survive.

This handsome Brass-era FIAT touring car is perfect for club touring or potential restoration.
\$175,000 - 225,000



103

1979 FERRARI 308 GTB

Coachwork by Pininfarina

Chassis no. F106AB30461

Engine no. F106AE01816

2,926cc DOHC V8 Engine

4 Twin Choke Weber Carburetors

240bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Disc Brakes

- *Final year of carburetion*
- *A survivor example*
- *Just over 23,000 original miles*
- *Original US car*



THE FERRARI 308 GTB

Ferrari introduced the 308 GTB at the Paris Motor Show in 1975 featuring a dramatic Pininfarina designed body and a mid-mounted four cam V8 with quadruple Weber twin choke carburetors. Bodies were initially constructed in fiberglass, but after 712 examples were produced the switch was made to steel bodywork because the fiberglass coachwork was of poor quality and weight saving was minimal versus steel construction.

Production continued only through 1979 during which time just 2,185 steel bodied carbureted 308 GTB's were produced for all world markets.

THE MOTORCAR OFFERED

This 1979 Ferrari 308 GTB from the last year of production for the carbureted coupe incorporates all of the desirable updates made during the four year production run including aerodynamic mirrors and gas strut operated tail section. Sadly, '79 was the last year Ferrari would offer carbureted motorcars with their distinctive burbling sound and much higher horsepower than the fuel injected cars that followed in 1980.

The example offered here is an extraordinary original survivor example having covered just over 23,000 miles from new, as indicated by its original 85mph speedometer required by US regulations in 1979. Still retaining its original tools, jack and manuals, as well as all the US specification emissions equipment including air pump, air injectors, catalytic converter and even the original smog certification sticker





on the windshield, this example is a perfect candidate for Ferrari Classiche certification and all classes of Concours competition including Preservation Class.

In May 2015, a complete 30,000 service inspection was performed including cam belt change, new belt tensioners and valve adjustment. Careful examination of this extraordinary original example reveals details that are unique to an original car that appear as new and cannot be replicated by restoration. Representing the final year for carbureted 308s and presented in beautifully original condition, this rare 1979 308 GTB represents a true investment quality Ferrari.

\$90,000 - 110,000
WITHOUT RESERVE



1980 BMW M1 COUPE

VIN. WBS59910004301160

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

- Only 18061 kilometers from new
- 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 & Cie.

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 a 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 the homologation requirement that 400 be produced. Production ceased at 399 road cars and 54 Procars.

THE MOTORCAR OFFERED

This immaculate M1 has resided with a series of passionate BMW collectors in the U.S. since the mid 1990s. The first of those was Al Monjabez, a Pacific Northwest car dealership owner who for many years owned the Bellevue BMW business in Washington. During his custody of that business he was inspired to acquire an M1 and set about finding the best example available. Eventually he sourced this car from Alexander Kopp in Switzerland and at the time its mileage was a very modest number, which to date has still only risen to a mere 18,061 kilometers or so (at the time of cataloguing).

In clichéd style, the Swiss based car had clearly been cherished, by that stage it still had details such as its original tool roll, complete with every tool including the jack, as well as the Campagnolo 'get you home' spare tire in its case and also a warning triangle, all of which remain with the car today.



Mr. Monjazeab maintained its condition with limited use and climate controlled storage throughout his 15 years of ownership after which it passed to another noted BMW aficionado, Peter Gleeson, in 2011. In more recent years it was acquired from Gleeson by its current owner.

As viewed today, all of the aforementioned details remain with the car; its interior is totally original and shows only light age, retaining nice period features such as its original radio with the large speaker control knob underneath.

A single anomaly in its history is that when BMW confirmed its original build of June 1980, they also noted the car to have been delivered in the more ubiquitous scheme of white, with its black interior. However, the car is long known to have been in its current guise of Henna Red, and careful analysis by all three of its last

fastidious owners have revealed no evidence of a respray, or a white basis, which suggests that perhaps this may have been an alteration at its original sale point. Regardless, its paintwork is extremely well presented, shows only the lightest signs of any age and is consistent with the factory finishes of these cars and is in a period color scheme.

In recent times, and with the strength and popularity of the BMW brand internationally and here in North America, the M1 has not surprisingly followed the upward trends of all modern supercars. Still sitting on its correct Campagnolo wheels and original P7 tires, this timewarp machine has graced serious BMW collections for the last two decades and similarly will reward any future owner with its originality and condition.

\$450,000 - 550,000

105

1964 ALFA ROMEO 2600 SPIDER

Coachwork by Touring

Chassis no. AR191484

Engine no. AR00601.01946

2,584cc DOHC Inline 6-Cylinder Engine

3 Solex Carburetors

145bhp at 5,400rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- Beautiful example of the rare 2600 Spider
- Great car for rallies and driving events
- Powerful 2.6 Liter Six-cylinder Engine
- Elegant Touring coachwork
- Researched by Alfa Romeo Centro Documentazione



THE ALFA ROMEO 2600 SPIDER

Introduced in 1962, the 106-Series '2600' range was a direct replacement for the preceding 102-Series '2000' cars. Carrozzeria Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively; both of which looked like their 2000 predecessors.

The latter's chassis design and body styles were retained, with minor revisions and improvements, but in place of the

old, long-stroke, 2.0-litre four was a new, 2,584cc, twin-cam six-cylinder engine clearly descended from that of the immensely successful Giulietta. A maximum output of 145bhp was claimed for this unit when installed in the Sprint coupé and Spider, good enough for a top speed of around 125mph.

Cars Illustrated magazine reckoned this magnificent power unit 'one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience.' Rarest of these two high-performance variants was the Spider, a total of only 2,255 being produced between 1962 and 1965. Today this rare and hitherto under-appreciated model is becoming increasingly sought after by discerning Alfisti.



THE MOTORCAR OFFERED

According to Alfa Romeo's *Centro Documentazione*, this Touring bodied 2600 Spider was completed at the Alfa Romeo plant in January, 1963, and delivered to its first owner through Hoffman Motor Car Company, New York, USA in February that same year. The car was finished in a *Grigio Biacca* grey exterior color. The car's early history remains unknown, but the car is believed to have spent much time in the Southern California climate. The car was purchased a few years ago from a family in Riverside County, CA, for a collector in Florida, who later sold the car to the consignor.

Today this smart Touring Spider presents beautifully inside and out. Finished in classic red over a black interior, the Alfa Romeo would be a great car for tours or rallies, such as the Copperstate 1000. With splendid 6-cylinder



power, the car should keep up with modern day traffic. A wonderful Italian Spider, that should offer the next owner much enjoyment.

\$100,000 - 150,000
WITHOUT RESERVE



106^Ω

1959 F.M.R. TG500 TIGER

Chassis no. 20892

Engine no. 2758

494cc Fichtel & Sachs 2-Stroke Twin Cylinder Engine

Single Bing 7/28/10 Carburetor

20bhp at 5,000rpm

4-Speed Manual Transmission with Reverse

Front Rubber and Rear Adjustable Coil Spring Independent Suspension

4-Wheel Hydraulic Drum Brakes

- One of only 320 TG500s produced
- Beautifully restored
- Desirable Roadster canopy
- Delivered new to Germany
- Double the power and 33% more wheels than the KR200



THE F.M.R. MESSERSCHMITT TIGER

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt *Kabinenroller* microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph.

The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch.

By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Later models carried the diamond-shaped FMR badge, standing for *Fahrzeug und Maschinenbau GmbH Regensburg*. Production ceased in 1964 after some 30,000 KR200s had been made.

Derivatives included the KR201 Roadster and Cabriolet soft-tops and the fearsome four-wheeled TG500 sports model, known unofficially as the 'Tiger'. As its nomenclature suggests, the TG500 was powered by a 500cc engine: a twin-cylinder air-cooled two-stroke designed by the firm of Fichtel & Sachs. Unlike that of the single-cylinder KR175 and KR200, the TG500 unit came with a reverse gear in the 'box.

The basic monocoque bodysell of the KR200 three-wheeler was retained, albeit modified at the rear to accommodate two wheels and independent suspension. The front track was extended slightly, and with the 10" diameter wheels placed at its extremities, the low-slung TG500 possessed excellent handling characteristics.





THE MOTORCAR OFFERED

Tandem seating and a hinged Perspex canopy were other KR200 features carried over, and the TG500 likewise was manufactured in hardtop and open Roaster/Cabriolet variants. With 19.5bhp on tap, the Tiger was capable of reaching 78mph, and to cope with this increased performance came with hydraulic brakes as standard instead of the KR200's mechanical stoppers.

Finished in metallic blue over matching blue and navy tartan plaid seats, this Tiger is one of only 320 produced—a mere 150 of which are believed to still survive today. This TG500 was first registered in Konstanz in southern Germany in 1959. It remained in Germany, passing through the hands of three different owners before being acquired by a Dutch enthusiast in 1985 who restored the car to the condition it is in today. From the Netherlands it would go to the UK and finally to Japan, where the car has lived up to today.

Finished in *Stratosilber* over matching plaid seats, it is fitted with the racy, roadster canopy. With open top motoring, the driver and passenger are afforded much better ventilation than the acrylic bubble closed canopy offers and great egress than the fixed-door Sport Roadster.

Certainly the most practical and high performing example of the Messerschmitt, with one's foot to the

floor, a mile-a-minute was reached from a dead stop in a blazing 28 seconds. Priced similarly to an Austin-Healey Sprite when new, it offered more refined handling in a slightly more compact package.

Like another rear-engined, German roadster, the TG500 may not be the quickest off the line, but once it has the momentum, its advanced independent suspension and stiff monocoque tub ensured it would maintain that momentum.

The most desirable of microcars, this Tiger is ready to zip into a new garage. While there are few guarantees in this world, there is no question that plenty of looks and smiles will be direct at this TG500 and its tandem-seated owners.

\$140,000 - 150,000

Please note that this vehicle is titled as a Messerschmitt.

1973 PORSCHE 911S 2.4 COUPE

Chassis no. 9113300038

Engine no. 6330073

2,341cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

190bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Desirable end-of-run 2.4 Liter 911S*
- *Finished in striking Gemini Blue*
- *Equipped with sun roof*
- *Offered with Porsche COA, books and tools*



THE PORSCHE 911

Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged

and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless up-grades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by Motormagazine in its test of a Porsche 911 in 1973.

THE MOTORCAR OFFERED

This splendid 911S 2.4 liter Coupe is the 38th example completed in the 1973 model-year, or F-series as these end-of-the-run 911's are often referred to as. Built on Porsche's legendary unitized body, this smart Coupe was fitted with an electric sunroof, competition-oriented M409 Sport Seats, complete instrumentation, rack-and-pinion steering, and forged alloy Fuchs 6x15-inch wheels from new, and was finished in striking Gemini Blue.

This 911S has received restoration and refurbishment work over the years, and is believed to retain its original floor panels and matching-numbers engine and transmission. Although the car has been repainted, it is still finished in Gemini Blue, and sports a stunning black leatherette interior, with the seats trimmed with attractive black-and-





white hounds-tooth cloth inserts. With a dry weight of just over 2,500 pounds, lots of power, and disc brakes at all four corners, the 2.4 liter 911S delivers a great driving experience. Relatively few of these S Coupes were produced in 1973; just 1,430 cars total, and only 524 of those were designated for the U.S. market. Their relative scarcity and fully evolved specification of the 1965-73 911 production run means these models are always in demand by knowledgeable Porsche enthusiasts.

Complete with tool kit, jack, owner's manual, and the Porsche-issued Certificate of Authenticity, this beautiful 2.4 liter 911S would be a great entry in local conours or high-speed rallies such as the Copperstate 1000. Displaying the pure 911 design; with nearly twice the power of the first iteration

911, one gets the best of both worlds with this enticing F-series 2.4 S.

**\$240,000 - 280,000
WITHOUT RESERVE**



108

1966 FERRARI 330 GT SERIES II

Coachwork by Pininfarina

Chassis no. 8361

Engine no. 8361

3,967cc SOHC V12 Engine

3 Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Matching numbers example of the desirable "single-headlight" 330 GT*
- *Only four US owners from new*
- *Documented by Ferrari historian Marcel Massini*
- *Comprehensively restored inside and out*
- *Elegant Pininfarina built Sixties V12 Ferrari*



THE FERRARI 330 GT

Determined to broaden its customer base by building comfortable and fast touring cars that could accommodate more than two passengers, Ferrari replaced its popular but aging 250 GTE 2+2 with the interim 330 America in 1964 and the 330 GT 2+2 in 1965. The first series of the 330 GT 2+2, with quadruple headlamps, received mixed reviews stylistically; Pininfarina cleaned up the second series with a cleaner front-end design utilizing just two headlights, different fender vents, and

an extended nose. The Series II offered a five-speed, fully-synchronized transmission and new Koni adjustable coil-over shock absorbers for improved drivability. Campagnolo center-lock light-alloy disc wheels became standard fitment, although traditional Borrani wires remained an extra-cost option. The 300bhp Colombo-designed wide-angle V12 engine offered a top speed of about 150mph. It is estimated that some 460 examples of the Series II 330GT 2+2 were constructed from 1965 through 1967.



THE MOTORCAR OFFERED

Never mind letters of credit or wire transfers; when U.S. Ferrari importer Luigi Chinetti ordered a new car from the factory in the 1960s, he simply wrote a check and mailed it off to Modena. Such was the case when he arranged the purchase of this example, a left-hand drive, U.S.-specification 330 GT 2+2. Having received a check from Chinetti Motors in the amount of \$8,349.00, Ferrari completed and shipped chassis 8361 in March of 1966, and it was delivered to its first owner, a Mr. Fulmor, in Los Angeles on April 26 of that year. It was finished in Argento with a beige leather interior and equipped with electric windows and a Blaupunkt stereo.

As documented by Ferrari researchers Marcel Massini and Cathy Roush, this car was soon thereafter sold to Mr. Richard Robinson of Santa Ana, California, who enjoyed the



car until December 10, 1977, when he in turn sold it to Mr. Gary Alums of Manhattan Beach. This Ferrari remained with Mr. Alums until his passing, when his estate sold it to the current owner on August 29, 1997. At that point in time, the car had recorded just 75,002 miles. The new owner – an experienced foreign car technician residing in the San Jose area - immediately began a comprehensive restoration that encompassed three and a half years.

The engine was completely overhauled, with new pistons and rings, new valves, springs, guides, and valve seats. All plain and roller bearings were replaced, the water pump and mechanical fuel pump were rebuilt, and a new electric booster fuel pump installed, and in 2002, the trio of downdraft Weber carburetors was overhauled by experts at Pierce Manifold.

A new Bosch 70w/h internally-regulated alternator was installed and the car recently received a Pertronix ignition. Both the radiator and gas tank were cleaned and the latter resealed. The transmission was refurbished, and a new rubber driveshaft coupling installed. Underneath, the suspension was rebuilt, all bushings replaced, the front A-arms were replated and the braking system was overhauled.

In 1999, the new owner had the Pininfarina-built body re-sprayed in Silver as when new, by John Holt of Autosport Autobody in Clovis, California. The bumpers, over-riders, door handles, and other chrome trim items were replated, and all stainless steel parts polished. Finally, a new interior was crafted to original patterns by Chuck Coop at Jack's Auto Top and Upholstery in early 2012. All receipts are available for

inspection. Although the car was delivered with a set of Campagnolo light-alloy center-lock wheels, a previous owner acquired and installed a new set of period-correct and optional chrome-plated Borrani wire wheels. The original Campagnolo wheels are supplied with the car, along with the original ignition system, an original spark plug wrench and grease gun, a replacement tool set, jack, hub puller, and some documents and manuals.

This handsome Ferrari has been displayed many times at Concorso Italiano, most recently in 2012. With fewer than 10,000 miles added since its complete renovation, it offers its next owner four liter's worth of lusty V12 power in a family-friendly 2+2 package, perfect for the enthusiast desirous of fast and smooth motoring.

\$300,000 - 375,000

109^Ω

1949 MASERATI A6 1500 BERLINETTA

Coachwork by Pinin Farina

Chassis no. 059

1,488cc SOHC Inline 6-Cylinder Engine

Single Weber Carburetor

65bhp at 4,700rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Sophisticated early Maserati in elegant Pinin Farina Berlinetta form*
- *Researched by Maserati Historian Adolfo Orsi*
- *Participant in the 2003 La Festa Mille Miglia*
- *Welcomed entry to the worlds finest driving and concours events*
- *Presented with FIVA Identity Card and Maserati Factory build records*



THE MASERATI A6 1500

Società Anonima Officine Alfieri Maserati was founded in Bologna in December 1914 by Alfieri Maserati together with his brothers Ettore and Ernesto, the fledgling company specializing in the preparation and tuning of Isotta Fraschinis for road racing. In the early 1920s a successful collaboration with Diatto led to Alfieri designing his first Grand Prix car, which formed the basis of the very first Maserati, the Tipo 26 of 1926. Maserati enjoyed considerable success in European voiturette racing throughout the 1930s

but its most remarkable result was achieved across the Atlantic, where Wilbur Shaw won the Indianapolis 500 in 1939 and 1940.

When post-war production resumed in 1947, Maserati continued in its traditional role as builder of Grand Prix cars while commencing the manufacture of sports-racing and road cars. Its first true road model, the A6 1500, made its sensational debut at the 1947 Geneva Salon, where the Pinin Farina-bodied Berlinetta was acclaimed by both press and public. Like the contemporaneous Cisitalia 202, the all-aluminum Pinin Farina coachwork was a breakthrough in modern design, incorporating elegant hidden door handles and the classic Maserati grill.

The A6's engine was brilliant a 1,488cc single-overhead-camshaft six in aluminum and magnesium, similar to the A6GCS sports car's

2.0-litre unit, which produced its maximum output of 65bhp at 4,700rpm. The ladder frame chassis featured double-wishbone front suspension, derived from racing practice, while at the rear there was a coil-sprung live rear axle. Top speed, depending on coachwork, was in the region of 90-95mph. These early cars had a lovely combination of performance and luxury that set the pattern for Maserati road cars of later years.





056 at a concours in Rome, Italy.

THE MOTORCAR OFFERED

The beautiful A6 1500 offered here, chassis no. 059, was the ninth car produced in the sixty-one car production run between 1947 and 1951. The car is believed to be the only Pinin Farina Berlinetta completed on the longer wheelbase chassis, in similar specification to the ones used for the two Cabriolets produced in the A6 1500 series, chassis no. 057 and 075.

059 was delivered new in July of 1949. The new Maserati was configured as it appears today; clothed with Pinin Farina's elegant Berlinetta coachwork and finished in a dark red *Amaterro* color. According to Maserati historian Adolfo Orsi, the car's first owner was a Mr. Americo Giol, resident of San Polo di Piave in Italy's Veneto region. It remains unclear for how long Americo would own 059, but long enough to impress his brother, Vittorio

Giol who soon after seeing Americo's new Maserati purchased similar A6 1500 Pinin Farina Berlinetta; chassis no. 078.

The Maserati Berlinetta migrated to the US and then UK in the 1970s, before returning to Italy in 1993. By the late 1990s the Maserati was in need of some refreshing, and the aging sports car was treated to a sympathetic restoration, before purchased in the year 2000 by a Japanese collector. In 2003, the A6 1500 was exercised as intended on the Japanese running of the legendary Mille Miglia event; *La Festa Mille Miglia*. 059 would remain in this ownership for the next decade, before being purchased by the consignor in 2010.

Early Maseratis are considerably more rare than Ferraris of comparable vintage, although Ferrari was just starting production at the

time when chassis 059 emerged from the shop of its legendary racing forebears. Beautifully presented throughout, 059 offers the next owner Maserati ownership with elegant Pinin Farina styling. Displaying an older restoration that has settled in nicely, the A6 1500 is offered with its FIVA issued identity card, a Maserati service manual, and copies of numerous factory documents assembled by Adolfo Orsi. A welcomed entry to the finest driving and concours events around the world, such as the Mille Miglia Storica, this Italian thoroughbred is a sophisticated collector car with international appeal and pedigree.

\$400,000 - 500,000

110

1932 ROLLS-ROYCE 20/25 CONVERTIBLE VICTORIA

Coachwork by Thrupp & Maberly

Chassis no. GFT.67

Engine no. S2Q

3,699cc OHV Inline 6-Cylinder Engine

Single Carburetor

Est. 60bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Fewer than 21,000 original miles*
- *Well-documented example*
- *Elegant Thrupp & Maberly Coachwork*
- *Featured in several publications*
- *Distinctive interior and exterior flourishes*



THE ROLLS-ROYCE 20/25

The Rolls Royce 20/25 was the firm's most popular model prior to the Second World War, with some 3,827 chassis manufactured during its seven-year run beginning in 1929. Produced alongside the regal Phantom, the 20/25 succeeded the 'Twenty', featuring a 3.7-liter inline six-cylinder engine, a considerable upgrade from the previous 3.1-liter unit. While the 20/25's engine produced an estimated 65 horsepower, Rolls-Royce never publicly advertised such numbers, stating only that horsepower was "adequate". In 1932, the four-speed transmission featured synchronized third and fourth gears, adding to the comfort and 'waftability' of these great cars.

These cars were impeccably built, fitted with a full-floating rear axle, robust leaf-spring suspension, and extensive testing performed on every chassis. In order to ensure reliability, the

company carefully ran in every new engine on a dynamometer and kept careful records of each test and every part that went into the chassis.

As was customary for the period, the completed chassis would be delivered after testing to a coachbuilder selected by the customer from catalog illustrations, where a new body would be either installed from inventory, or constructed and finished to the buyer's specific wishes.

THE MOTORCAR OFFERED

This stately and well-presented 1932 Rolls-Royce 20/25, pictured in *Coachwork on Rolls Royce* by L. Dalton, was fitted with a Convertible Victoria body by London coachbuilders Thrupp & Maberly. The elegant coachwork, presented here finished with lovely Sunburst Yellow paintwork, features a bold beltline along with swept rear cycle fenders and an unusual, elegant trunk. The green leather interior complements the exterior nicely and is fitted with bespoke ivory accents, as it was originally appointed.

In 1932, GFT.67 was delivered to a Mr. G. Schicht of London. Eventually, Mr. Martin J. Bromley, a London-based lawyer, acquired The Victoria Convertible. It was Mr. Bromley who oversaw the restoration of GFT.67 in 1969, selecting the marvelous color combination of Sunburst Yellow over green. In 1976, Mr. Bromley sold this 20/25 to a collector from



California, who brought GFT.67 to America, where it has since remained.

Since arriving in America, this Rolls-Royce is believed to have covered just 1300 miles and is believed to have fewer than 21,000 miles since new. It has been cared for and maintained diligently, with regular services throughout its life. Over the past several years, this British convertible benefitted from a thorough refurbishment, including a new convertible top, upgraded wiring, and refreshed paint and brightwork. The older restoration retains a lovely patina throughout. This impressive motorcar is presented with an extensive history file, including build sheets and importation and sale documents and its original tools, which fit tidily beneath the front seats.

\$120,000 - 150,000
WITHOUT RESERVE



111

1969 PORSCHE 911S 2.0 COUPE

Chassis no. 119300117

Engine no. 6390173

1,991cc SOHC Flat 6-Cylinder Engine

Weber 40 IDA carburetors

170bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Southern California car from new
- Well maintained example of the top-of-the-line 911S
- Highly desirable Tangerine color
- Exhilaration S-type performance
- Offered with large history file and COA



THE PORSCHE 911

The first Porsche 911 (née 901) got the new overhead cam, dry sump, flat six-cylinder engine, clutch and transaxle nearly right. With mechanical specifications changed so much from the 356, Porsche's engineers elected to stay with what they knew and understood: a low-mounted horizontally-opposed rear-mounted engine with rear wheel drive and transaxle. They accordingly packaged their new car tightly, fitting everything into a short wheelbase of 2,211mm. Despite their best efforts at reducing

the engine's mass, however, its position outside the wheelbase exaggerated the effects of the polar moment of inertia. The O- and A-series 911 swapped ends like a carnival ride.

In July 1968 Porsche resolved that problem by lengthening the wheelbase by 57mm (2 ¼ inches), accomplished by relocating the independently sprung rear wheels within the same bodyshell. Wheelbase changed, but overall length and the positioning of the engine didn't. Moving the rear wheels back and using a lighter magnesium crankcase helped to even out front-rear weight distribution, while wider 6" rims and slightly flared rear fenders increased the front and rear axles' track. The 911's evolution had begun.

In 1969, Porsche introduced a legend, the 911S. If heat transfer (as in the cylinder heads)

or stiffness (as in the cam boxes) wasn't a requirement every alloy in the 901/02 engine was replaced with magnesium. Titanium alloy – unprecedented in 1969 – was chosen for connecting rods. Dual ignition ensured both rapid ignition in the combustion chambers and reliability. Triple-throat Solex carbs were abandoned for precisely tune-able Webers and their free-breathing characteristics were augmented by bigger valves and higher lift cams with more aggressive timing.





THE MOTORCAR OFFERED

The example presented here today is offered from a private collection and belongs to a movie industry executive. The car is being sold due to expansion of the collection. The Porsche Certificate of Authenticity confirms code 6809 Tangerine with a black leatherette interior - matching numbers status also confirmed. Optional equipment noted on the CoA included fog lights, tinted glass, antenna, Frankfurt radio, and even a rear tow hook!

This 911S was purchased new by a San Diego based enthusiast, where the car is believed to have remained over the past 37 years. The car's interior remains largely original with the exception of the headliner, which was replaced when the car was repainted some years back. The car's mechanicals were refurbished around the same time.

Most recently, this sporting Tangerine Porsche received a thorough service, where the brakes and electrical systems received attention and a new set of tires were installed on the classic alloy Fuchs wheels.

The 911S family of cars, from the original 2-liter version of 1967 through to the 2.4 variant from 1973 represent the finest driving – genuine - sports cars of their day. At a time when the Italian and British efforts were becoming increasingly weighty Porsche maintaining the company's founding ethos of producing lightweight projectiles equally at home on the Mulsanne straight as they were in city traffic.

For those who have thought about owning one of the best production sports cars from the 1960s, chassis 117 awaits; its glorious

high revving 2-litre Weber 40 IDS carburetor-induced engine guarantees spirited driving (and offers up that unmistakable flat six howl), all while finished in one of the most desirable color schemes offered by the factory. Offered with books, tools, Porsche's Certificate of Authenticity, and a large history file, this fine 2.0 S is ready for its next owner.

**\$150,000 - 200,000
WITHOUT RESERVE**

END OF SALE

ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2015 QUAIL CATALOG:

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After nearly a decade of specialization in this field, Paweł's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. www.litwinski.com

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CONDITIONS OF SALE – MOTOR VEHICLES

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

1. DEFINITIONS

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

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Quail Lodge & Golf Club in Carmel, California, on Friday, August 14, 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 therefore 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

Buyer's Premium for Motor Vehicle Property: 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.

9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon Pacific Time on Sunday, August 16, 2015. 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).

15. NON-PAYMENT OF PURCHASE PRICE

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

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;

CONDITIONS OF SALE – MOTOR VEHICLES

- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

MEDIATION AND ARBITRATION PROCEDURES

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

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial

law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

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

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and such other bonds as required by its licenses and permits.

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

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

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

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

18.7 Time is of the essence of this agreement.

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

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

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

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

SAMPLE BANK LETTER OF 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 Quail Lodge Auction on August 14, 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' Quail Lodge Auction on August 14, 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.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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

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

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

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

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

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

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

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

Bonhams

Sale title: Quail Lodge Auction	Sale date: August 14, 2015
Sale no. 22792	Sale venue: Quail Lodge & Golf Club Carmel, California
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
<u>Telephone bidders:</u> indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your resale license number here _____ We may contact you for additional information.	

SHIPPING	
Shipping Address (if different than above): Address: _____ City: _____ Country: _____ Post/ZIP code: _____	I will collect purchases myself by 12pm August 16 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

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

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

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

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

Your signature:

Date:

Catalog Order Form

Bonhams

Please check the Auction Catalog(s) you would like to receive, complete the address and payment information below and send the completed form via email to catalogs.us@bonhams.com, or via fax at (415) 861 8951, or mail to:

Bonhams
220 San Bruno Avenue
San Francisco, California 94103

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

Category Name	Internal	Domestic Address*	International Address*	Issues per year**
19th CENTURY PAINTINGS (Including Russian and Dogs in Art)	PIC41	<input type="checkbox"/> \$200	<input type="checkbox"/> \$280	5
20TH CENTURY FURNITURE & DECORATIVE ARTS	FRN21	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200	4
AFRICAN, OCEANIC & PRE-COLUMBIAN ART	TRI12	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150	3
AMERICAN & CALIFORNIA WESTERN PAINTINGS & SCULPTURE	PIC40	<input type="checkbox"/> \$200	<input type="checkbox"/> \$250	5
ARMS, ARMOR AND MODERN SPORTING GUNS	ARM10	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100	2
ASIAN WORKS OF ART	ASN10	<input type="checkbox"/> \$360	<input type="checkbox"/> \$430	9
BONHAMS QUARTERLY MAGAZINE	MAGB	<input type="checkbox"/> \$30		4
BOOKS, MANUSCRIPTS & RELATED CATEGORIES	BKS10	<input type="checkbox"/> \$320	<input type="checkbox"/> \$400	8
COINS AND BANKNOTES	CNS10	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200	4
CONTEMPORARY ART (Including Made in California)	PIC50 & PIC52	<input type="checkbox"/> \$200	<input type="checkbox"/> \$250	5
ENTERTAINMENT MEMORABILIA & COLLECTABLES	COL10	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200	4
EUROPEAN & AMERICAN FURNITURE & DECORATIVE ARTS	FRN20	<input type="checkbox"/> \$320	<input type="checkbox"/> \$400	7
IMPRESSIONIST AND MODERN ART	PIC55	<input type="checkbox"/> \$100	<input type="checkbox"/> \$120	2
INDIAN, HIMALAYAN & SOUTHEAST ASIAN ART	ASN12	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100	2
JAPANESE WORKS OF ART	ASN11	<input type="checkbox"/> \$120	<input type="checkbox"/> \$140	3
JEWELRY	JWL10	<input type="checkbox"/> \$320	<input type="checkbox"/> \$400	8
MADE IN CALIFORNIA CONTEMPORARY ART	PIC52	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100	2
MARITIME PAINTINGS AND DECORATIVE ARTS	COL11	<input type="checkbox"/> \$80	<input type="checkbox"/> \$100	2
MOTOR CARS, MOTORCYCLES & AUTOMOBILIA	MOT10 & MOT20	<input type="checkbox"/> \$330	<input type="checkbox"/> \$390	6
MOTORCYCLES	MOT20	<input type="checkbox"/> \$40	<input type="checkbox"/> \$50	1
NATIVE AMERICAN ART	NTV10	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150	3
NATURAL HISTORY, GEMS, MINERALS & LAPIDARY	NAT10	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150	3
ORIENTAL RUGS AND CARPETS	CPT10	<input type="checkbox"/> \$160	<input type="checkbox"/> \$200	3
PHOTOGRAPHS	PIC44	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150	3
PRINTS	PIC43	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150	3
SPACE MEMORABILIA	BKS11	<input type="checkbox"/> \$40	<input type="checkbox"/> \$50	1
WATCHES	JWL11	<input type="checkbox"/> \$120	<input type="checkbox"/> \$150	3
WINES & WHISKY	WIN10	<input type="checkbox"/> \$280	<input type="checkbox"/> \$350	5
WRITING INSTRUMENTS	COL20	<input type="checkbox"/> \$50	<input type="checkbox"/> \$70	2
ALL CATEGORIES	ALLCAT	<input type="checkbox"/> \$4,500	<input type="checkbox"/> \$5,600	112

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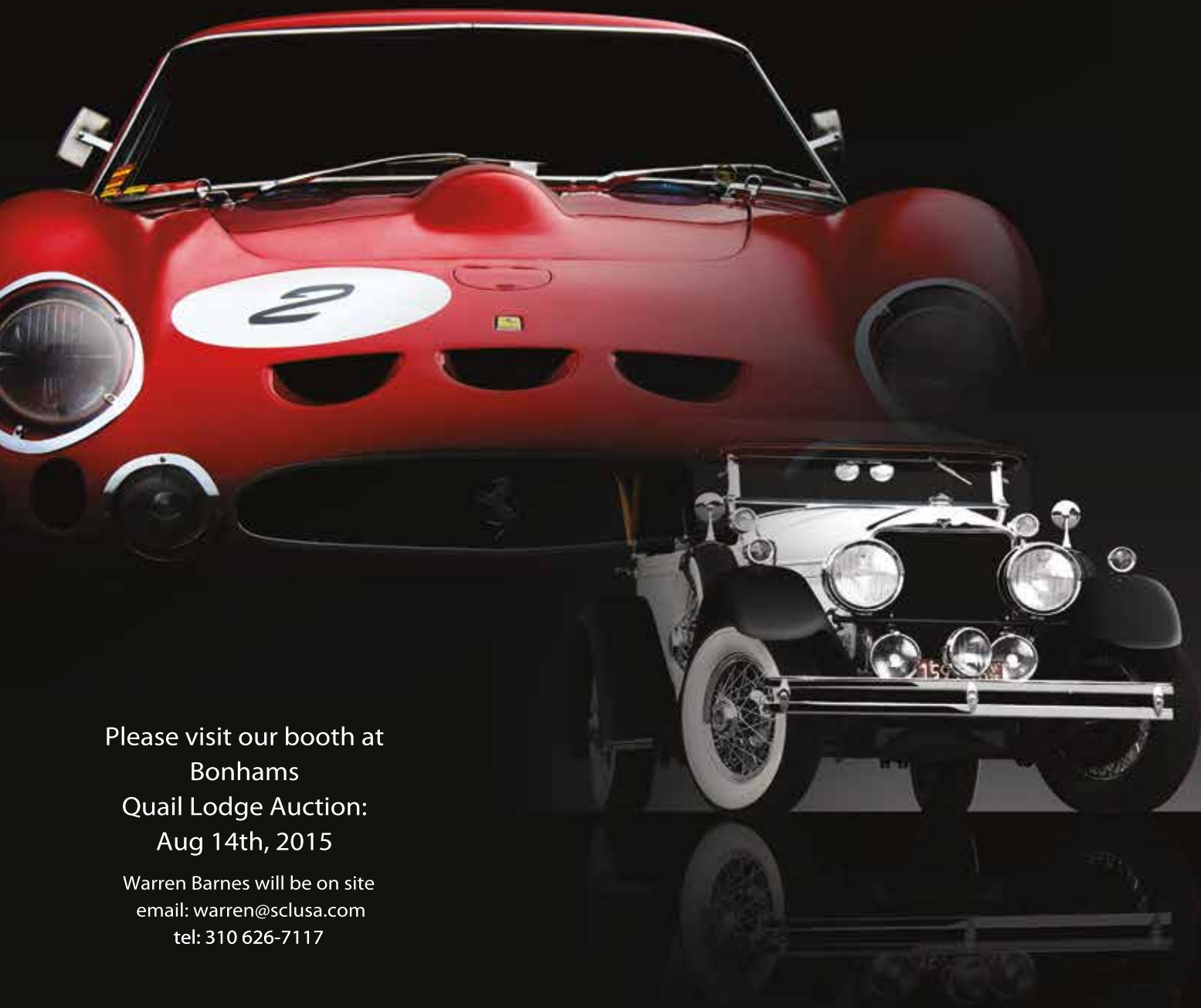


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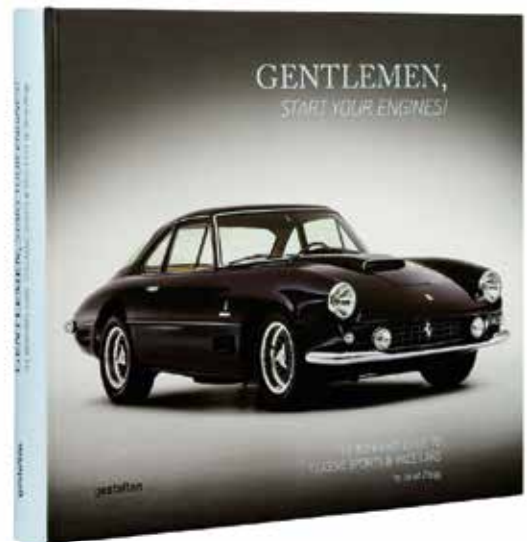


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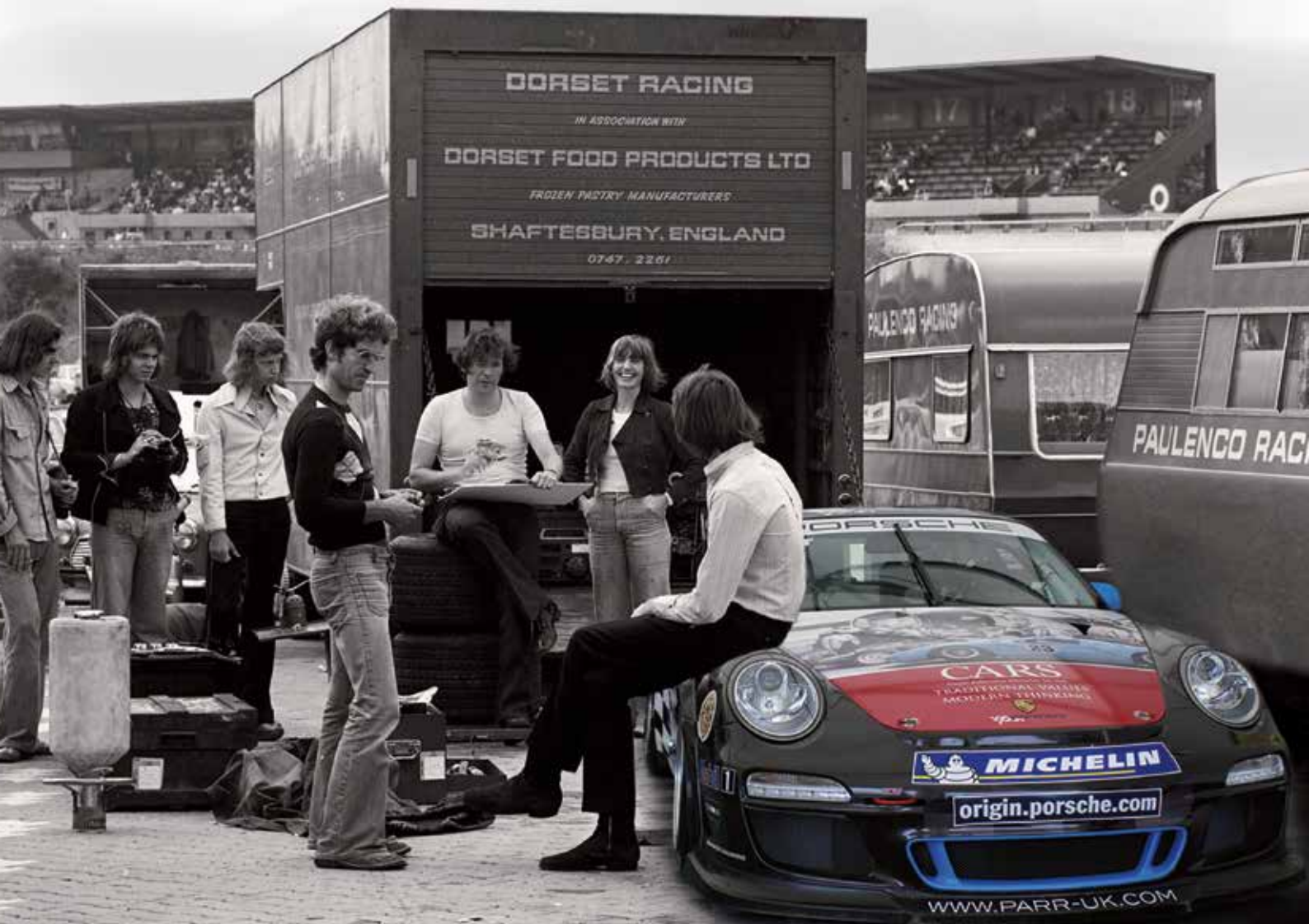
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INDEX

LOT	YEAR	MAKE	MODEL	LOT	YEAR	MAKE	MODEL
38.....	1934	Alfa Romeo.....	6C 2300 Pescara Spider	86.....	1961	Jaguar	E-Type Series I 3.8 Roadster
105.....	1963	Alfa Romeo.....	2600 Spider	58.....	1962	Jaguar	E-Type Series I 3.8 Roadster
1.....	1972	Alfa Romeo.....	Montreal	27.....	1965	Jaguar	E-Type Series I 4.2 Coupe
92.....	1973	Alfa Romeo.....	1600 Junior Zagato Coupe	23.....	1982	Jaguar	XJR-5 IMSA GTP
9.....	1973	Alfa Romeo.....	2000 Spider Veloce	67.....	1911	Kissel Kar	Model D-11 Toy Tonneau
4.....	1953	Allard	K3	34.....	1904	Knox.....	16/18hp "Tudor" Tourer
83.....	1948	Aston Martin	2-Litre Works Team Car	96.....	1967	Lamborghini	Miura P400
93.....	1954	Aston Martin	DB2/4 Drophead Coupe	44.....	1955	Lancia.....	Aurelia B24S Spider America
26.....	2004	Aston Martin	Vanquish Zagato Roadster Prototype	13.....	1949	Lea Francis.....	2 1/2-Liter Sports
42.....	1960	Austin	FX4 Brougham Sedan	80.....	1956	Lotus.....	11 Le Mans Sports Racer
7.....	1930	Avions Voisin.....	C14 Five-Passenger Berline	75.....	1961	Lotus.....	20/22 Formula Junior
19.....	1923	Bentley	3-Liter Speed Model Tourer	74.....	1965	Lotus.....	Cortina Mk I
15.....	1972	BMW	3.0 CSL	109....	1949	Maserati.....	A6 1500 Berlinetta
104....	1980	BMW	M1	82.....	1967	Maserati.....	Mexico Coupe
18.....	1989	BMW	M3 Coupe	88.....	1967	Maserati.....	Mistral 4000 Coupe
39.....	2003	BMW	Z8	2.....	1971	Maserati.....	Ghibli 4.9 SS Coupe
52.....	1922	Bugatti.....	Type 29/30 'Reservoir Ovale Course'	46.....	1972	Maserati.....	Ghibli 4.9 SS Coupe
77.....	1970	Buick	GSX Stage I Coupe	35.....	1973	Maserati.....	Bora 4.9
95.....	1953	Cadillac	Series 62 Convertible Coupe	29.....	1967	Mazda	Cosmo Series I
20.....	1955	Cadillac	Eldorado Special Convertible	70.....	1954	Mercedes-Benz	300SL Gullwing Coupe
79.....	1963	Chevrolet	Corvette 327/360HP Coupe	25.....	1957	Mercedes-Benz	190SL
24.....	1953	Chrysler	Crown Imperial Limousine	85.....	1957	Mercedes-Benz	300SL Roadster
98.....	1905	Clement-Bayard	20/24HP Tourer	12.....	1959	Mercedes-Benz	190SL
76.....	1959	Cooper-Climax	Monaco T-49 Mk I Sports Racer	55.....	1959	Mercedes-Benz	220S Coupe
62.....	1937	Cord	812 Phaeton Convertible	100....	1962	Mercedes-Benz	190SL
68.....	1952	Cunningham	C4R Continuation	84.....	1969	Mercedes-Benz	280SL
40.....	1950	Delahaye	135 M Cabriolet Atlas	33.....	1970	Mercedes-Benz	280SE 3.5 Coupe
106....	1959	F.M.R.	TG500 Tiger	99.....	1971	Mercedes-Benz	280SE 3.5 Cabriolet
49.....	1968	Ferrari	365 GT 2+2	16.....	1971	Mercedes-Benz	280SL
56.....	1959	Ferrari	250GT Comp Alloy Berlinetta	17.....	1987	Mercedes-Benz	560SL
102....	1912	FIAT	Model 56 50HP Tourer	97.....	1970	McLaren-Chevrolet..	M10B Formula A/5000
91.....	1958	FIAT	600 MULTIPLA	63.....	1960	MGA.....	1600 Roadster
65.....	1951	Ferrari	212 Inter Cabriolet	37.....	1918	Packard.....	3-35 Twin Six 'Omonde' Roadster
81.....	1962	Ferrari	250 GTE 2+2 Series II	5.....	1910	Pope-Hartford	Model T 40HP Tourer
108....	1966	Ferrari	330 GT Series II	89.....	1913	Pope-Hartford	Model 31 Roadster
90.....	1971	Ferrari	365 GTB/4 Daytona Berlinetta	47.....	1955	Porsche.....	356 Pre-A Continental Cabriolet
59.....	1971	Ferrari	365 GTS/4 Daytona Spider	94.....	1965	Porsche.....	911 2.0 Coupe
6.....	1971	Ferrari	365 GTC/4	87.....	1967	Porsche.....	912 Coupe
101....	1972	Ferrari	365 GTC/4	41.....	1968	Porsche.....	911 2.0 Soft-Window Targa
71.....	1973	Ferrari	Dino 246 GT	111....	1969	Porsche.....	911S 2.0 Coupe
103....	1979	Ferrari	308 GTB	36.....	1973	Porsche.....	911 Carrera RS 2.7
32.....	1985	Ferrari	288GTO	107....	1973	Porsche.....	911S 2.4 Coupe
21.....	1987	Ferrari	328 GTS	30.....	1973	Porsche.....	911S 2.4 Targa
78.....	1990	Ferrari	F40	69.....	1986	Porsche.....	930 Turbo Coupe
8.....	2005	Ferrari	575 Maranello Superamerica	72.....	1987	Porsche.....	959 Komfort
28.....	1953	FIAT	8V Supersonic	54.....	1987	Porsche.....	930 Turbo Slantnose Coupe
10.....	1961	FIAT	600 Jolly	3.....	1989	Porsche.....	911 Carrera Speedster
60.....	1963 1/2	Ford.....	Galaxie 500 R-Code Lightweight	50.....	1928	Rolls-Royce	Phantom I 40/50HP Skiff
57.....	2005	Ford.....	GT	110....	1932	Rolls-Royce	20/25 Convertible Victoria
48.....	1953/1970s	Frazer Nash.....	Le Mans 'Replica' Replica	22.....	1932	Rolls-Royce	Phantom II
51.....	1950	Hudson	Commodore Convertible	43.....	1969	Shelby	GT350 Fastback
14.....	1955	Jaguar	XK140 MC Roadster	53.....	1952	SIATA.....	300BC Barchetta Sport Spider
73.....	1956	Jaguar	XK140 MC Roadster	61.....	1953	SIATA.....	208S Sports Two Seater
45.....	1953	Jaguar	XK120 Fixed Head Coupe	66.....	1966	Sunbeam.....	Tiger Series I
31.....	1961	Jaguar	E-Type Series I 3.8 Roadster	64.....	1971	Toyota	Land Cruiser FJ43
				11.....	1949	Veritas	Scorpion Cabriolet





LOT 65 – THE EX-CHARLES G. RENAUD 1951 FERRARI 212 VIGNALE CABRIOLET

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