

Sunday June 5, 2016
Greenwich, Connecticut



GREENWICH

CONCOURS D'ELEGANCE

AUCTION



Bonhams



LOT 95: 1966 SHELBY GT350 CARRY OVER CAR

Sunday June 5, 2016 at 12pm
Roger Sherman Baldwin Park
Greenwich, Connecticut



BONHAMS

580 Madison Avenue
New York, New York 10022
bonhams.com

PREVIEW & AUCTION LOCATION

Roger Sherman Baldwin Park
100 Arch Street
Greenwich, Connecticut 06830

PREVIEW

Saturday June 4, 10am to 5pm
Sunday June 5, 9am to 12pm
Sunday June 5, 12pm Motorcar Auction

BIDS

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

To bid via the internet please visit
www.bonhams.com/greenwich

Please note that telephone bids must be submitted no later than 4pm on the day prior to the auction. New bidders must also provide proof of identity and address when submitting bids. Please contact client services with any bidding inquiries.

Please see pages 3 to 4 and 210 to 212 for bidder information including Conditions of Sale, after-sale collection and shipment.

SALE NUMBER: 23513

Lots 1 - 105

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ILLUSTRATIONS

Front cover: Lot 31
Inside front cover: Lot 95
First session page: Lot 101
Back cover: Lots 107, 57, 93, 10
Inside back cover: Lot 24

ADMISSION TO PREVIEW & AUCTION

Bonhams clients may enter the Concours and Bonhams preview on Saturday June 4 by showing their catalog at the entry to the Concours. For clients without a catalog, entry to both venues is by purchase of a Concours ticket for Saturday only. Bonhams clients may enter the Concours and Bonhams auction on Sunday June 5 by showing their catalog at the entry to the Concours and at the Bonhams tent. For clients without a catalog, entry to the Concours is by purchase of a ticket and entry to the Bonhams auction is by purchase of a catalog only. One catalog permits two people entry.



GREENWICH CONCOURS D'ELEGANCE DIRECTIONS, MAP & PARKING INSTRUCTIONS

DRIVING DIRECTIONS

From New England:

Take I-95 south to exit 3 - Arch Street. Turn left at the bottom of exit ramp for show field; either left or right for parking areas.

From New Jersey:

Tappan Zee Bridge onto Route 287 east, to I-95 north, to Exit 3 - Arch Street, in Greenwich. From George Washington Bridge, go directly on to I-95 north, to Connecticut; get off at Exit 3 - Arch Street, in Greenwich. Turn right at bottom of exit ramp for show field; either left or right for parking areas.

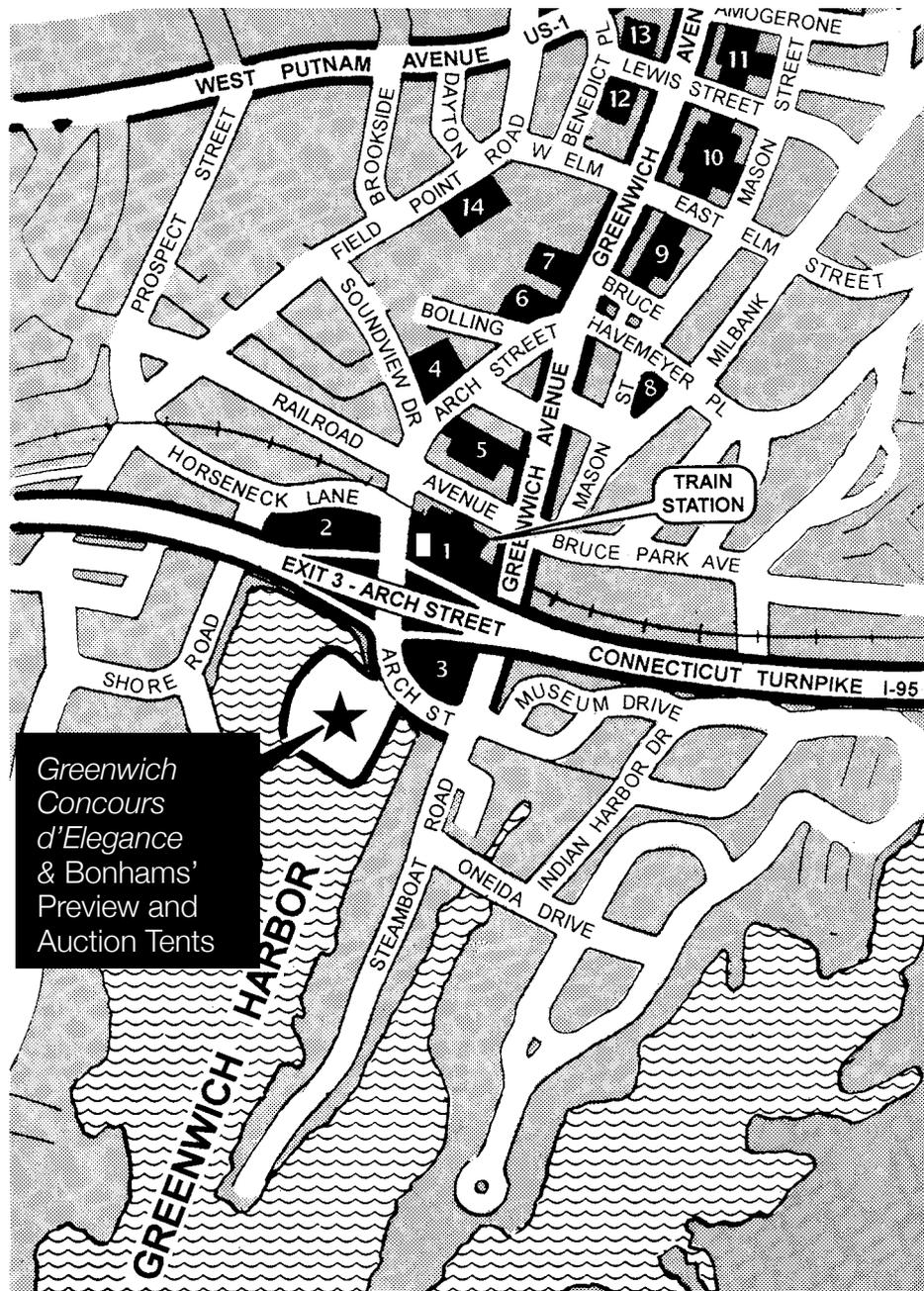
From Long Island:

Throgs Neck Bridge, onto I-95 north, to Connecticut; get off at Exit 3 - Arch Street, in Greenwich.

PARKING

- ❶ Parking in street-level of multi-story parking garage of Greenwich Plaza buildings.
- ❷ through ❸ Parking in open parking lots throughout town.
- ❹ Parking on all levels of multi-story parking garage at Town Hall.

There is also on-street parking wherever permitted by posted signs. *Museum Drive*, *Greenwich Avenue*, and *Steamboat Road* have allowable street parking for cars.



BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale and Disclaimer of Warranties 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. For all registrable vehicles, Bonhams will be working in conjunction with CT dealer Ted Tine Motorsports LLC, license no. N2562. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

ADMISSION TO PREVIEW AND AUCTION

All Bonhams auctions are open to the public. The Bonhams viewing and auction, in conjunction with The Greenwich Concours d'Elegance, will be open to the paying Concours visitors free of charge on Saturday during the publicized viewing hours listed on Page 1 of this catalog. A Bonhams' Greenwich auction catalog will admit two (2) people on both Saturday and Sunday to the Greenwich Concours free of charge. A Bonhams' Greenwich auction catalog will be required for admission to the auction on Sunday, June 5. Please note that catalogs will not be sold at the Concours entry. If a client does not have a catalog prior to entry, then entry to the Concours is by purchase of a Concours ticket and Sunday entry to Bonhams tent is by purchase of a catalog only. Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Ted Tine Motorsports, LLC., CT dealer N2562.

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. Buyers are required to pay any applicable import duty, sales or use tax, as the case may be.

All Automobiles are subject to a 6.35% Connecticut sales tax. An additional .65% sales tax rate is imposed on the full sales price (hammer and premium combined) of any automobile that costs more than \$50,000.00. The sales tax is imposed unless you fall under one of two categories:

1. You are a licensed Automobile Dealer. You will be required to supply a copy of your dealer's license and complete a Connecticut resale certificate.
2. You are an out of state resident. You will be required to complete Certificate-125 'Sales and Use tax Exemption for Motor Vehicle or Vessel Purchased by a Non-resident of Connecticut'. A copy of your driver's license will also be required.

Buyers who take or accept delivery of lots in Connecticut or who have or will register a motor vehicle lot in Connecticut (including temporary registration) or who are residents of that state are required to pay Connecticut sales tax unless exempted by law. Bonhams, working in conjunction with Ted Tine Motorsports, LLC, will provide applicable forms and documentation to private Connecticut buyers necessary to register the vehicle in the state of Connecticut.

Purchases picked up by an ICC licensed carrier and shipped directly to the following states will be subject to any applicable sales and/or use tax of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington D.C., and Washington state. Buyers who hold valid resale certificates for applicable states must file a copy with the cashier prior to or at the time of purchase. Any purchases picked up by a non-ICC licensed carrier would be subject to the same rules as apply to purchases picked up in Connecticut.

Please note that Bonhams is registered as an Automobile Dealer in the states of Arizona, California, and Florida. Any automobile sold to a resident in those states is subject to sales tax, license and documentation fees. Exemptions from sales tax, licenses and documentation fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

It is the responsibility of the buyer to carry out inspection of motor vehicle lots as the buyer deems necessary prior to bidding. Motor vehicle lots are sold as collector's items and not for any particular purpose, including as suitable means of transport. Motor vehicle lots are typically of some age and may include refurbishments, repairs and replacement parts, the condition of which may be difficult to establish. Bonhams necessarily relies on information, including information regarding the lot's condition, authenticity and provenance, provided by the seller and cannot undertake a level of inspection of the vehicle to establish whether or not the vehicle corresponds to any description provided in the catalog or otherwise.

This auction is conducted under the authority of the Connecticut Department of Motor Vehicles.

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 assigned 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.

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 4pm on Monday June 6.

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 items, 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 its property which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

AUCTION HOUSE'S INTEREST IN PROPERTY OFFERED AT AUCTION

On occasion, Bonhams may offer property in which it has an ownership interest in whole or in part or otherwise has an economic interest. Such property, if any, is identified in the catalog with a 'Δ' symbol next to the lot number(s).

Bonhams may also offer property for a consignor that has been guaranteed a minimum price for its property by Bonhams or jointly by Bonhams and a third party. Bonhams and any third parties providing a guarantee may benefit financially if the guaranteed property is sold successfully and may incur a financial loss if its sale is not successful. Such property, if any, is identified in the catalog with a 'o' symbol next to the lot number(s).

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.

BUYER INFORMATION (CONTINUED)

By bidding at auction, whether in person or by agent, by absentee bid, telephone, online or by 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 seller up to the amount of the reserve, but never above it.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams Client Services Department well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid, Bonhams is pleased to offer a telephone bidding facility. Should you wish to bid by telephone, please contact our Client Services Department for more information.

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com. In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/23513 or contact the Client Services Department to obtain information and learn how you can register and bid online.

DAMAGE

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

CUSTOMS DUTY

Customs Duty, calculated at 2.5% of the purchase price, and associated import fees are payable on all lots marked with an omega (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

PAYMENT & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 4pm local time on Monday, June 6. 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 Sunday, June 5, and then again on Monday June 6 from 8.30am to 4pm. Vehicles can be cleared after the auction. 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 4pm on Monday, June 6. 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 4pm Monday, June 6. 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, parts, 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. Sold lots are at the buyer's risk from the fall of the hammer.

TRANSPORT & SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 4pm Monday, June 6.

MOTOR VEHICLE REMOVAL & STORAGE CHARGES

TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 4pm on Monday, June 6, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

DOMESTIC MOTORCAR TRANSPORT

Passport Auto Transport
Contact: 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, info@carsusa.com

DOMESTIC AND INTERNATIONAL

MOTORCAR AND MOTORCYCLE TRANSPORT

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

BONHAMS - GREENWICH DETAILS

100 Arch Street, Greenwich, Connecticut

From Thursday June 2 through Monday June 6, we can be reached at:
+1 (415) 391 4000
+1 (415) 391 4040 fax

WELCOME

Bonhams International team welcomes you to the Greenwich Concours d'Elegance Auction here in beautiful Greenwich, Connecticut.

We're excited to be returning for our ninth annual auction here at the Greenwich Concours d'Elegance. Founded in 1996 by Bruce and Genia Wennerstrom, we were saddened to learn of Bruce's passing this past September after more than two decades at the helm of the Concours. It has been a great pleasure and honor to watch the next generation of Wennerstroms take the Concours into the future. Growing from where Bruce left off, it is wonderful to witness the invigoration of new blood into the event and we look forward to watching the Concours continue to grow and improve. We are honored to be a continuing part of this world-class event.

In 2016, we're proud to present one of the most rich and impressive groupings of vehicles that have ever been offered at Greenwich. Representing motorcars from the birth of the motoring era to the present day, many of the lots offered have long histories and are appearing here on the market for the first time in decades. In addition, we are pleased to offer another selection of vehicles from The Evergreen Collection in addition to motorcars from the estate of Fran Grayson, among other wonderful offerings.

We would like to thank the City of Greenwich and the Wennerstrom family for their assistance in making this auction possible. Our team of international specialists has first-hand knowledge of the automobiles in this auction and will be pleased to answer any questions you may have, either in advance or at the sale itself.

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



Jakob Greisen



Mark Osborne



Rupert Banner



Evan Ide



Eric Minoff



Nick Smith



Michael Caimano



Steffan Frisk



Veronica Duque



Stephen Girlich

THE GREENWICH CONCOURS D'ELEGANCE AUCTION

Lots 1 - 105



LOT 101: 1967 FERRARI 275 GTB/4



Proceeds to benefit AmeriCares

ULTIMATE AMERICA'S CUP 12 METER YACHTING AND MATCH RACING EXPERIENCE



Aboard the America's Cup 12m Yacht, Freedom US30 - you and [9] of your guests will experience the speed and power of an actual America's Cup racing yacht in a 3 hr hands on or leisurely hands off offshore experience. This historic 12m yacht, designed by the venerable Olin Stephens of Sparkman & Stephens, NYC –was the fastest racing sloop money and technology could build in its day – successfully defending and winning the 1980 America's Cup in Newport, RI with Dennis Connor on helm - on behalf of the New York Yacht Club's syndicate to defend America's longest continuous event in sports going back to the time of Queen Victoria in 1851. Your America's Cup Class 12m yacht will set sail from its seasonal home port at the Delamar Hotel dock on Greenwich harbor into the waters of Long Island Sound between Greenwich, Connecticut and Oyster Bay, NY for a hands on fun filled - one of a kind yachting or match race experience.

America's Cup 12m Yachts are the most beautiful, fastest "purpose built" racing yachts money and technology could build in their day. Your 12m sail includes optional crewing and helmsmanship such as grinding the winches, trimming the sails, and even skippering the yacht, or if you choose to sit back and enjoy the ride. This historic America's Cup 12m yacht is 69 feet long, 13 feet in beam, weighs 56,000 pounds and carries 5,000+ square feet of sail. Your off shore experience includes an experienced 12m crew and staff ensuring an amazing and safe journey.

\$10,000 - 15,000
Without reserve

Bonhams is proud to partner with AmeriCares. No Buyers Premium will be charged for lot 1.

AmeriCares

About AmeriCares

AmeriCares is an emergency response and global health organization that saves lives and builds healthier futures for people in crisis in the U.S. and around the world.

Every day, AmeriCares puts critically needed medicines and supplies in the hands of frontline health workers and develops innovative, sustainable health improvements in their communities. AmeriCares is the leading nonprofit for delivering donated medicines and medical supplies to health programs around the world.

The Stamford-based organization leverages this core competency with emergency preparedness, response and recovery efforts, and programs that improve health outcomes.

AmeriCares responds to an average of 30 natural disasters and humanitarian crises worldwide each year, establishes long-term recovery projects and brings disaster preparedness programs to vulnerable communities. The organization's relief workers are among the first to respond to emergencies and stay as long as needed, helping to restore health services for survivors.

AmeriCares global health programs increase access to care in more than 90 countries every year. With a global network of more than 2,000 hospitals, clinics and community health partners, AmeriCares is improving health outcomes for millions of people in need each year.

Since it was established more than three decades ago, AmeriCares has delivered more than \$12 billion in humanitarian aid to 164 countries, including the United States.

For more information please visit:
americares.org

2

1960 LAMBRETTA LI 150 SERIES 2

Frame no. 150LI*845745

148cc Two-Stroke Single
Single Carburetor
6.5bhp at 5,300rpm
4-Speed Constant Mesh Gearbox
Trailing Link Front and Swing Arm Rear Suspension
2-Wheel Internal Expanding Drum Brakes

- *Desirable Series 2 example*
- *Beautifully restored*
- *Recently imported from Italy*
- *One of the truest forms of two-wheel la dolce vita!*



THE LAMBRETTA LI 150

Manufactured by the Italian industrial giant Innocenti, the Lambretta scooter gained widespread acceptance in the 1950s, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. Following the unreliable TV 175 Series 1, Lambretta went back to the drawing board to create one of its all-time greats: the Li. The Li was built as either a 125 or 150 using the bore/stroke dimensions of the preceding 'D' Series, producing 5.2hp and 6.5bhp respectively, while its new engine in over-bored form found its way into the revamped TV 175 Series 2 in 1959. The Li range was restyled along similar lines at the same time, with headlamp nacelle and faired-in handlebars, thus establishing the definitive Lambretta look that would endure until Italian production ceased in 1971.

THE SCOOTER OFFERED

The classic, uniquely Italian design of the Lambretta has made it a style icon that feels as fresh now as when it first came out. This Lambretta is a Series 2 with the bigger 148cc single. The Series 2, distinguishable by its handlebar-mounted headlight, is the most classic looking of the Lambrettas.

Recently imported from Italy, this example was the subject of a restoration done to a high level. Not just cosmetically very nice, the scooter is reported to be a nice runner as well.

Throw a bag over your shoulder, buzz to the market to pick up some fresh pasta, tomatoes, mozzarella, and a bottle of vino and enjoy *la dolce vita!*

\$10,000 - 15,000
Without reserve

1955 MG TF ROADSTER

Chassis no. HDA46/6538

Engine no. XPEG/638

1,466cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

63bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *In single family ownership from new*
- *Highly original example*
- *A great candidate for restoration*
- *Original California black plate*



THE MG TF

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

After the TD came the TF. The new model was given an evolutionary makeover, with a swept-back radiator grille and more sweeping fenders. Headlamps were nestled into the inner surface of the front fenders. Mechanically, the new TF model was TD-based, using the same engine but with valve and carburetor improvements. The larger power unit did give the TF a boost in sales mainly in the United States.

THE MOTORCAR OFFERED

Delivered new to America in left hand drive configuration, this charming MG was purchased new by the consignor's uncle, a Mr. Christensen presumably from California. Mr. Christensen is believed to have driven the black TF for about a decade. The Bay area consignor and nephew of Mr. Christensen would himself use the car quite frequently during the late 1960s and 1970s, before putting the sports car away in dry storage sometime in the late 1980s. We are told that this particular TF even appeared in several Ralph Lauren clothing advertisements during the 1980s.

Now being offered after just having left its Bay Area home of more than fifty years, this TF appears very original throughout, and is believed to retain the original interior, bright work and engine. At the time of consignment, the car is not believed to be in running condition, and the engine (engine bay) will need

a thorough recommissioning. Complete with old California black plate license plates, this car is a great candidate for a thorough restoration and would surely prove a fine example once again for some spirited driving on the back roads of Northern California, or elsewhere!

\$15,000 - 25,000

Without reserve

4

1962 TRIUMPH TR3'B' ROADSTER

Chassis no. TCF 862 L

Engine no. TCF 883 L

2,138cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

105bhp at 4,650rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Front Disc Brakes – Rear Drum Brakes

- Nicely restored example
- Rare specification "B" model
- One of the best performing classic Triumphs
- The classic Triumph sports car



THE TRIUMPH TR3

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille incorporating sidelights/indicators, and locking door and trunk handles plus an improved interior.

In the US towards the end of production of these cars and with the advent of the TR4 and its altogether different aesthetics, bowing to dealer concerns a modest production run of the definitive TR3s was built, incorporating the latter's 2,138cc engine and very minor styling changes. Of course the concerns were basically unfounded, but for the collector or connoisseur today this rather rare variant with the extra 20% cubic capacity is both rare and has more 'poke' than its predecessors.

THE MOTORCAR OFFERED

This lovely TR3'B' was completed on June 30, 1962 and dispatched to America on July 9, 1962. A numbers matching example, it is finished in its correct Spa White color and factory equipped with a heater and a handy adjustable steering column to help accommodate a wider array of driver sizes.

This example of the rarely found TR3'B' was the recipient of a restoration for personal use, by a professional restorer. Not surprisingly, it was completed to a very high standard and would remain with the restorer as a personal car for many years. As inspected by a Bonhams specialist in recent months, the Triumph remains extremely well presented with good shut lines and panel fit, and only modest age to its refurbishment.

This TR3'B' is equipped with all of its weather equipment including top, rigid side curtains and tonneau cover. This lovely Triumph TR3'B' is probably the most usable and best performing of all the pre TR4 classic Triumphs. Rarely seen on the market this TR3'B' is offered in ready to use and enjoy condition.

\$35,000 - 45,000

1943 WILLYS JEEP UTILITY

Chassis no. 288563

134ci L-head Willys "Go-Devil" inline four-cylinder engine
 Single Carter WO-596S one barrel downdraft carburetor
 60bhp at 4,000rpm
 Three speed manual transmission
 Four wheel telescopic hydraulic suspension with semi-elliptical leaf springs
 Four wheel hydraulic drum brakes

- *Iconic Utility vehicle*
- *Comprehensively restored*
- *With radio and many period correct accessories*
- *Ready for summer fun*



THE JEEP

Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam. It was designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance. The Pentagon doubted Bantam's ability to meet the military's post-Pearl Harbor demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille.

Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

THE MOTORCAR OFFERED

The story of the Willys Jeep had always resonated with the current owner, and he had always promised himself that his car collection should include one of these cars. In the late 2000s, he decided to fulfill that 'obligation' and commissioned Willys Acres Inc. of Ontario, Canada to restore one for him, with all the 'bells and whistles'.

Taking a good stock 1943 example, this well known company comprehensively restored the car, to make it as good as new. The finished article is equipped with rear seat frame, shovel and axe, windshield rifle rack, a capstan winch (for decoration), ammunition box, radio set-up, jerry cans, the whole caboodle... Not content with just this, a 1944 Trailer was also sourced and fully restored to match.

Completed in 2010, as can be seen from the photos, this is as fine a Jeep as one could find. However, its use since has been relatively modest and so reluctantly its owner has decided to pass it on to the next enthusiast.

\$35,000 - 45,000

5A

1957 JAGUAR XK150 SE OTS

Chassis no. S831179

Engine no. V2447-8 (See text)

3,442cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

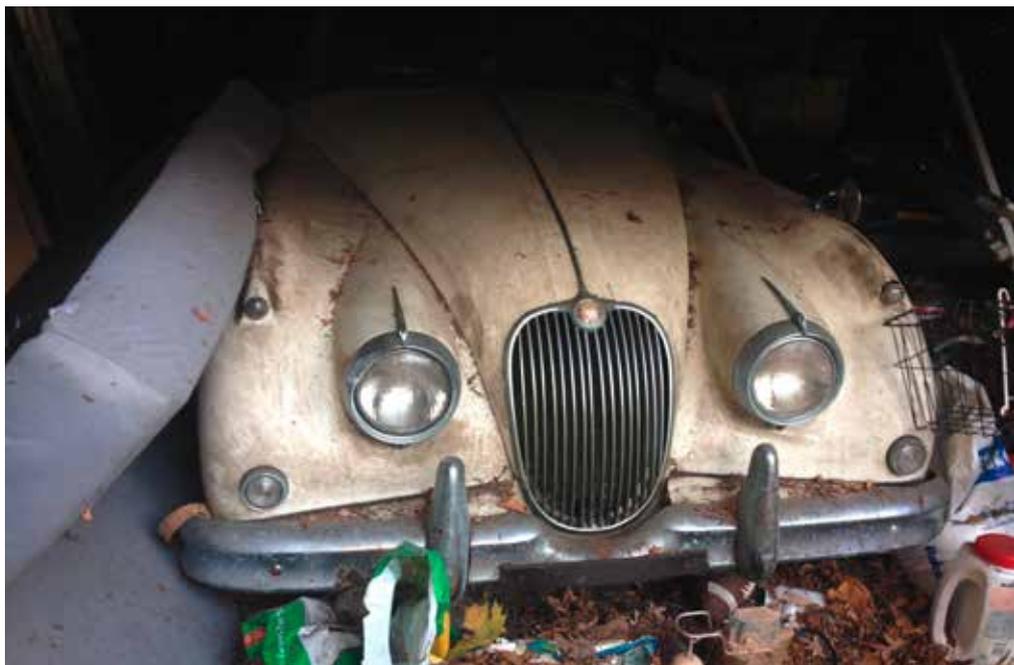
210bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-wheel Disc Brakes

- As found
- Special Equipment model
- Will be accompanied by Heritage Certificate
- Definitive XK



THE JAGUAR XK150

The ultimate expression of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. The XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors. It benefited from a new, wider body that provided increased interior space and improved visibility, courtesy of a single-piece wrap-around windscreen that replaced the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been noted on the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

The XK150 was available at first only in fixed and drophead coupé forms; the open roadster version didn't appear until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors and twin electric fuel pumps. The car regularly recorded in excess of 130mph in magazine road tests. 'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money,' declared *The Autocar*.

THE MOTORCAR OFFERED

The Jaguar offered here has recently emerged from long term ownership on Long Island. Not used for many years, the car ostensibly appears to have been repainted many years ago, with a repaint and then left unused. Its interior appears to be the original. At some point in its career the Jaguar has had its engine replaced with a period unit, which fits in sequence for these cars, but is from a slightly earlier car.

No Bonhams sale would be complete without a 'barn find' this should keep an enthusiast busy for the summer.

\$40,000 - 60,000
Without reserve

1961 ROLLS-ROYCE SILVER CLOUD II LONG WHEELBASE SALOON WITH DIVISION

Chassis no. LLCB80
Engine no. LC79B

6,223cc OHV V8 Engine
Twin SU Carburetors
185bhp
4-Speed Automatic Transmission
Independent Front and Semi-Elliptical Leaf Spring Rear Suspension
4-Wheel Hydraulic Drum Brakes

- *Ordered new by Elmer Holmes Bobst*
- *Original U.S. delivery, in left-hand drive*
- *Accompanied by nearly \$100,000 in receipts*
- *One of only 258 long-wheelbase Silver Cloud IIs produced*
- *Single family ownership since delivery*



THE SILVER CLOUD II

Catering for the stately limousine market in the 1950s, Rolls-Royce offered the royalty and heads of state-only Phantom IV and the generally available, if somewhat dated, Silver Wraith. Following the introduction of the Silver Cloud, a long-wheelbase version of this more modern design was made available, with bodies closely based on the factory's standard offering. Four inches (100mm) longer in the wheelbase than the standard saloon and usually fitted out with an internal division, these bodyshells were extended by Rolls-Royce's in-house coachbuilder Park Ward (soon to become H J Mulliner, Park Ward) at its London works and finished off at Crewe.

These long-wheelbase versions of the Rolls-Royce Silver Cloud and Bentley 'S' Series continued after the introduction of the new 6,230cc aluminum-alloy V8 engine on the 'Cloud II/S2 in the autumn of 1959, offering a less expensive alternative to the newly introduced Phantom V. Only 258 Rolls-Royce Silver Cloud II and 51 Bentley S2 long-wheelbase saloons were made before the introduction of the Silver Cloud III.

THE MOTORCAR OFFERED

This rare, long-wheelbase version of the Silver Cloud II was ordered new on December 13, 1960 through Rolls-Royce's American distributor J.S. Inskip by Elmer H. Bobst. Mr. Bobst was a self-taught pharmacologist who would go on to become one of the nation's highest paid corporate executives—first at Hoffman-LaRoche Chemical Works and later at William Warner Company (later Warner-Lambert, now part of Pfizer). Additionally, he maintained close connections and friendships with Presidents Eisenhower and Nixon and left a lasting philanthropic legacy at New York University and beyond. About to marry Mamdouha As-Sayyid, his second wife, he was clearly seeking the apogee of luxury when he ordered his Rolls.



Built to U.S. specifications and in left-hand drive, it was fitted with partial refrigeration (air conditioning), electric windows, tinted 'Sundym' glass throughout, an electrically operated rear glass division, and provisions for an electric Delco aerial that was installed stateside. Finished in Black Masons with a single Ivory pinstripe over beige hides with matching beige piping, fawn headcloth and Cumberland Stone carpets, there was no doubt that the occupants of this regal motorcar had 'arrived' before they even left their garage.

Mr. Bobst took delivery of LLCB80 at his Monclair, New Jersey estate on April 27, 1961, short after his wedding to Ms. As-Sayyid. The Rolls would remain with him until his passing in 1978 at which point it was acquired by his wife, the aforementioned Mrs. Mamdouha As-Sayyid neé Bobst, a prominent New York philanthropist in her own right. While she lived in New York City, the Rolls enjoyed a more leisurely existence in a tony Ocean Blvd compound in Palm Beach.

Receipts on file date back to January of 2000 and demonstrate a meticulous level of maintenance not often showered on these exceptionally complicated machines. Nearly \$100,000 was spent on the car — \$86,000 of which has been expended since 2004 when the car was damaged by a storm. Among the records are a mechanical overhaul by Foreign Car Engineering of Delray Beach, Florida in November of 2004 at a cost of nearly \$22,000 and a bare metal respray by marque specialists Vantage Motor Works in North Miami in January of 2006 for over \$32,000.

The service history runs right up to 2015 with a clear expectation of faultless operation given the close attention to maintenance. In addition to the maintenance records, copies of the Rolls-Royce buildsheets are also included.

Mrs. Bobst passed away in the fall of last year and the Rolls has been in storage since. Barely more than 10% of Cloud IIs produced were long-wheelbase examples, and far fewer still

were left-hand drive, U.S. delivery cars with a division. Showing beautifully today, there is little doubt that after the usual summer preparations following winter hibernation this beautiful, single family ownership since new Rolls will be ready to service its next, fortunate owner.
\$40,000 - 60,000

Offered on a salvage title.

1986 LAND ROVER 110

VIN. SALLDHAC8BA260783

2,495cc OHV 4 Cylinder Inline Diesel Engine
 Fuel Injection
 68hp at 4,000rpm
 5-Speed Manual Transmission
 Live Axle Suspension
 Front Disc and Rear Drum Brakes

- *Iconic off road vehicle*
- *Properly imported with all EPA papers*
- *Tidy example in fine running condition*
- *Desirable long wheelbase variant*



THE LAND ROVER 110

During the 1970s, experiments were begun to develop a 'next-generation' Land Rover using the Range Rover's coil-sprung chassis. A number of prototypes were constructed on a 100" wheelbase before the new model debuted at the 1983 Geneva International Motor Show in 110" wheelbase configuration. The following year the 90 arrived on a shorter (actually 92.9") wheelbase chassis while featuring the innovation (for a Land Rover) of wind-up windows, which were duly introduced on the 110. After the introduction of the Discovery, these cars morphed into the stoically British nomenclature of the Defender models in 1990, by which they have now become retrospectively referred to. They ran in production through to the last few months, when the end of the run was heralded by Bonhams signature sale of the 2,000,000th car built in December 2015.

THE MOTORCAR OFFERED

A rarer sight west of the Atlantic Ocean than in the UK, Europe and beyond, this 110 inch wheelbase is an archetypal example of the model, dating from the pre-turbo diesel era of powerplant. An original left hand drive vehicle which it is reported was first supplied for military use, today it presents in the particularly popular scheme of Arctic White, appropriately titled for the all terrain vehicle! Its cabin is sparsely equipped with two seats in blue vinyl and the full length of the bodywork is covered with a canvas roof, or 'tilt' to use the colloquial term for these cars.

Still wearing its original UK registration plates the Land Rover was legally imported into the US and includes all appropriate government papers. Well maintained and cared for the Rover runs well and presents nicely.

With a whisker under 200,000 miles on the odometer, yet cleanly presented generally, the 'Landy' is probably only just getting into its stride and absolutely perfect for 'tooling around' whatever the Northeast weather should bring.
\$25,000 - 35,000

1973 PORSCHE 911T COUPE

Chassis no. 9113100753

Engine no. 6131068

2,341cc Flat 6-Cylinder SOHC Engine

Mechanical Fuel Injection

140bhp at 5,600rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Stunning light yellow paintwork*
- *Last year of the long hood, small bumper 911*
- *Potent '2.4' liter engine*

**THE PORSCHE 911T**

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

Starting in 1964 with the original 911, Porsche had produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling and offered a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

In 1967, the 911T was first introduced as a base model, effectively replacing the 912. With 110 horsepower and a Spartan purposeful interior, the 911 proved popular to driving purists. 1969 ushered in the first major changes to the iconic Porsche 911, which debuted in 1964. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. In 1972 the 911T, along with the E and S, benefitted from a larger 2,341cc engine commonly referred to as the 2.4. 1972 also brought the introduction of the 915 transmission, a robust 5-speed derived from the 908 racecar.

1973 was the final year of the desirable early 911 styling featuring the small bumpers and more prevalent brightwork before the switch to the more pronounced bumpers in 1974.

THE MOTORCAR OFFERED

This 1973 911T Coupe, sporting Porsche's decidedly '70s Light Yellow paintwork is in very good condition throughout, including the striking Fuchs alloy wheels. Baring Porsche's '2.4' engine, this well-sorted coupe is mechanically sound and exemplifies Porsche's trademark performance and driving dynamics. Produced in the same year as the iconic and rare Carrera 2.7 RS, the 911T is a venerable sports car in its own right and offers an incredible comparative value and with its vibrant yellow paintwork, this solid 911 will undoubtedly be a head-turner in any situation.

\$40,000 - 60,000
Without reserve

1962 JAGUAR E-TYPE SERIES 1 3.8-LITER ROADSTER

Chassis no. 879997
 Engine no. RA3247-9

3,781cc DOHC Inline 6-Cylinder Engine
 3 SU Carburetors
 265bhp at 5,500rpm
 4-Speed All-Synchromesh Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Numbers matching chassis and engine*
- *Purchased by the present owner in April 1963*
- *Tastefully mechanically updated*
- *Featured in The Wolf of Wall Street*
- *Offered with Heritage Trust Certificate*



THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type. When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance.

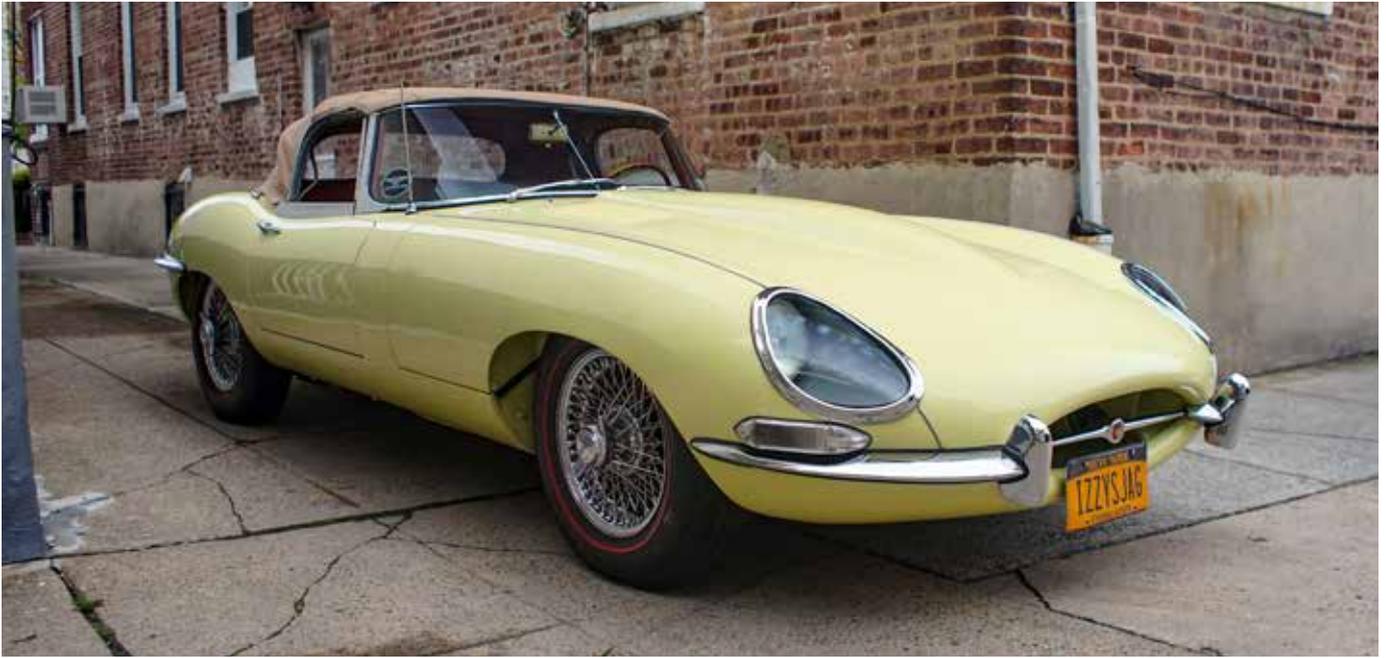
Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured 4-wheel independent suspension,

disc brakes all around and a Moss-type 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark. Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

THE MOTORCAR OFFERED

This striking 3.8-Liter E-Type was completed at the Browns Lane Jaguar works on August 19, 1963. A left-hand-drive model destined for the United States, this E-Type was finished in Sand over a light tan interior with a black top. According to its Jaguar Daimler Heritage Trust Certificate, it was delivered to Jaguar Cars in New York. The first owner was one Milano Andersen of Midland, Texas.

The intervening history of the car is not known at the time of cataloging, but the current owner, who acquired the car from a New Jersey enthusiast about 17 years ago, has worked to ensure that the car provides an enjoyable and thrilling motoring experience. Restored several years ago, the Jag was subject to a bare metal respray in Primrose Yellow over a freshly retrimmed red leather interior. The numbers matching engine was rebuilt and the original transmission—which had been replaced with an all-synchromesh 4-speed gearbox from a later,



'65 E-Type—was serviced. Breathing through a two inch stainless steel exhaust system, the straight six is further abetted by an upgrading cooling system with an aluminum radiator and high velocity electric fan. With going well taken care of, stopping was also attended to with four-piston front brake calipers replacing the original units (although those come with the car). In the midst of this, the rest of the brake system was also rebuilt, along with the suspension—which was additionally fitted with an adjustable torsion bar, and a new wiring harness was installed.

This Jag would find a bit of movie fame as well with some important screen time at the beginning of the 2013 Martin Scorsese film *The Wolf of Wall Street* as Jordan Belfort's (Leonardo DiCaprio title character) first big purchase to mark his initial success as a starting stockbroker.

The yellow Jag, parked in front of a diner, would prompt Donnie Azoff (played by Jonah Hill) to approach Belfort and start the conversation that would set the pair of them on big scam that would play out over the course of the film.

Complete with its all-important Jaguar Daimler Heritage Trust Certificate documenting that the car retains its matching numbers engine and a Picture Cars East letter to prove its film provenance, it has been recently detailed to a high degree. This droptop Jag is ready for summer drives and evening fun.
\$150,000 - 175,000



10

1989 FERRARI F40

Coachwork by Pininfarina

VIN. ZFFGJ34B000080727

2,936cc DOHC Twin-Turbocharged V8 Engine

Electronic Fuel Injection

478bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable European-spec example*
- *Highly optioned with six-point harness sport seats and adjustable height suspension*
- *Less than 9,000 kilometers from new*
- *Recent service by marque specialists*
- *The Ferrari model Enzo himself declared "the best in the world"*



THE FERRARI F40

No Ferrari road car is more closely associated with Enzo Ferrari than the F40, the final project under the direction of Il Commendatore before his death in 1988. Built to commemorate the Italian carmaker's 40th anniversary, the F40 was, at its introduction in 1987, Ferrari's most powerful production car to date. Its 2936cc twin-turbocharged V8, nestled beneath the sloping buttresses of the berlinetta coupe's roofline, produced 478bhp and 426 lb-ft (577 Nm) of torque, delivering "supercar" levels of performance: 0-60 mph in 3.8 seconds and, more significantly, a top speed of 201mph (324km/h). No production car before the F40 had ever pushed beyond that barrier.

The F40 was mechanically based on the racing version of the 288 GTO, the GTO Evoluzione, which had been built to take on Porsche's 959 in the FIA's Group B category. With the elimination of Group B, however, Ferrari was left with a handful of Evoluzioni, and they would be used to develop the F40, whose race-bred heritage is clearly evident in its lack of anti-lock brakes, steering assist, and any sound-deadening measures. In fact, in contrast to the 959's technical complexity, the F40 achieved its remarkable performance in the traditional, Ferrari manner, combining a powerful engine with light weight and a slippery shape, and a competition-tuned suspension with a large footprint.







The four-cam engine is also based on the GTO's, though it was bored out to three liters and re-tuned to achieve the prodigious output. It was placed longitudinally, which greatly simplified the mounting of the twin water-cooled IHI turbochargers. The Weber-Marelli electronic injection is fed from two fuel tanks, one just ahead of each rear wheel. European-spec F40's, such as the motorcar being offered by Bonhams, came with rubber fuel bladders encased in sponge, while U.S.-bound models were fitted with aluminum tanks.

Sitting on a frame of tubular steel and composites, the F40 shares the same length of wheelbase as the GTO's, but the track is wider. Because of the extensive use of composites throughout the car, the F40 weighs just 2,425 pounds (1100kg), more than 500 pounds less than its supercar rival, Porsche's 959. The comprehensive weight-saving program even included, if desired, Plexiglas side windows and paint so thinly spread that the body panels' Kevlar weave can be seen through it.

The F40's bodywork was designed under the direction of Leonardo Fioravanti, who also was responsible for the 288 GTO, Daytona, Dino 206 and 246 GT, 512 Berlinetta Boxer, and numerous other projects in his time both at Ferrari and later with Pininfarina. His initial wedge shape was, in tune with the car's racing-related development, then taken by Pininfarina and refined in the wind tunnel for optimum downforce and low drag. Though augmented with NACA ducts for cooling the engine, brakes and cockpit, a louvered Plexiglas engine cover, and that looming rear wing, the F40 is a simple and elegant shape delightfully absent of extraneous elements.



The cockpit, too, is all business, offering little in creature comfort but reaffirming the F40's essential character as a racecar for the street. Beyond the well-bolstered seats, gated shifter, padded steering wheel, and analog instrumentation, there is little to engage the eye from the driver's seat, but that's primary to the F40's raison d'être — to fully immerse the driver in a pure Ferrari driving experience. The all-independent suspension is comprised, at both ends, of unequal-length wishbones, coil springs over telescopic shock absorbers and an anti-roll bar; the brakes are Group C-derived hydraulic 13-inch Brembo discs; and the aluminum wheels, which sport F1-style center locks, are wrapped by 245/40ZR-17 tires in front and massive 335/35ZR-17 rubber at the back.

Under way, the F40 feels as rigid as though it were carved from a huge diamond due to

the innovative body/chassis construction. In another case where Ferrari's racing experience translated to the street, the F40's tubular steel spaceframe and bonded-on panels of Kevlar composites provide a torsional stiffness that would have been impossible to achieve with conventional means. As a result, handling is exceptionally crisp and the car responds to inputs as though there were not a mechanical but a telepathic connection between the driver and the wheels. The F40 will never be mistaken for anything other than it was intended to be — a racecar for the street.

Demand for the car in America prompted Ferrari to develop a fully federalized version; 213 of these modified F40s were sold. To meet U.S. standards, the bumpers were given rubber strips front and rear to comply with bumper-height rules, and the subframes were modified

to pass a 30-mph crash test. The rubber fuel bladders were replaced with aluminum fuel tanks, and the doors were strengthened for improved side impact protection. Inside, the seats were specific to the U.S. market, and the seatbelts were automatic. The engine received metal catalytic converters, new cam timing and electronic management strategies. To deal with the heat of the catalysts, exhaust cooling injection was implemented along with fitment of a large heat screen to protect the Lexan engine cover. To offset the 250 pounds of extra weight, Ferrari tuned the U.S.-spec engine to produce 515bhp.



THE MOTORCAR OFFERED

Though the factory at first had announced that only 400 examples of the F40 would be produced, the car's popularity over its run from 1987-1992 resulted in 1,311 F40s, all left-hand drive and painted in Rossa Corsa.

This 1989 European-spec F40, clad in its original Rossa Corsa paint, has accumulated just over 5,500 miles (less than 9,000 kilometers) in its life and features the desirable sport seats with six-point harnesses, roll-up glass windows, and the highly prized adjustable suspension that raises the car's nose to better negotiate curbs and steep approaches. This F40 has recently been serviced, provided with new ATL fuel bladders, and given a complete safety inspection by Ferrari of Newport Beach. The original owner had reported that the car had undergone some damage repair in Italy (not by the factory), though the technicians at Ferrari

of Newport Beach were unable to discern any sign of either an accident or a repair. Road tests performed after the fuel bladders were replaced revealed this F40 to be in very good running condition. A full delivery condition report is available along with a complete set of tools and workshop manual. This is a superb example of the car that Enzo Ferrari promised would be "best in the world."

The F40 remains one of the best, certainly one of the most charismatic of all so-called Supercars, its minimalist purity has never been surpassed, and no serious collection of the marque can be complete without an example. Aside from the accolades, it is simply one of the finest cars, of any era, that you'll ever drive.

Refer to department

Due to California emissions laws, please note that this vehicle may not be registered in the state of California.

1959 FIAT 600 MULTIPLA

Chassis no. 100 108 061372

Engine no. 100 000 2543770

633cc 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*
- *Older restoration with recent thorough cosmetic and mechanical service*
- *In the present ownership for over twenty years*
- *In the present ownership for over twenty years*



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 nearly 60mph. 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 lovely 1959 Multipla, trimmed inside and out in two-tone red-over white, was acquired by the present owner in 1995 from a Virginia antiques dealer. Understood to have been a Virginia-based car from new, it was taken to Lincoln Highways Packard in Bedford County, Pennsylvania for a complete restoration shortly after acquisition. The two year project, completed in 1996, saw the entire drivetrain rebuilt while the body and cosmetics were all carefully attended to as well.

Enjoyed sparingly by the Maine-based consignor, the interior was refreshed in 2012-13 with new seats, a new custom-made headliner, custom carpets, and fresh trim. Even more recently, a thorough mechanical service was undertaken over the winter months of 2015-16.

The brakes system, cooling system, exhaust, fuel system, transmission, and steering were all checked over and restored as needed. A new battery was also fitted at this time.

In April of 2015 the original engine was replaced with a period correct and full rebuilt unit that has covered only about 50 miles since installation.

Living in climate controlled comfort for at least the last two decades, the versatile little van is ready for its next owner. A perfect representation of practical la dolce vita, this Mutipla offers the opportunity to carry six people to-and-fro while only requiring a Smart Car-sized parking space upon arrival.

\$25,000 - 35,000
Without reserve

1961 NASH METROPOLITAN 1500 SERIES IV CONVERTIBLE

Chassis no. E90261
Engine no. 15F-N-H3105

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

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



THE NASH METROPOLITAN

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

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

partner, teaming up with the UK's Austin Motor Company, who supplied the engine, transmission, and manufacturing facilities.

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

THE MOTORCAR OFFERED

This late example of the model is replete with the various improvements that came along the production series. The car was restored in the 1980s and presents in the period scheme so associated with the model of Caribbean Blue over Frost White, with a matched vinyl interior. That redo has stood the test of time well and its paint remains in very good order, while it is reported to run and drive nicely. Completing its presentation is an original handbook and period sales catalog.

Certain to provide enjoyment to those who use and those who view it on the road, the Nash Metropolitan is step back in time snapshot of a bygone era, that somehow screams 'drive in' movies, ice cream and the beach....

\$17,000 - 20,000
Without reserve

From the Italian Vintage Cars Collection

1998 BENTLEY AZURE CONVERTIBLE

VIN. SCBZK14C4WCX61622

6,750cc OHV Turbocharged V8 Engine
Electronic Fuel Injection
385bhp at 4,000rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Exquisite example of Bentley's flagship Convertible
- Classic British green over magnolia color scheme
- Opulent luxury inside and out
- Powerful Bentley V8 to match the elegant looks
- Offered with CARFAX report



THE BENTLEY AZURE

Based on the potent Bentley Continental R, the drop head Azure version was one of the most powerful cars of the era. The Geneva Auto Salon was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name – 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the south of France. The famous Italian styling house Pininfarina – a firm with unrivalled experience in the design of soft-top Gran Turismos – had been chosen to develop the Azure on the four-seater Continental R platform, and there was no question that the result was most successful.

Hailed by its maker as 'the world's best convertible', the Azure lived up to that grand title, proving an immense success. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

THE MOTORCAR OFFERED

Offered from the Italian Vintage Cars Collection, the two brothers who assembled this intriguing and popular group of cars shared a soft spot for Italian coachwork on British automobiles. For this reason, the Pininfarina designed Azure was a logical addition to the collection.

A 1998 example, it is finished in the scheme perennially associated with the brand of British Racing Green and a magnolia interior. A CarFax report on file details very early damage to the rear of the car in the first three months of its life, however this was clearly professionally repaired and the car has continued to be used to this day.

It was acquired by the present owners roughly a decade ago, by which time its miles were in the mid 27,000s, and over the course of this time no more than 5,000 have been accumulated. As it stands today, it has covered less than 2,000 miles a year since new and is ready to

use and be enjoyed either on the open road as an individual or shared with friends in its commodious interior.

\$50,000 - 60,000

Without reserve

14 Ω

1969 PORSCHE 911E COUPE

Coachwork by Karmann

Chassis no. 9119220161

Engine no. 686808 (See Text)

1,991cc Flat 6-Cylinder SOHC Engine

Duc1 Weber Carburetors

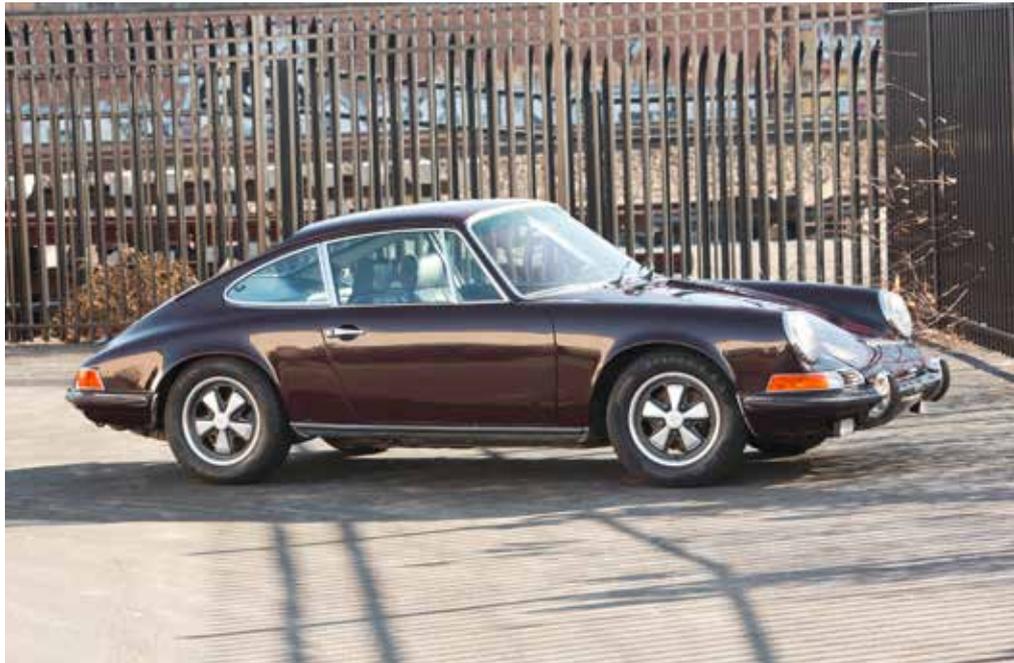
140bhp at 6,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Handsome original color combination
- Recent arrival in the US market
- First year of the long wheel base



THE PORSCHE 911E

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

Starting in 1964 with the original 911, Porsche has produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling and offered a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. Mechanical fuel injection debuted this year as well in top-of-the-line 911S and the new 911E. The 911E received its name from Einspritzung, the German term for injection. Slotted between the base-model 911T and the potent 911S, the E, which replaced the 911L 'Luxus', featured improvements including a leather wrapped steering wheel, velour carpeting, vented brake discs, and golden script on the rear deck. The 911E proved popular, with 2,826 examples sold in 1969 alone.

THE MOTORCAR OFFERED

This 1969 911E Coupe left Karmann's Osnabrück production facility in the summer of 1969 sporting burgundy paint over a black interior, the same combination it possesses today. Fitted with fog lights, alloy Fuchs wheels, and its original golden badging, this example of Porsche's most renowned sportscar is very well presented throughout. At some point its original engine was replaced with a period correct unit but the fuel injection system was replaced with a throaty set of Weber carburetors.

With its handsome color combination and excellent details, this well sorted coupe is equally suited to be passionately driven and deliver Porsche's inimitable driving dynamics to the driver as it is to be shown at marque and club events within the active Porsche Club.
\$40,000-60,000
Without reserve

1950 TATRA T87

Chassis no. 79233

Engine no. 223-338

2,970cc SOHC Air-Cooled Magnesium Alloy V-8 Engine

Single Downdraft Carburetor

75bhp at 3,500rpm

Four-Speed Manual Transmission

Independent Front and Swing-Axle Rear Suspension

Four-Wheel Hydraulic Drum Brakes

- *In the present ownership since 2000*
- *Offered from a Private Collection*
- *Iconic Ledwinka design*
- *Extensive restoration*



THE T87 SEDAN

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

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

Although the T77 was fast, economical and comfortable, the handling had sometimes come in for criticism. Introduced in 1936, Ledwinka's response was the T87, which was both shorter

and lighter than the T77. Powered by a 3.0-liter V-8, the T87 was good for a top speed of 160km/h (100mph). The model resumed production after WWII and was produced up to 1950, by which time a little over 3,000 had been sold.

One of Europe's oldest car makers, the Czech firm of Tatra dates back to 1850 and has carried a reputation for technical innovation thanks largely to the fertile mind of talented Austrian engineer Ledwinka. The T87 is one of the most advanced cars of the pre-war period and was well ahead of its time, combining streamlining with a radical layout that heavily influenced Dr. Ferdinand Porsche's design of the Volkswagen Beetle. In fact, the similarities were so blatant that Tatra subsequently sued the German company for infringing 11 different patents. The aerodynamic exterior, incorporating a 'cyclops' third headlamp, rear fin and full unibody construction with belly pan, allowed the T87 to cruise the new highways of Europe at speeds approaching 100mph.

Beneath the stylish coachwork, the Tatra was powered by a rear-mounted 2.9-liter magnesium alloy, air-cooled overhead-cam V-8 producing 85 horsepower. Suspension was fully independent, with hydraulic brakes. The luxurious Tatra was an expensive car when new but did sell in relatively impressive numbers, with just over 3,000 built between 1936 and 1950. Very few Tatras have ever made it to the United States and there are an estimated ten T87s in the country today – one example can be found in Jay Leno's suitably eclectic Big Dog Garage, and one graces the foyer of Peter Mullin's spectacular museum (the only non-French marque exhibited there). Other noted owners have included Ernst Heinkel, Felix Wankel, Erwin Rommel, John Steinbeck, King Farouk of Egypt and Sir Norman Foster.



THE MOTORCAR OFFERED

A popular favorite among Eastern Bloc Communist leaders who were a bit more “equal” than the rest of the proletariat, this T87 was purchased by the penultimate owner from a factory manager in Czechoslovakia in original condition and restored there before being trailered to the UK around the turn of the 21st century. Found in London by the current owner, he acquired the innovative sedan in August of 2000 and brought it stateside in October of the same year.

The late 1990s Czech restoration has held up well and been augmented by regular maintenance but seldom use for the past 16 years. In 2010 the Tatra was sent to a Massachusetts-based T87 specialist for minor mechanical adjustments and refurbishment of the gas tank and gas gauge. The work completed is documented in a DVD that accompanies the vehicle. Save for infrequent

drives, the Tatra has only been shown once at the Bear Mountain, New York “Cruise Night” in the summer of 2015—but didn’t disappoint with a Best in Class Award. When not motoring through the Hudson Valley, it has remained in careful, garaged comfort.

When viewed by the cataloger, the Tatra carried plenty of presence and elegance with its lovely, rich, royal blue paint over ivory trim. The car started quickly and idled smoothly—a testament to the attention paid to its mechanicals. Accompanied today by a brief history binder, DVD of the work completed in 2010, a copy of its Czech registration, a copy of the owner’s handbook—in English, it should be noted, and import paperwork from its fall of 2000 trip across the Atlantic, this is sure to delight.

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

\$100,000 - 125,000

1948 CHEVROLET FLEETMASTER 'WOODIE' STATION WAGON

Engine no. FAA662170

216.5ci Inline 6-Cylinder Engine

Single Downdraft Carburetor

90bhp at 3300rpm

3-Speed Manual Transmission, Rear Wheel Drive

Front Independent Coil Suspension, Rear Semi-Elliptical Leaf Springs

Hydraulic Drum Brakes

- *Exquisite mahogany and ash workmanship*
- *Believed one of less than 100 existing today*
- *Beautifully restored with minimal mileage*
- *Socialite commuter wagon on Long Island*
- *Excellent condition throughout*



THE MOTORCAR OFFERED

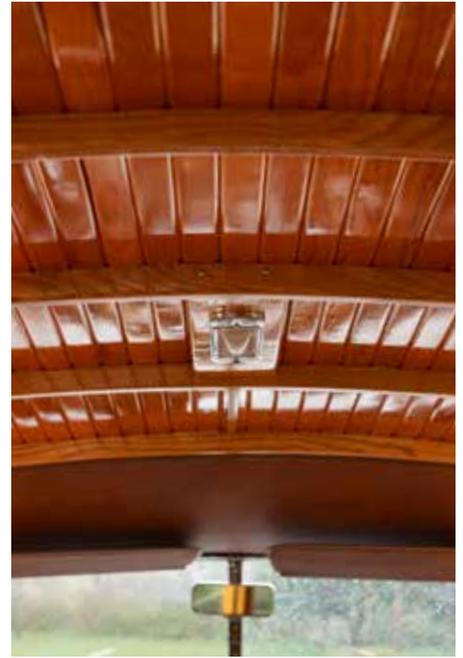
This spectacular Fleetmaster 'Woodie' represents one of the last of the bloodline of wooden bodied cars built in the United States. Chevrolet produced 10,171 of these automobiles, but largely due to the extreme maintenance and labor required to upkeep the superb craftsmanship of the light ash frame and contrasting mahogany panels, it is believed by the National Woodie Club that there are fewer than 100 of these 1948 Fleetmasters in existence today. This example is in pristine condition.



These four door, eight passenger wagons were the elite of Chevrolet line. The automaker halted production during the war and immediately afterwards, partly due to a shortage of steel and a burgeoning market for something distinct and more sophisticated, the Woodie was born and clothed in rich wood, making it both popular, expensive (base price \$2,013) and exceptionally difficult to maintain.

This gorgeous Fisher bodied Fleetmaster dressed in Oxford Maroon was built in Flint, Michigan, and although the car is largely undocumented it is believed to have been used for many years by an elite family of a Gatsby-esque estate who used it to commute their well-heeled guests from the train station to the Gold Coast of Long Island. They had the car lovingly and accurately restored over a period of several years, paying extreme attention to detail. Finally, in 2010 the car was acquired by today's consignor and cared for with equal devotion.

Unquestionably beautiful from the outside, it is arguably the interior of this car that begs true appreciation. The exquisite burlwood dash, superb chrome trim, period-distinct knobs and dials are all set against the wood paneling of the doors and the vaulted wooden roof, which casts a subtle light into the car, exuding luxury and sophistication. These Woodies were equipped from factory with three rows of bench seats, the first and the third row seating three passengers each. The central row consisted of a two passenger jump seat a tad shorter in width to allow passenger entry to the rear seat. Oftentimes some or most of the seats of these vehicles were removed to facilitate cargo, but this example features the original configuration with all three seats intact and covered in the correct tan leatherette. This Woodie with only 400 miles on the frame-off restoration, also offers the much sought-after overdrive option, interior heat and directional signals, which facilitate modern driving.



Once the pride and prize of the jet-set of Long Island and now the popular icon of the surfing scene, the Woodie is the renaissance car – a fabulous contemporary driver, a souvenir of the craftsmanship of a bygone era, and a valuable addition to any collection.

\$50,000 - 60,000

Please note, the trim tag for this vehicle decodes as a 1948 Chevrolet Sportsmaster Sedan with tan striped fabric over Maryland Black paint. Mechanically identical and cosmetically identical from the firewall forward to a Fleetmaster Station Wagon, it is possible that this example has had its undercarriage replaced at some point with that of a sedan.



1962 MERCEDES-BENZ 220 SEB CABRIOLET

Chassis no. 111023-10-030470

Engine no. 127982-10-029396

2,195cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

120bhp at 4,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- *Beautifully presented in and out*
- *Factory 4-speed manual delivered new to Germany*
- *Presented in factory-delivered white over red with maroon trim*
- *Serviced and maintained by specialists*
- *Documented by factory build sheets*

**THE MERCEDES-BENZ 220 SE**

Mercedes-Benz debuted four typically well-engineered new models at the Frankfurt Show in 1959 - the 220SE among them - all of which shared the same basic unitary-construction bodyshell and all-round independent suspension. Longer than their predecessors, the restyled newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window, vertically positioned twin headlamps and discrete tail fins, giving rise to the "Fintail" nickname.

The new 220SE sedan featured a single-overhead camshaft six cylinder engine, boasting fuel injection and an increased compression ratio of 8.7:1, which raised maximum output to a healthy 120bhp from 2,195cc. Top speed was a touch under 110mph, with 60mph attainable in under 13 seconds. The 220SE was distinguished from its less expensive

siblings through the use of additional chrome and twin rear bumpers. The new model range was generally a better handling, faster, better made car than the outgoing Pontons, with the option of power steering and Hydrak automatic clutch. The latter proved less than popular and a proper four-speed automatic transmission was made available from 1961. The interior was typical Daimler-Benz, with form following function, and was beautifully finished. Details like the ribbon speedo may seem quirky today but they were all the rage in period.

The 220SEb two door Coupes and Cabriolets, introduced in 1961, shared little of the sedan's styling and were more understatedly elegant and without the "Fintail". The Coupe and Cabriolet models were so successful in appearance they outlived the sedan by several years.



THE MOTORCAR OFFERED

Completed at the Mercedes-Benz factory in 1962, this elegant 220SEb Cabriolet was built to European specifications and equipped with the desirable four speed manual transmission. The exterior color chosen was the elegant DB050 White, and the interior was clad in red with contrasting maroon - the combination is stunning. The car is believed to have been imported into the U.S. in 1984, and was purchased by the current owner in 2007.

Under its current ownership, this beautiful Mercedes has been well cared for without a regard for cost, with no expense being spared during its extensive cosmetic restoration. The car's body was taken down to the bare metal before receiving a show quality paint job in its original color. On the inside the interior was restored in accordance with the build sheet, receiving all new red/maroon leather and

carpeting. All of the wood trim and brightwork has been refinished to a very high standard. The original Blaupunkt radio is still present and has been restored to its original working order. To top things off - a new convertible top and headliner have also been fitted. The lesser seen areas such as the trunk and the engine bay have also been detailed to show condition.

Mechanically the car is in fantastic condition, showing what is believed to be less than only 109,000 original kilometers. To insure that the car's performance matched it looks, it has recently had its fuel injection system rebuilt, its brake components rebuilt, and its clutch replaced. It should be noted that before the car left Europe, its original engine was replaced with a slightly later, larger capacity 250SL engine.

Accompanied by copies of the Mercedes-Benz factory records, books, tools, and receipts from the refurbishment, this fine Mercedes-Benz would make an enjoyable and usable addition to any collection.

\$60,000 - 80,000
Without reserve

From The Collection of Paul Teutul, Jr.

1941 BUICK ROADMASTER

Chassis no. 13977054

320ci OHV Straight 8 Engine
Dual Downdraft Carter Carburetors
165bhp at 3,800rpm
3-Speed Manual Transmission
Independent Front and Semi-Floating Rear Axle
4-Wheel Hydraulic Drum Brakes

- Buick's most expensive convertible
- AACA National First award winner
- Restored to a high standard
- An ideal long distance cruiser
- Elegant color schem



THE BUICK ROADMASTER

Before World War II, there was no blurring of the hierarchy at General Motors. The ladder built by GM boss Alfred P. Sloan started with Chevrolet, with Pontiac a rung up, followed by Oldsmobile, Buick, LaSalle and Cadillac. Although positioned between Oldsmobile and LaSalle, there was nothing inexpensive or bare-bones about the Buick. It was a high quality car that communicated a fair bit of status in its own right. Within the Division, Buick had as hierarchy of its own, consisting of four series: Special, Century, Roadmaster and Limited. As a result, Buick was able to offer cars for as little as \$900 and as much as \$2,300, which helped considerably to broaden the company's appeal.

At the end of 1930 Buick adopted an all eight-cylinder range that would carry it through to WWII and beyond. Dating from the Harlow Curtice-era, a period when Buick sales were booming, the 1941 Roadmaster was

designated the Series 70 and sat just below the top-of-the-range Limited Series 90 in the model line-up. Sharing its basic styling with the Super, the Roadmaster was available as a Touring Sedan, a Convertible Phaeton, Convertible Coupe or Sport Coupe.



THE MOTORCAR OFFERED

As offered here, the 76C Convertible Coupe was listed at \$1,775 and one of just 1,845 left the Buick factory in 1941, a tiny fraction of the 377,428 Buicks produced that year. Following up on its innovative 1940 'Fore-N-Aft' directional indicators, an industry first, Buick focused on the motive force under the hood with the addition of dual carburetion, branded as "Compound Carburetion", and dome-shaped pistons and cylinders in the new "Fireball" engines. Easy access to either side of the engine was possible thanks to the new two-way hood that could be made to open from either the right or left side.

This Roadmaster is finished in Sequoia Cream over rich red leather hides and a black convertible top. Restored to a very high level at the turn of the century, it snagged an AACA National First in 2002 with a score of 98.9 points. Fitted with the optional Sonomatic push button radio and antenna and fender skirts, the

decade and a half restoration has continued to hold up well and shows beautifully today.

The top-of-the-line convertible for '41, the Roadmaster had more power than either Chrysler or Mercury could muster and plenty of panache. With the specter of WWII lurking in the future, it would be the last full year of production of cars for public consumption. While big styling changes were heralded for 1942, the government imposed prohibition of the use of chrome on January 1, 1942 meant the new cars didn't carry the gleaming, toothy grills and shining accents of their predecessors. This stunningly well restored example, which has mellowed over the years to be a very usable and enjoyable driver, is the perfect droptop for a lovely, long drive on a strip of smooth blacktop.

\$100,000 - 150,000
Without reserve

1963 FIAT 600D BERLINA

Chassis no. 100D.1548289
 Engine no. 100D000 1699613

633cc OHV Inline Four Cylinder Engine
 Single Carburetor
 28.5bhp at 4,600rpm
 4-Speed Manual Transmission
 Independent Coil-Spring Front and Trailing Coil-Spring Rear Suspension
 4-Wheel Hydraulic Drum Brakes

- Long term previous Italian ownership
- Recent restoration
- Offered with period literature, Libretto and license plates
- Excellent smiles to dollar ratio



THE FIAT 600

In 1955 FIAT replaced its revolutionary Topolino small saloon, which had been around in one form or another since 1936, introducing the successor '600' model at that year's Geneva Salon. Historically significant as the first rear-engined FIAT, the 600 was a masterpiece of automotive packaging, cramming accommodation for four into the same 2,000mm wheelbase as the outgoing two-seater Topolino, which it undercut on price. The integral chassis/body featured independent suspension all round, while the 633cc water-cooled four-cylinder overhead-valve engine produced 22bhp, which was good enough for a top speed of 100km/h. The most significant upgrade to this outstandingly successful design occurred in 1960 with the introduction of the 600D, which featured a 767cc engine, altered gearing and greatly improved performance.

Although conceived as basic transport for the masses, the 600 would prove to be extremely capable on the racetrack, where examples modified by Carlo Abarth regularly turned in giant-killing performances, dominating their class and humbling larger-engined rivals.

THE MOTORCAR OFFERED

This charismatic FIAT Saloon arrived on these shores in recent years from its home country of Italy. A particularly nice aspect of the car is that it is accompanied by a period 'Libretto' registration document charting its original ownership, and recording much of its life in single hands in Sienna. The 600D still wears its original Siennese license plates.

In its latter years, as a sound basis from its simple continuity of custody, it was elected to restore the FIAT to the high standard in which it is presented today. Previously recorded on the ASI registry, it comes complete with the aforementioned Libretto, and a series of pieces of period literature relating to the model.

Beautifully restored inside and out this little FIAT presents beautifully. The slat grey interior is authentic and charming. Close examination reveals a car that has always been cared for and not neglected.

Undeniably a happy and entertaining weekend ride!

\$18,000 - 22,000
Without reserve

1984 MERCEDES-BENZ 500SL

VIN. WDB1070461A014904

4,973cc SOHC V8 Engine
 Bosch Fuel Injection
 235bhp at 4,750rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Desirable European-spec 500SL*
- *Highly original and well-kept example*
- *Luxurious and usable 'Youngtimer' Classic*
- *Offered with Books and Tools*

**THE W107 MERCEDES-BENZ 500SL**

'Introduced at the Geneva Show... the 500SL is the fastest car in the Mercedes range, and, apart from the Aston Martin Volante, is probably the fastest openable car in production. That is not to say that it is a wild, hairy chested sports car: it is not, being extremely docile and temperament free – which is what one expects from any car carrying the three pointed star.' – *Motor Sport*.

Luxuriously equipped and superbly finished in the best traditions of Mercedes-Benz's top-of-the-range models, the 500SL convertible and 500SLC coupé were introduced at the Geneva Salon in March of 1980 alongside the outwardly similar 380SL/SLC. The '500' featured the all-alloy overhead-camshaft V8 engine that had debuted in the 450SLC 5.0 of 1977; more powerful yet less thirsty than the existing V8, this new 5.0-liter unit produced 235bhp at 4,750rpm, an output powerful enough to propel the 500SL to 225km/h (140mph).

Although shorter in the wheelbase than the 450, the newcomer retained its predecessor's attractive and long-established body style, which now featured aerodynamic spoilers front and rear. The state-of-the-art running gear also remained essentially unchanged, though improvements were made to the all-independent suspension and to the brakes. A four-speed automatic transmission was standard. .

THE MOTORCAR OFFERED

This luxurious 500SL was completed at the Stuttgart-based Mercedes-Benz factory in 1984. A European version, the car was later imported to the US - according to a decal in the doorjamb, the car was brought in by Doral International Auto Sales. The 500SL's CARFAX report indicates ownership in Pennsylvania, New Jersey, California, and New York, and shows low mileage. Finished in white with a blue interior, the elegant Mercedes-Benz shows beautifully throughout, and appears highly original and well cared for. Offered with books and tools, this smart 'Youngtimer' Classic could be used on a daily basis, and offers the next owner a quality automobile with ample power and a high level of creature comforts.

\$25,000 - 35,000
Without reserve

1975 ALFA ROMEO GTA 1300 JUNIOR STRADALE

Chassis no. AR 776131

Engine no. AR 00559 05377

1290cc DOHC 4-Cylinder Engine

Twin 45DCOE Carburetors

110bhp at 6,000 rpm

5-Speed Manual Transmission

Independent Front Suspension and Live Rear Axle

4-Wheel Disc Brakes

- One of only 193 GTA Stradale models built
- Only 64,000 km (39,000 miles) from new
- Highly original, unrestored example
- Very last of its type sold as new



THE ALFA ROMEO GTA

Based on the Alfa Romeo Giulia Coupé, the GTA was first developed for production GT racing in 1965 by Autodelta, the Alfa Romeo factory's motorsport department, which continued to offer it in both "Corsa" (race) and "Stradale" (street) versions until 1975. The "A" in the badge means "alleggerita" (lightened) and reflects the measures taken to trim the Giulia for competition, which, for Corsa models, included body panels of aluminum alloy, Plexiglas side and rear windows, and numerous elements crafted from lightweight steel, magnesium and other weight-saving materials (the Stradale model, however, lacked a number of these pound-shedding strategies). The GTA was powered initially by a version of the Giulia's 1570cc inline four, fitted with a modified cylinder head, twin overhead cams and twin-plug ignition for 115bhp. The car was an immediate success, winning the driver's

and constructor's title in its first season and then taking the European GT Championship a resounding seven years in a row.

In 1968, in response to the popularity of the under-1300cc racing class, Autodelta began production of the GTA 1300 Junior, powered by a short-stroke 1290cc version of the 1570cc inline four. In Corsa trim it produced up to 170bhp (with Autodelta's fuel injection), while Stradale versions continued with the dual carburetors and, in the engine's final iteration, boasted an output of 110bhp. In total, 500 examples of the GTA were produced, 450 of them Juniors; of those, only 193 were Stradale models, thus making it the rarest of the Giulias.

THE MOTORCAR OFFERED

Remarkable for its uncommonly well-preserved, original condition, this GTA, serial no. 776131, was seventh from the last of the GTA's production run, completed at the Autodelta shop in July 1975. Delivered in December 1975 to Florence-based Italian racing team S.C.A.R. S.p.A., it was the final GTA to be sold as new from the factory, and it arrived clad in the same Hawthorn White paint and black "Tex" vinyl interior that it wears to this day.

At the time of this GTA's production, it was common practice for teams to replace their battle-worn Alfas by converting the late-model Stradale to full-race specs. By the time it was delivered, however, this car's fate had been re-directed by a July ruling that rendered the GTA ineligible to run in FIA-sanctioned events. With nowhere to race it, the first owner decided instead to register no. 776131 as a street



vehicle and then spent the next three decades accumulating each year at most a few thousand gentle kilometers until his health forced him to sell the car to its second owner, a German collector. It was then brokered to renowned British Alfa Romeo experts, Alfaholics, before it was sold to a noted Japanese Alfa Romeo collection. The GTA was subsequently purchased from the collection and is now offered by Bonhams in almost completely original condition.

This extremely rare, beautifully preserved example has fully matching numbers and has never been crashed. Meticulously preserved and with all services current, the car operates as though it just emerged from Autodelta's skunkworks. The only options fitted from new were a special limited slip differential with a 4.55:1 final drive and rear sliding/split sun

screens beautifully preserved. It's as if this GTA has been frozen in time, a time when Alfa Romeo ruled international GT racing.

\$150,000 - 200,000



1967 ALFA ROMEO DUETTO SPIDER

Chassis no. AR148256

1,779cc 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

- *Attractive livery*
- *Well sorted example*
- *Desirable series 1 “boat tail”*
- *Elegant Pininfarina design*



THE ALFA ROMEO GTA

Late in 1962, Alfa Romeo debuted the Giulietta's ostensible replacement - the Giulia, although production of the Giulietta continued into 1964. The Giulia, initially a Berlina, featured a 1,570cc four rated at 92bhp and a five-speed gearbox. Sprint coupe and Spider convertible models followed, with engines available in several stages of tune. The suspension had been revised and disc brakes were featured all around.

A new Spider was launched in 1966. Designed by Pininfarina, it featured a rounded tail, sometimes called Osso di Seppia - Italian for cuttlefish bone. At launch it had no specific name, but a company contest soon selected the name “Duetto.” Pininfarina also manufactured the monocoque body, which was powered by the 1570 Giulia engine. The model gained its greatest fame as a result of being

cast in the 1967 Dustin Hoffman film *The Graduate*. So faithful was its following that Alfa appended this name to the Series II North American version.

In 1967, a 1,750cc engine was introduced. In Europe the new engine was fitted with twin carburetors. In the USA, beginning in 1969, SPICA mechanical fuel injection was used. Officially this model was designated 1750 Spider Veloce, but the Duetto moniker was indelible and stuck. Upgrades were also made to the suspension, brakes, electrics, wheels and tires at this time.

THE MOTORCAR OFFERED

This charming Alfa Romeo Duetto Spider is finished a very attractive cream over a red/black interior - the combination is very complimentary to the elegant Pininfarina design. After admiring the livery, the next thing to catch your eye is the Spider's incredible stance. The car sits just right, hovering over a beautiful set of 5 star Cromodora wheels wrapped in fresh Pirelli rubber. Power is provided by a strong 1,750cc engine, fitted with the desirable SPICA mechanical fuel injection system.

This Duetto Spider is a well sorted example that is sure to offer its next owner years of wonderful top down motoring at an incredible value.

\$25,000-35,000
Without reserve

1982 MASERATI QUATTROPORTE III SEDAN

Coachwork by Giorgetto Giugiaro

VIN. ZAMBC1104CA301840

Engine no. 10418

4,930cc DOHC V8 Engine
 4 Weber Carburetors
 280bhp at 5,600rpm
 Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Single registered owner*
- *Dealer maintained from new*
- *Just over 18,000 original miles*
- *Long term enthusiast ownership*
- *Accompanied by tools/jack, and original documents*

**THE MASERATI QUATTROPORTE**

Styled by Frua and introduced in 1963, the V8-powered Quattroporte was a landmark model for Maserati, being the Modena firm's first four-door saloon and its first car of unitary construction.

The chassis was related to that of the Maserati Kyalami, in turn derived from the De Tomaso Longchamp and therefore ultimately related to the De Tomaso Deauville luxury sedan. The engine was an evolution of Maserati's own all-aluminum, four overhead cam V8, fed by four Weber carburetors. The Quattroporte III marked the last of the hand-built Italian legend, brakes, electrics, wheels and tires at this time.

THE MOTORCAR OFFERED

Bonhams is very pleased to offer this 1982 Maserati Quattroporte III, one of the finest that we have had the pleasure of offering for sale. For the past 30 years, the car has sat on the showroom floor of Gran Turismo Ferrari in Portland, Oregon. Ron Tonkin, the owner of the dealership, took possession of the car when it was new - immediately making it part of his collection. The Quattroporte was periodically used and maintained to the highest standards by the Ferrari dealership. The car was purchased from Mr. Tonkin/Gran Turismo Ferrari earlier this year by the consignee, who is essentially the car's first owner.

Today showing just over 18,000 miles, this Quattroporte is surely one of the most original and well preserved examples around. The elegant silver blue paint has a liquid glass like finish and the plush leather interior presents beautifully. The car's mechanics have all

been wonderfully maintained and operate as intended.

Accompanying the car are copies of the original MSO, sales documents, a clean CARFAX report, and the original tools and jack. As these luxurious yet muscular Maseratis continue to increase in value, being in such fantastic original condition, this particular example is sure to be at the forefront of its market.

\$35,000 - 45,000
Without reserve

1989 LAMBORGHINI COUNTACH 25TH ANNIVERSARY COUPE

Coachwork by Bertone

VIN. ZA90A05A9KLA12699

5,167cc DOHC 48-Valve V12 Engine
Bosch Fuel Injection
420bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- 1980s Supercar icon
- One of only 235 25th Anniversary fuel-injected models
- Extremely rare wing delete car
- Beautifully presented inside and out
- Well preserved low-mileage example



THE LAMBORGHINI COUNTACH

In 1966, Lamborghini defined the 'supercar' with the Miura. An instant icon, the mid-engine high-velocity coupe put the nascent carmaker on the map for their groundbreaking design and performance. The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon was the Countach, which like its predecessor, was styled by Bertone's Marcello Gandini. Drawing from his revolutionary Lancia Stratos Zero concept from the year before, Gandini designed the Countach as an angular wedge with crisp lines and dramatic angles. The production version would not be seen for another two years, with deliveries commencing in 1974.

Lamborghini employed the Miura's fantastic four-cam V12 engine for the Countach,

mounted longitudinally behind the cabin. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential – driven by a shaft passing through the sump – at the rear. The result was a delightful gear change and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-liter, instead of the prototype's 5.0-liter, engine. Even with the smaller engine producing 'only' 370bhp, the lightweight Countach could attain 170mph and, as one would expect, offered incredible road holding and maneuverability.

The first upgrades appeared in 1978 as the 'LP400S', with the addition of flared wheel arches to accommodate massive 345mm rear tires for increased grip and stability. A large rear aerofoil became available that further

accentuated the outrageous styling of the Countach and was, unsurprisingly, the choice of most customers.

The Countach's largest potential market, the USA, remained untapped until the arrival of the 'emissions friendly' LP500S in 1982. While horsepower remained the same as the smaller engine, the updated 4,754cc unit delivered a welcome boost in torque. The final iteration of the Countach debuted in 1985 as the Countach 5000 Quattrovalvole, named for its thunderous 5,167cc engine and new four-valves-per-cylinder heads. This 414 horsepower version was capable of an astonishing top speed of 300km/h, making it – at the time - the world's fastest car.





The Countach's ultimate development, considered by many to be the most desirable, arrived in September 1988. Launched at the Italian Grand Prix, Monza, this was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the Quattrovalvole. The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. US-destined cars retained the '5mph' impact-resistant bumper, while the new rear bumper was common to both US and European models. The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, color-matched to the body.

Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari. Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tires. Available with carburetors in Europe or fuel injection in the USA, the V12 engine was virtually unchanged from the Quattrovalvole. In total, 657 Countach Anniversario models were made between September 1988 and April 1990, one of the many high-profile owners being ex-Formula 1 World Champion Mario Andretti.

THE MOTORCAR OFFERED

This breathtaking 1989 Lamborghini Countach 25th Anniversary is truly a piece of automotive art, one look at the outrageous supercar is sure to evoke feelings of excitement and lust. This particular example comes to us from one of the country's most prominent Lamborghini collections. The Countach is presented in the classic and fitting red/black livery. The car is fitted with the highly desirable euro-style bumpers which, unlike the US-spec bumpers, follow the car's sleek and sharp edges. To further enhance the aesthetics of the design, the car was ordered with the extremely rare wing delete option. Without the wild spoiler at the rear, the car really takes on a new persona - very reminiscent of the early Periscopica cars.

Showing just over 10,000 kilometers, the car presents beautifully. The paint possesses a deep shine and is free any major defects, the



lower portions of the body present very well and are not heavily pitted as is the case with the higher mileage cars. Upon opening the iconic scissor-style doors the black leather interior shows well and all features function as expected. On a recent test drive, the car operated admirably - the acceleration was jolting - the road gripping traction coupled with the strong brakes easily inspire one to push the car beyond their normal comfort zone.

It should be noted that when the consignor purchased the vehicle in 2013, the car had a clean CARFAX showing no issues. Recently, a new CARFAX was ran and it now shows accident/damage which was reported in 01/01/2000. Based on the highly unlikely event that an accident

would be reported 16 years after the fact, and that the car shows no evidence of any damage, this appears to be an error. CARFAX is currently investigating the issue and hopes to have it resolved in the near future. A copy of the clean CARFAX is included with the car.

Due to this particular car's unique and highly desirable specifications, fantastic condition, and low mileage, this 25th Anniversary Countach is surely one not to be missed.

\$300,000 - 375,000

1963 AUSTIN MINI COOPER MARK 1 SALOON

Chassis no. C-A2S7-L/365453

Engine no. 9F-SA-H-17223

997cc OHV Inline 4-Cylinder Engine

Twin SU Carburetors

55bhp at 6,000rpm

4-Speed Close Ratio Manual Transmission

4-Wheel Independent Dry Rubber Cone Spring Suspension

Front Disc Brakes, Rear Drum Brakes

- Documented as one of two cars for the New York Auto Show in 1963
- Comprehensively restored
- Iconic early Mini Cooper



On the stand at the New York Auto Show, 1963



THE MINI

To many - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema. One man though saw it quite differently - racing car manufacturer John Cooper. A test drive in a prototype Mini convinced him of the car's competition potential. Revising an A-Series engine, enlarged to 997cc and suitably tweaked, it easily met its 55bhp target. The extra power endowed the Mini Cooper with an 95mph-plus top speed, according to contemporary reports in *Car and Driver*, and to cope with this increased performance Lockheed developed special 7" diameter disc brakes for the front wheels. Launched in September 1961, and coveted and copied ever since, the Mini Cooper is a true sporting British icon.

THE MOTORCAR OFFERED

A Mini enthusiast of many years, this car was a dream find for its current owner. Its former owner had stumbled across it looking simply for a Cooper project, and found it having been laid up after a minor accident in 1973. At that time, although missing its front valance panel, where its body plate would have been, by supplying the VIN plate and engine numbers to the British Motor Industry Heritage Trust the owner was rewarded with the information that chassis C-A2S7-L/365453, as supplied new with engine 9F-SA-H/17223 and body A.O.12748 was "one of two cars for the New York Show".

Dispatched on February, 19, 1963 destined for the New York Coliseum, it was configured to left hand drive North American Export specifications, with a fresh air heater and white wall tires, while its livery was the already popular Tartan Red, with red and gold trim. Its last owner never got around to restoring the car,

but it was a project that the current custodian relished and armed with this information, he acquired it and began a comprehensive restoration to return this historic Mini to its former show glory and as you see it today. Along the way a period photo of the Show stand was found, suggesting that the car would have had a black roof, but by this time the white scheme of the Works Rally Cars had already been chosen. A couple of other modifications were also made, Newton Commercial reclining seats being fitted to add comfort and larger 7 1/2 inch front discs to aid stopping.

In fine order and with an interesting pedigree this is a great example of the model.

\$25,000 - 35,000
Without reserve

1976 ROLLS-ROYCE CORNICHE COUPE

Coachwork by H. J. Mulliner, Park Ward Ltd

Chassis no. CPE26154

6,750cc OHV V8 Engine
 215bhp at 4,200rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Beautifully maintained example*
- *Just over 26,000 recorded miles*
- *A true hand built luxury machine*
- *Documented service history*
- *Offered with books, tools, and jack*

**THE ROLLS-ROYCE CORNICHE**

Rolls-Royce's final coachbuilt models were entrusted to the company's in-house coachbuilder, Mulliner, Park Ward. The cars were hand built in the best traditions of British coachbuilding, using only materials of the finest quality, including Wilton carpeting, Connolly hides and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadows. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

THE MOTORCAR OFFERED

Offered here is a low-mileage, original and exceptionally well-preserved example of the renowned grand touring Rolls-Royce Corniche Coupe. The car is believed to have had few owners and benefitted from careful use, resulting in a recorded mileage of just over 26,000. Service stamps from new all the way through to 1997 document the car's extensive maintenance history.

The coupe has received a full repaint by the well-known marque specialists at Vantage Motorworks in Miami, Florida, in the tasteful and fitting two-tone Silver Sand over Brown color scheme, which subtly accents the flowing lines of this elegant coupe. The chrome and stainless brightwork present equally well throughout. New, correct white wall Avon tires were sourced from England, completing the car's graceful outward appearance. The interior is trimmed in Tan Connolly hides with dark piping, and the

cockpit is copiously appointed with elegant wood finishes. Complete with its service books, jack, and tools, the Corniche is stunning inside and out. It is a true representative example attesting to the quality of these great, hand built Rolls-Royce motorcars.

\$35,000 - 45,000
Without reserve

1973 MASERATI BORA 4.9

Coachwork by Giorgetto Giugiaro

Chassis no. AM117/49/680

Engine no. AM107/11/49/680

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
- Matching-numbers example
- Offered with Maserati Classiche Factory Certificate and Build Records
- Completed when new in period-appropriate Marrone Colorado over Senape

**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, featured striking styling similarities with the DeTomaso Mangusta, BMW M1, and even the DeLorean DMC 12. As quoted above, the Bora was strikingly sporty but not inordinately aggressive, a truly worthy 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, a 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 featured innovations like

hydraulically operated headlights and seat/pedal box adjustments. 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 September of 1973. The new Bora featured the larger 4,930cc DOHC V8 engine, and was finished in striking *Marrone Colorado* brown, over a *Senape* tan Connolly leather interior. The car was equipped with Campagnolo alloy wheels, and fitted with the desirable manual-shift, 5-Speed ZF transaxle. The Maserati was destined for the US market, and had been ordered through the Los Angeles, California based Maserati importer - Maserati Automobiles, Inc. The car left the Modena workshop in November of 1973 after final assembly.

The Bora's first owner was most likely Californian, but the car's further early history remains unknown. By the 1990s, the Maserati was owned by renowned bay-area collector

Tom Price, with whom the car remained for over twenty years, before joining a prominent Connecticut-based collection about three years ago.

Today, this example of Maserati's foray into mid-engine supercars is in beautifully maintained condition, and presented in a very appropriate red over a tan interior. The Bora retains its matching numbers 4.9-liter engine, and is offered with extensive records from Maserati Classiche - including copies of the certificate of origin, technical and aesthetic characteristics sheet, built sheet, final test data sheet, and shipping paperwork. This lovely example of Maserati's mature and spiritedly sporty supercar would be a great entry into high-speed rallies such as the Copperstate 1000, or a Concours d'Elegance.

\$160,000 - 200,000



1954 SWALLOW DORETTI

Chassis no. T5621E

1,991cc Supercharged Inline 4-Cylinder Engine
90bhp at 4,800rpm
Twin SU Carburetors
4-Speed Manual Transmission
4 Wheel Drum Brakes
Coil Springs Front Suspension Rear Live Axle

- *Extremely rare, one of 276 produced, 80 in existence*
- *Sports car styling with TR2 reliability*
- *Supercharged*
- *Beautifully restored and road ready*
- *Highly collectible*
- *Great dinner conversation piece*



THE MOTORCAR OFFERED

Side up to this fabulous Swallow Doretti and you feel like you are in the presence of a Cisitalia sibling. But lift the hood and it is immediately evident you are looking at a close relative of the highly reliable, much loved, tried and tested TR2. This car appears to be all Italian flare and machismo on the outside, but in truth it is 100% British, lock, stock and muffler.

The Swallow Doretti was the whimsical dream child of Englishman, Frank Rainbow of the Swallow Side-Car Company (SSCC) of Coventry and Californian car distributor Dorothy Deen, from whom we believe it acquired its name. (Evidently the Doretti was deemed more palatable for a feisty little sports car than the 'Swallow Dorothy'.)

Designed and hand-built in England the Doretti comprises of an aluminum body over a tubular

Moly chassis, and features the 4 cylinder inline engine and overhead valves of the TR2, as well as the gearbox, rear axle, front and rear suspension and most of the interior instruments and switches of that same model. Its flared fenders and contoured silhouette give it the exotic appearance of an Italian race track celebrity complete with its Ferrari-like emblem - but it offers the reliability, simplicity and easy availability of parts of the Triumph bloodline.

With its race ready push-button start, satisfyingly throaty roar and abundant low-end torque the Doretti was created as an upscale touring roadster with an appetite for the track and an appeal for the North American market, in fact two-thirds of production were exported Stateside.

The world premiere of the Swallow Doretti at the Los Angeles Ambassador Hotel in Gardena, California, on January 7, 1954, was met with tumultuous acclaim by the press and public alike, and the little sports car immediately went into production in the UK - where an 18 man workforce built 5 cars a week, with a total production of 276. Unfortunately, the venture soon met its demise. The Doretti manufacturer was also supplying Jaguar and other auto makers with materials which caused a direct conflict of interest. Thus, automotive industry politics and a spat with Jaguar forced the Doretti production line to close down in 1955.



Research suggests that only around 80 of these 1954 Doretis exist today and fewer still are in the exceptional condition of this example. Much of this car's provenance is well documented, and we know that it was purchased by a Robert Vandergrift of Los Angeles, California, in January 1974, and then sold to Alan Stephens of Forest Grove, Oregon. Stephens had the car restored paying close attention to detail and then advertised the car in Hemmings Motor News along with another Swallow Doretti in February, 1975. This car was acquired by Dr. Alan Simon of Southern California who took it to many shows and events and kept it for 33 years along with almost every receipt and document ever associated with it. In August, 2008, Dr. Simon sold his Doretti to the current owner, a respected collector in New Hampshire.

Since 2008 the car has been totally restored. Wire wheels were added as well as a TR2 competition supercharger, the engine was refurbished and the body repainted in its original white livery with smart grey and black interior. The superb quality of the restoration speaks for itself and the car comes with an extensive portfolio of titles, service documents, receipts for tens of thousands of dollars' worth of work and parts and several personal letters pertaining to its history.

One of an exceptionally small production run, and now even rarer as a survivor in superb driving and cosmetic condition, this car will be the talking point of any prestigious collection and a reliable and exciting companion on the road.

\$70,000 - 90,000
Without reserve



1958 JAGUAR XK150S 3.4 UPGRADED TO 3.8 LITER ROADSTER

Chassis no. T831750DN

3,781cc DOHC 6-Cylinder Engine

2 SU carburetors

265bhp at 5,500rpm

4-Speed Transmission with Factory Overdrive

Independent Front Suspension and Rigid Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Dunlop Disc Brakes

- *Powerful and rare S specification model*
- *Upgraded to 3.8-liter specification*
- *Overdrive equipped*
- *Desirable roadster bodywork*
- *The most refined of the original XKs*



THE JAGUAR XK150S

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes.

Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.



THE MOTORCAR OFFERED

This XK150S roadster from the first year of production represents the most desirable variant of the XK150 line up. The “S” specification motor pumps out 250hp in 3.4-liter trim and the sleek lightweight roadster coachwork this the ultimate combination. In the final year of production, 3.8-liter motor that would later find its way under the hood of the E-Type became available in the XK150, but precious few left the factory in either standard or “S” trim. With factory overdrive this 150 will happily charge down the road at modern highway speeds. A well designed top with proper side windows increase their versatility.

The early history of the car beyond its delivery is not recorded. We do know that by 1986 the car was in the possession of Pong Arkon of Vienna, Virginia, and that a little after this time it was acquired by its former owner. The following year it was sent to Bassett's Jaguar in Wyoming,

Rhode Island for a comprehensive restoration, for which bills are on file totaling more than \$24,000—quite a generous sum to spend on a restoration of an XK at the time. Further service records include a thorough mechanical overhaul in September 1998 for \$13,582. After a quarter of a century with its past keeper it was purchased by the present owner. Contemporary receipts on file indicate continued mechanical maintenance and care.

At some point in its life its original engine must have been replaced, as the current block fitted is a 3.8 unit and its number has been removed. It appears to retain its original cylinder head, which carries the numerical suffix the car originally had ‘1636-9’, but has a 3.8S ‘VAS’ prefix today, suggesting that it has been altered to create the most desirable variant of the model. Regardless of this apparent anomaly, to intents and purposes the Jaguar is seemingly

the more desirable 3.4S model, with the added boost of a larger capacity stock 3.8 engine, and the added benefit of overdrive, all in all a great package for fast road touring.

Presented today as a good, older restoration in its original colors, this Jag has plenty of presence. This Jaguar is offered with extensive correspondence and service history going back nearly three decades.

XK150s are recognized of one of the most desirable and usable Jags of their era. With potent performance and refined comfort they continue to be some of the most coveted Jaguars. Offered from private ownership this represents excellent value in a premier collector Jaguar.

\$125,000 - 150,000

1964 AUSTIN-HEALEY 3000 MKIII BJ8

Chassis no. HBJ8L/25720

Engine no. 9K/RU/H514

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

150bhp at 5,250rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- *Highly original example with great patina*
- *A Big Healey with personality*
- *In same ownership for many decades*
- *Great driving example*

**THE AUSTIN-HEALEY 3000**

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

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

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



THE MOTORCAR OFFERED

This BJ8 is being offered by its long term custodian. Decades of fine care have kept this highly original example in great cosmetic and mechanical condition. Original save for an older respray, this Healey is particularly noteworthy for its excellent driving qualities. Having been recently tested by a Bonhams specialist, it was noted as being one of the better driving Healeys we have tested. It displayed the smooth "well oiled" characteristics of a car that has not been torn apart.

The Healey's original interior presents very well and the older repaint has mellowed enough to be cohesive with the original aspects of the car. The car has been dutifully maintained by Coastal Classics in Brunswick, Maine and has been kept in top running order.

The BJ8, with its powerful and smooth engine, is great fun to drive. Combined with the overdrive transmission they have high speed characteristics not typically found in British sports cars of the era.

This charming and delightful driving example of one of Donald Healeys most usable classics is highly recommended.

\$60,000 - 80,000

1937 MERCEDES-BENZ MERCEDES-BENZ 540K SPORT CABRIOLET A

Coachwork by Sindelfingen

Chassis no. 154146

Engine no. 154146

Body no. 826201

5,401cc OHV Supercharged Inline 8-cylinder Engine

Single Updraft Carburetor

115bhp or 180bhp with Gear-driven Supercharger Engaged

4-speed Manual Transmission

Independent Coil Spring Front Suspension – Rear Swing Axles

4-wheel Servo-Assisted Hydraulic Drum Brakes

- Sleek Sindelfingen design of great and enduring beauty
- Very rare set-back radiator as on Sindelfingen Spezial Roadster
- Concours-quality restoration by well-known marque expert
- 2014 Pebble Beach Concours d'Elegance award winner
- One of the most desirable Cabriolet A's in the world



THE 540K

Designed for the network of high-speed Autobahns that was spreading across Germany in the 1930s, the Mercedes-Benz 500K represented the ultimate in automotive engineering in its day. First shown at the 1934 Berlin Motor Show, it was fitted with all-round independent suspension by swing axles and an unusual gear shift, with the direct drive top semi-automatically engaged. The unique system of supercharging used by Mercedes-Benz was derived from the company's experience in aero-engine design, where a system of "at will" supercharging had enabled World War I German aircraft to gain a performance advantage by boosting engine power at altitude.

Uniquely, the Mercedes supercharger was only clutched in at full throttle, rather like the "kick-down" on an automatic transmission, to give a short power boost for overtaking. Few experiences in motoring can match the sound and fury of a supercharged Mercedes-Benz in full flight: "One's foot goes hard down, and an almost demoniacal howl comes in...the rev counter and speedometer needles leap round their dials: there is perhaps no other car noise in the world so distinctive as that produced by the Mercedes supercharger," wrote H.S. Linfield of *The Autocar* in 1936.





The 500K, was an exclusive and powerful model for an equally exclusive and powerful clientele. Its successor was the sublime and even more powerful Mercedes-Benz 540K, arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s. While it shared its chassis with the 500K, the 540 model was powered by a larger 5.4-liter supercharged straight-eight engine, and was one of the first models developed under Mercedes' new chief engineer, ex-racing driver Max Sailer, successor to Hans Nibel, who had died in November 1934 at only 54 years old. The famous supercharger system from the 500K was retained, and in effect the 540K was the last supercharged production Mercedes until relatively recent times.

Launched at the Paris Salon in October 1936, the magnificent 540K engine developed 115bhp un-supercharged or 180bhp with the compressor engaged. The gearbox was a four-speed, but with a direct top gear rather than the overdrive ratio used on the 500K. With the supercharger engaged, the 540K's blown straight-eight gave it a top speed approaching 110mph matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo "Freddy" Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.

Tested by Britain's *Motor* magazine, the 540K was deemed to have lighter steering and handling than its 500K predecessor, plus an even more comfortable ride, even though the same all-round independent suspension layout with parallel links and coil springs at the front and swing axles at the rear was retained. *Motor's* test car returned 102 mph over the timed quarter-mile with the supercharger engaged and 85mph with it disengaged. Such performance was achieved at the cost of 11 mpg petrol consumption, but the servo-assisted brakes came in for fulsome praise, the blower was found to be relatively quiet, and the steering and handling also compared favorably with the 500K.



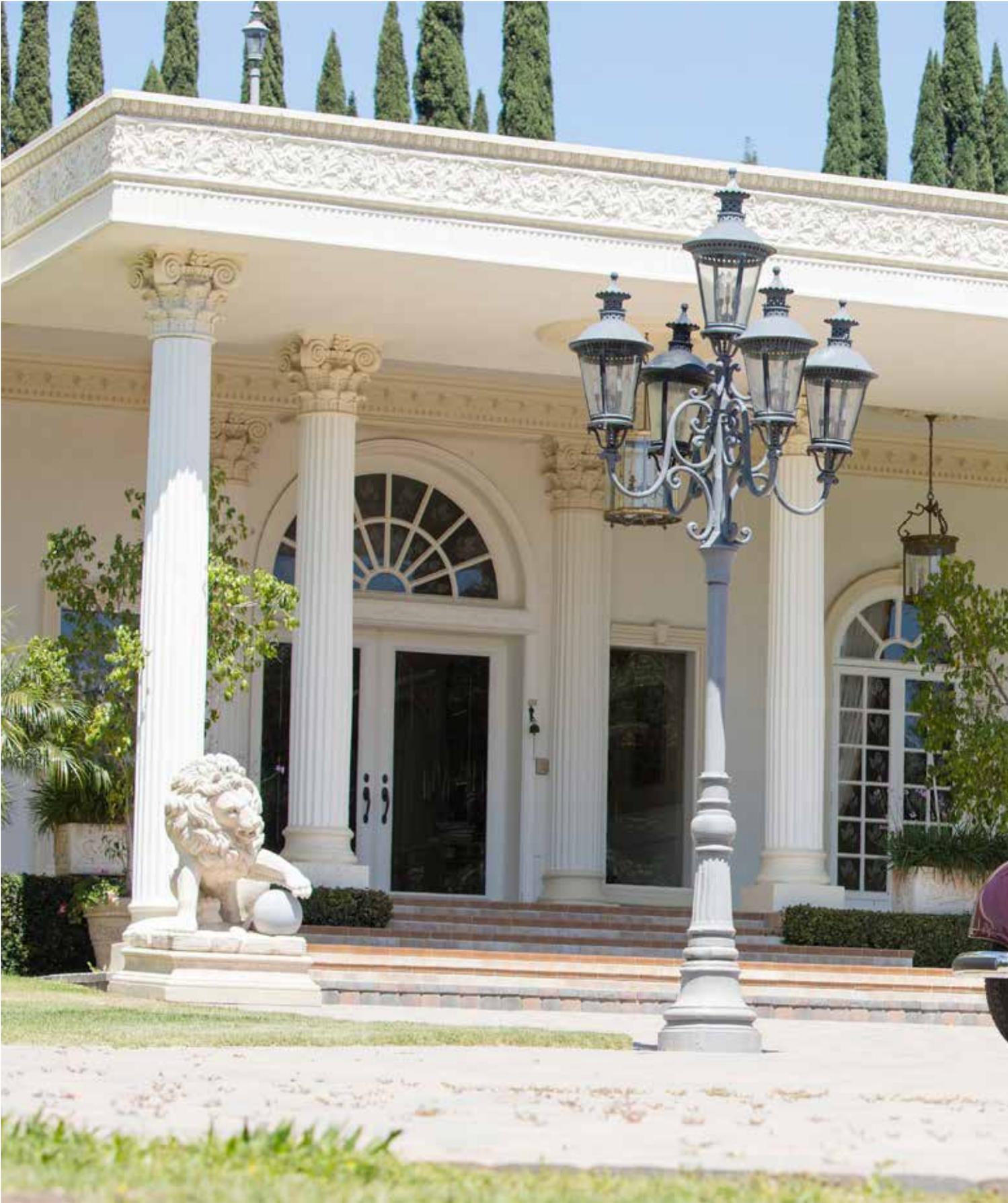
KARROSSERI SINDELFFINGEN

In 1915, the Daimler Motoren Gesellschaft acquired land in Sindelfingen, where a factory was built to manufacture aero engines. After the merger with Benz in 1926, the plant was converted to become the Daimler-Benz coachbuilding facility although other marques such as Maybach and Horch were also bodied. From 1933, only Mercedes were bodied by Sindelfingen, and up until 1939, the exclusive sports and touring cars carried the Sindelfingen plate, a sign of the outstanding quality of the body. The gorgeous Spezial Roadster and Cabriolet A designs by Sindelfingen for the 500 and 540K chassis are now truly iconic and universally celebrated for their timeless elegance. Adding one of these jewels to any collection is a major accomplishment for any serious collector.

THE MOTORCAR OFFERED

Not only is Sport Cabriolet A chassis 154146 an exceptionally rare car, it is also well-known and documented in the Mercedes archives. The first owner was Miss Martha Jordans who ordered the car in late 1936. The order was given *Kommissionsnummer* 228752, and on November 16, 1936, chassis 154146 was delivered by the Mercedes factory in Stuttgart to the *Karosseri Sindelfingen* for construction. Finished in a grey color, the lithe two-seater was shipped by rail from Sindelfingen and delivered by the Daimler-Benz dealership in Düsseldorf on February 12, 1937 to Miss Jordan's home at no. 11 Albertusstrasse in Mönchengladbach – although the Mercedes build sheet shows that she had ordered the car in Paris the year before.

Chassis 154416 came to the United States early, and has remained there ever since. Although the year is unknown, it is believed that Martha Jordans took the car with her when she immigrated to America. In 1957, the car was pictured in *The Classic Car*, the journal of the Classic Car Club of America, while in the ownership of the well-known early collector Paul Hauck of Union, New Jersey. In volume 2 of Jan Melin's book *Mercedes-Benz 8: The Supercharged 8-Cylinder Cars of the 1930s*, chassis 154416 is pictured on page 220, by that time in two-tone blue paint with a blue top. The photograph was taken in 1965 and the car was still in Hauck's ownership.







154416 was subsequently featured in an article by Dennis Adler as “Collector Car of the Month” in the October 1989 issue of *Car Collector* magazine. Painted silver, it was now in the collection of Tom Kreid, a respected Mercedes-Benz collector. In the article, Adler wrote that the car had spent five years in Colorado at some point, before coming to San Francisco sometime in the 1970s. In 1996, this striking Sport Cabriolet A was acquired by Alfred Richter of Lampertheim, Germany. He brought it back to its country of manufacture, using it extensively for rallying. During Richter’s ownership, the engine was rebuilt by Reifen-Wagner in Landshut, possibly the best specialist in Europe when it comes to the restoration of classic Mercedes and Maybach cars.

In the mid-2000s, the car was “repatriated” to the United States, where a body-off concours-quality restoration was commissioned with Jim Friswold of Tigard, Oregon, a noted restorer and specialist of important classic Mercedes. The chassis and all mechanicals were completely restored with the exception of the engine which remained in superb shape after Reifen-Wagner’s thorough work. The body was stripped and painted in the deep burgundy color seen on the car today, the chrome was redone, and the instruments were restored. A new and period-correct leather interior was commissioned, the interior wood and dash were redone, and new inner and outer cloth was made for the luxurious padded top. The restoration was completed in June 2014, and 154416 was shown at the Pebble Beach Concours d’Élegance in August of that year, where it won third in class.

Some 447 of the 540K chassis were built before production ended in 1939. Of these, 83 were bodied as a Cabriolet A, 32 of which were this version introduced in 1936. A sub-series of these beautiful cars have 826200 body numbers, and it is believed that Sindelfingen only built 10 of these. With body number 826201, chassis 154146 is the first of these very rare *karrosseries*. The 826200 bodies feature the extremely desirable set-back radiator that is one of the prime styling cues of the coveted Spezial Roadster. While this may seem of little consequence, this relocation of the radiator behind the front axle fundamentally alters the aspect of the car, lending it a lissome and exemplary beauty that transcends short-lived notions of fashion and style, elevating the aesthetics of this ravishing automobile to the realm of art.



As a matter of course, trunk space was sacrificed in order to create a low and lovely rear deck with an exposed spare – also Spezial Roadster style. Luggage was relegated to the shelf behind the seats.

In that sense, a Sport Cabriolet A is the perfect expression of form over function. If you wanted something practical, Mercedes-Benz would have been happy to supply you with a rather more ponderous Cabriolet B with four spacious seats and the ability to carry luggage for a family of four. If you wanted to arrive at your destination in the most graceful, sporting, yet sublimely tasteful manner that Germany had to offer in the late 1930s, the Sport Cabriolet A was the way to go. A mere 10 people had the means and vision to realize this dream. Nine of these cars survive.

The possibility to purchase one of these precious works of art that is both original and authentic is very rare indeed.

Refer to department

1958 MESSERSCHMITT KR200 KABINENROLLER KABRIO

Chassis no. 68619
 Engine no. 2988166

191cc Fichtel & Sachs Air-cooled Two-stroke Single-cylinder Engine
 10bhp at 5,000rpm
 Four-speed manual transmission (both forward and reverse)
 Three-wheel hydraulic independent suspension
 Cable-operated mechanical drum brakes

- *AACA National Award Winner*
- *Guaranteed to elicit smiles*
- *Great on gas mileage*

**THE MESSERSCHMITT KR200**

In an era when American cars were becoming longer, lower, and wider, Germany gave us the Messerschmitt KR200. The aircraft manufacturer built the kabinenroller ("scooter with cabin") in response from being banned from building planes after World War II. Initially designed by aeronautical engineer Fritz Fend as an "invalid carriage", he noticed able-bodied folks seeking basic transportation and approached Messerschmitt to build the three-wheeler.

Starting with the Messerschmitt KR175 in 1953, the improved 1955 KR200 featured an enlarged 191cc Fichtel & Sachs air-cooled single-cylinder two-stroke motor in front of the rear wheels. Reflecting its aircraft roots, left and right turns were handled by a steering bar that was operated by pushing instead of turning. Seating position was in tandem, one in front

of the other, giving the Messerschmitt a low center of gravity and great handling. Entry for both passengers was through an acrylic hinged canopy, although Kabrio and Roadster models substituted a tonneau cover. Messerschmitt was permitted to build planes again in 1956, thereby losing interest in kabinenroller production. The factory was sold to Fend, who formed FMR and continued to produce this and subsequent bubble cars through 1964.

THE MOTORCAR OFFERED

This KR200 is one fitted with the desirable, open top Kabrio top. While plenty sleek with the plexi bubble roof seen on most examples, the lack of ventilation makes the Kabrio a much more appealing alternative. Subject of a concours quality restoration in the mid-1990s, it took an AACA National First Place in 1996.

Finished in red over black vinyl with red piping, the little three-wheeler is reported to be a strong runner and lovely driver. Next time you have the urge to get a Big Gulp at the 7-Eleven, why not ditch the Smart car and go in style in this KR200.

\$40,000 - 60,000
Without reserve

1924 TEMPLAR 4-45 FIVE-PASSENGER TOURING

Chassis no. 6706

Engine no. 3375

197ci 4-Cylinder Overhead Valve Engine

Updraft Single Carburetor

43hp

3-Speed Transmission

Rear Wheel Mechanical Brakes

- *Marque recently accepted as an CCCA Full Classic™*
- *One of the first high quality American small cars*
- *Sophisticated overhead valve engine*
- *Extremely expensive car when new*
- *Rarely seen today*



THE TEMPLAR 4 -45

The “Super Fine Small Car” was an apt slogan for the Templar 4-45. One of the first super high-quality, small American cars on the market, the Templar was a product of some of the best talent of the day. The team had previously worked at Pope Hartford, Stearns, Matheson and most notably Mercer; Mercer undoubtedly had the strongest influence. Although the engine bears striking resemblance to the L-head Mercer, Templar took it a step further with overhead valves. Extensive use of aluminum throughout the engine and novel features like the perpendicular drive of the magneto and water pump off the nose of the engine made the Templar unusual. The aluminum components were polished, even the crank case.

The wonderful Templar engine was wrapped in some good-looking sporty bodywork. A roadster that is a near twin to Stutz Bearcat and a sport touring that was a twin for Mercer Sporting were offered along with more

traditional coachwork like tourers and coupes. Sport styling and performance were always at the forefront of Templar and, as a result, nearly all of the cars were equipped with wire wheels. All of this style and mechanical sophistication, however, came at a cost. In 1921, a Templar Tourer cost just under \$2900, while a coupe rang in at \$3700! These were enormous sums for a small car when there were many similarly sized cars available for well under \$1000.

Templar managed to have a few reasonable good sale years in the early 20s, but unfortunately it wouldn't last. The car was too expensive and not enough people appreciated its technical superiority. Templar would produce its last cars for the 1924 model year.

THE MOTORCAR OFFERED

This nicely restored Templar Tourer is a rare example of a late model. Subject to recent and comprehensive restoration, this is likely one of the nicest examples of its type. Finished in an attractive dark green over black leather and white Houck wire wheels, the top is trimmed in high quality heavy grained vinyl with a matching boot. The dash is beautifully finished with all the correct instruments and details. Having seen only limited use since restoration, the car is in fine mechanical order and ready for show or touring use. Of added benefit is the fact that within the last year the Classic Car Club of America have accepted these cars as Full Classics, opening up a wealth of opportunities for their use.

Templar motorcars seldom come to market. The few that survive are coveted for their fine engineering and excellent quality. A fun and interesting car that has been fully restored, this Templar represents an excellent value in a fine twenties motorcar.

\$45,000 - 60,000

1971 MERCEDES-BENZ 280SL ROADSTER

Chassis no. 113044-12-022725

2,778cc SOHC Inline 6-Cylinder
 Bosch Mechanical Fuel Injection
 170bhp at 5,700rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Beautifully presented and well maintained 280SL*
- *Delivered new in Red*
- *Optioned with both soft and hard top*
- *Fitted from new with a Becker AM/FM radio and FrigiKing air-conditioning*

**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 really a completely new car through and through. A truly modern car for its time and constructed to the high level of craftsmanship expected from a Mercedes-Benz product, the model quickly became a very popular sporty 2-seater among the elite. 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 cars weight for safety reasons, and with a distinct design from where the W113 series got the nickname ‘Pagoda’.

After the 230SL came the 250SL, which had about 200cc more cubic centimeter capacity than its predecessor; after that, both were replaced by the ultimate evolution, the 280SL, which was introduced in 1967. The enlarged 2.8-liter 6-cylinder SOHC now produced 170 horsepower, and the car was outfitted with disc brakes in all four corners. The classic Pagoda models are becoming increasingly collectible, featuring exceptional build quality and low maintenance, easy access to spare parts and all around just a great collectors car.



THE MOTORCAR OFFERED

This example was built late in the series for the model and as such carries desirable specified features such as an electric heated rear window for its hard top. Decoding its build plate confirms it to have originally been delivered in the desired scheme of Red with a matched hard top and Parchment leather interior. With automatic transmission and power steering, it carried one external rear view mirror, a Becker AM/FM Radio and desirable Frigiking air-conditioning.

Formerly part of a collection with a no-expense spared attitude, this Mercedes has been kept well maintained and meticulously detailed. As a result today the Mercedes presents in very tidy order.

From the penultimate year of production, and certainly the most desirable, this beautifully presented 280SL stands out among the crowd. To drive one of these iconic 'Pagoda' Mercedes is a clear reminder of how far ahead of their contemporaries the company really was. It provides an aesthetic classic with a surprisingly modern driving experience, and it is easy to see why these cars are so well appreciated for these attributes.

\$100,000 - 125,000
Without reserve



35 °

1935 RILEY 9HP IMP TWO SEATER SPORTS

Chassis no. 6027683
Engine no. 47252 (See Text)

1,087cc, OHV Inline 4-Cylinder Engine
2 SU Carburetors, 42bhp at 3,600rpm
4-Speed Pre-select Transmission
Semi-Elliptic Leaf Spring Suspension
4-Wheel Drum Brakes

- *Exquisite Riley, known for their design and detail features*
- *Known history from new*
- *Charming patina*
- *Offered from prominent private collection*



THE RILEY 'IMP'

Development work on a standard Riley chassis by engineers/drivers, J G Parry Thomas and Reid Railton so inspired the Riley Board that they sanctioned the designing and building of a two-seater sports car, designated the 'Brooklands'. Six cylinder 'Brooklands' and MPH models followed, and from these developed the next generation of 9hp, four-cylinder sports cars – the Imp. The Imp's chassis featured a 7ft 6in wheelbase, sweeping up over the front axle and under-slung at the rear, emulating the design which had proved successful with the 'Brooklands' six. The exquisite coachwork design of the Imp was way ahead of anything previously seen in an economy production sports car and twin SU carburetors and a Scintilla Vertex magneto were options. The Pre-selector gearbox enhanced the driving experience. With its long bonnet, flowing wings and short tail the Riley Imp is without question one of the most attractive small sports cars of its era.

THE MOTORCAR OFFERED

Unusually, the Riley retains all of its British log books back to day one and these provide a fascinating insight into the car's history. As new its first owner, Harry Rose registered the car for the road in Hendon Central, North London, on September 20, 1935. Within the first two years of its life it changed hands no fewer than 4 times, before landing with John Green of London's Harley Street. A former owner managed to track down Mr. Green in the mid-1990s and at the ripe old age of 87 years, he fondly recalled his ownership, noting 'it was my treasure and I enjoyed every moment of it'. Amazingly, he recounts that once when driving the Imp, he was fired at by a German fighter that missed him and the car, but inspired him to join the RAF! Stationed at Kirton in Lindsey, a period photo of a couple of his friends in the car survived with him and was copied for its history file. He would part with the just after the war, as a burgeoning family necessitated acquisition of a Riley Sedan.



Through 6 consecutive logbooks numerous ownerships are charted, the car moving from the South East of the UK up to the Midlands and Yorkshire. It seems likely that a first refurbishment came in 1955, when a change of color is noted and the original engine replaced with another series unit. Another change of livery came in 1964, when the Imp was repainted to the Red color it still wears to this day, and around this same time the 9hp engine number 47252 which it retains to this day was installed.

Through the 1960s the car migrated from homes in East Anglia to the South West, in Somerset, each owner diligently maintaining it on the road. In 1977 it became the property of noted historic car racer and collector Julian Majzub. The car would later pass into the hands of another noted British Collection, the Pilkington/Totnes Motor Museum. In 2010 the car changed hands once more before crossing the Atlantic into the prominent private collection from which it is offered.

As viewed today, this is clearly a very honest example with a patina accrued over a considerable period of time. Behind its seats is stowed a top which has the appearance of being the original and certainly has considerable age to it. The body appears original and sound, but shows its age. Importantly, it retains all of the elegant lines with which it was borne and details such as the stowing cabins for the 'Brooklands' Aero windscreens/shields are still present.

Undeniably pretty and a refreshing alternative to some of the sporting cars of its era, these are rarely seen in the U.S. This with its comprehensive provenance must be one of the best documented to survive.

\$125,000 - 175,000



The Imp in use Pre-war at Lindsey-in-Kirton

1935 ROLLS-ROYCE 20/25HP PILLARLESS COUPE

Coachwork by Barker & Co., Ltd

Chassis no. GYH35

Engine no. Y7Z

3,699cc OHV Inline 6-Cylinder Engine

Single Carburetor

Est. 55-65bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Matching numbers example*
- *Sporting Coupe coachwork*
- *Older cosmetic restoration*
- *Extensive factory records*
- *Well-documented example*

**THE ROLLS-ROYCE 20/25HP**

The 20/25 Rolls Royce, built from 1929 through 1936, became the company's most popular design prior to the Second World War, with some 3,827 examples delivered. The 20/25 succeeded the smaller-displacement 20 hp model. Initially built on a 128.7-inch chassis, the 20/25 was later offered on a "long" chassis of 131.9 inches, which was introduced in 1931. Later 20/25s featured a four-speed fully synchronized gearbox and a centralized chassis lubrication system.

The 20/25 was powered by a 3.7-liter inline, overhead-valve six with a cast-iron block. The engine had a separate aluminum crankcase containing a robust seven-main bearing crankshaft with vibration damper and a detachable cast iron cylinder head. The engine was lubricated by a pressurized system that also fed the rocker shaft and timing gears.

Ignition was by independent coil, a centrifugal-advance distributor, and a backup magneto. An engine-driven water pump with fan cooled the engine, and a thermostatically-controlled system opened and closed the radiator shutters as required. Fuel was delivered via one single-jet carburetor. While the 20/25's engine produced an estimated 65 horsepower, Rolls Royce never publicly advertised such numbers, stating only that it was "adequate". In order to ensure reliability, the company carefully ran in every new engine on a dynamometer and kept careful records of each test and every part that went into the chassis. The transmission with its single dry-plate clutch was bolted to the rear of the engine block, with a floor shift installed to the right of the driver's seat. The rear axle was of the full-floating type. Large four-wheel drum brakes were servo-assisted.

As was standard practice for the period, the completed chassis would be delivered after testing to a coachbuilder selected by the customer from catalog illustrations, where a new body would be either installed from inventory, or constructed and finished to the buyer's specific wishes.



THE MOTORCAR OFFERED

Chassis number GYH 35 is a late 20/25, built on the longer frame, and fitted with Series H2 engine number Y7Z. Ordered new by Mrs. A.E. Peak, Esq. of Cheshire in the UK on February 15, 1935, Rolls Royce shipped GYH 35's bare chassis from Crewe to London coachbuilder Barker on May 5, 1935 for fitments of its body. When the car was finished, it was duly handed over to a Mrs. Peak on July 13, 1935. This close-coupled body was designed to carry four or five passengers if required, but usually just two would be on board; the close-coupled body, rear-hinged doors, and long hood on the lengthy frame made a very elegant statement, and must certainly have served Mrs. Peak well on her travels through "town and country", as the buildsheet describes the car's intended use.

Records indicate that Mrs. Peak kept the car for nearly two decades before transferring it to S. Shawcross, also of Cheshire, on June 4, 1954. In Shawcross's care for a subsequent decade, the car would move north to Manchester and join the garage of T.M. Griffiths, Esq. in late January of 1964. The Rolls would head to the

U.S. at this point and enter into the collection of Wilbur L. Fugate, who kept the car briefly before selling it to William W. Edwards on May 25, 1966. A more enthusiastic steward, Edwards would retain GYH 35 for nine more years before selling it to its penultimate owner, Commander John N. Faigle in the Summer 1975.

U.S. Coast Guard Commander, and later Rear Admiral, Faigle was stationed in Cape May and commenced a restoration on the Rolls coupe. Restored to a lofty standard, RADM Faigle would enjoy his Rolls for over a quarter of a century before it was acquired by the present owner in 2001.

While showing its age, the restoration still has plenty of charm. Mechanically sorted, the coupe has been a frequent participant in northeastern tours and drives. A striking and important 20/25 by any measure, GYH 35 would make a wonderful addition to any collection of 1930s luxury cars, or a potential candidate for a full Concours restoration.

\$60,000 - 80,000



1955 JAGUAR XK140 ROADSTER

Chassis no. X811744

Engine no. G5606-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,750rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Diligently maintained California car
- Long term enthusiast ownership
- Delightful red color scheme
- Matching numbers engine
- Offered with Heritage 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. Perhaps 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 cowling 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 grille rested a more powerful 190HP 3.4-liter twin-cam six with higher-lift camshafts and an improved ignition system. A four-speed manual transmission allowed the fortunate driver to enjoy relaxed motoring. Although the XK140 was a few 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 XK150.



THE MOTORCAR OFFERED

In accordance with its Jaguar Daimler Heritage Trust Certificate, this delightful XK140 was completed on the 7th of October, 1955. At that time, it was finished in pastel blue and trimmed in blue leather with a blue top.

The roadster was shipped to Jaguar's West Coast distributor, Charles Hornburg of Los Angeles CA, where it was sold new to its first owner - Mr. Richard Rucientis of San Diego, CA. Mr. Rucientis enjoyed the new roadster for a number of years before it wound up in the hands of its second recorded owner, Mr. Robert Leach of Laguna Beach, CA. In the early 1980s the roadster was the recipient of a full restoration where the body was taken down to the bare metal and finished in a vibrant red. The interior was replaced with new, appropriate red leather. To top off the new red on red color scheme, the convertible top was redone in

beige. Mechanically, the numbers matching engine received a full rebuild and was upgraded with the highly desirable, high performance C-Type cylinder head. A few years after the restoration, in the early 1990s, the roadster was sold to its long term owner who kept the car at his weekend home in Pound Ridge, New York, where he would enjoy top down motoring on warm summer weekends. Throughout his 20 years of ownership, the roadster was impeccably maintained with consistent service being carried out by sports car specialists in Bridgeport, CT.

Today showing only 7,000 miles - believed to be the mileage since the restoration was completed - the car presents beautifully. It quickly becomes apparent that the restoration was performed to a very high standard. The paint and brightwork possess a deep shine and the leather interior has held up very well.

Mechanically, this 3.4 liter runs with the best of them. With the quick tap of a button, the Jaguar roars to life before quickly settling down into a smooth/even idle with excellent oil pressure.

Accompanying the car is its original jack and tool kit, along with a copy of the Heritage Trust Certificate. This wonderful example of Jaguar's mid XK series roadster is sure to provide its next owner with years of happy top down motoring. **\$100,000 - 125,000**

2002 FERRARI 575M MARANELLO COUPE

VIN. ZFFBV55A120130074

Engine no. 71169

5,748 CC DOHC V12 Engine

Electronic Fuel Injection

515bhp at 7,250rpm

6-Speed Electro-Hydraulic F1 Transaxle

4-Wheel Carbon Ceramic Disc Brakes

4-Wheel Independent Suspension

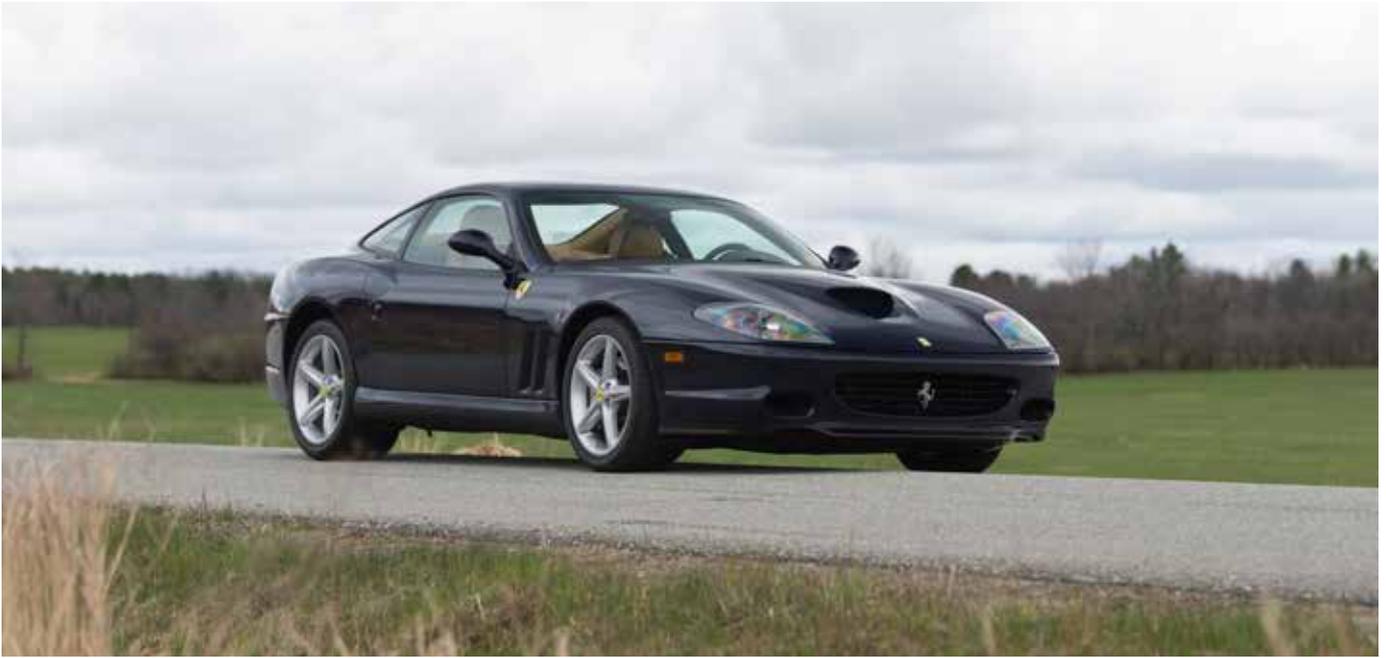
- *The spiritual successor to the legendary Daytona and 275GTB*
- *Less than 17,000 miles from new*
- *Three owners from new*
- *Meticulously maintained*
- *A modern collectable with a growing following*



THE 575M

Introduced for 2002, the Ferrari 575M (*Modificata*) represented an evolution of the acclaimed 550 Maranello rather than an entirely new model. With the introduction of the 550 Maranello in 1997, Ferrari had returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-liter V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminum coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competition Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' manual gearbox, a technology that Ferrari had developed in Formula 1.



THE MOTORCAR OFFERED

Leaving Maranello on September of 2002, this 575M was delivered new to Scottsdale, Arizona. Ordered in Blue Pozzi over beige hides, over \$10,000 in options including Daytona Seats, specially colored dash, piping, stitching, and brake calipers, Scuderia shields, and upgraded stereo brought the final tab to \$239,412. Delivered new to Scottsdale Ferrari, it was titled to its first owner in January of 2003. Spending the first three years of its life in sunny Scottsdale, in 2006 with just under 5,000 miles on the clock, the sleek coupe was brought up north and sold to its second owner by Algar Ferrari of Philadelphia. Retained by its second keeper for a subsequent four years and 5,800 miles, the car was religiously serviced at Algar with service records on file attesting to the work performed.

Acquired by the present owner in October of 2010, again from Algar Ferrari, with a bit under 11,000 miles on the ticker, the sleek coupe's life of careful maintenance would continue to this day. Having covered less than 17,000 miles since it left Maranello, recent major work includes a thorough transmission rebuild and mechanical service in 2012 by marque specialists at a cost of over \$17,000. Additionally, while the stereo has been upgraded, it might never need to be turned on given the music that is produced by the melodious V12. In 2011, a Capristo Twin Sound exhaust system was installed—but the original has been retained and will accompany the car should one wish to return the car to stock specifications. Most recently, the Ferrari has received cosmetic topping and tailing including a reskinning of the leather dashboard to rectify imperfections that had formed over the years.

Today, this three-owner-from-new is accompanied by its original books, tools, copious service, and a clean CARFAX. This is an excellent opportunity to acquire one of the most popular and beautiful Ferraris of the modern era. The spiritual successor of the legendary Daytona and 275GTB/4, the 550 Maranello and 575M have become one of the hottest models among *tifosi*. Elegant, spirited, and guaranteed to delight, this 575M is ready to gallop into the garage of its next lucky keep.
\$70,000 - 90,000

2005 FORD GT

VIN. 1FAPP90S85Y401323

Engine no. 5Y401323

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

- One owner and fewer than 113 miles from new
- Offered with the original window sticker, owner's and workshop manuals
- Desirable factory options fitted
- Carefully maintained in as-new condition
- A veritable time-capsule example

**THE FORD GT**

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

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT went into production in 2004 as the modern, road-going interpretation of the GT40 endurance racing car, famously known for beating Ferrari four times in a row at the 24 Hours of Le Mans in the late 1960's. The ultra-high performance Ford GT showcases the finest in advanced technologies, constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels, powered by a mid-mounted supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle, and featuring racing derived suspension and braking systems.

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





THE MOTORCAR OFFERED

Even though the first Ford GT is hardly 10 years old today, it is increasingly difficult to find a car that has been in the same hands since new. Presented here is a true one-owner Ford GT with less than 113 miles from new. Ordered new by the Maryland-based original owner-consignor from Advantage Ford in New Orleans on June 28, 2004, the GT was originally ordered Midnight Blue with white racing stripes—the stripes being a \$5,000 option—but the desired color was changed on September 28, 2004, before the car was completed, to the Mark IV Red with White racing stripes.

The sensational new GT was finished in requested Mark IV Red Clearcoat with the optional painted white racing stripes over Ebony Leather interior. It was fitted with the optional lightweight forged aluminum wheels, grey painted brake calipers and an optional premium McIntosh Audiophile system with CD player.

The GT has been carefully stored and maintained regularly during the past decade, accruing very few miles. Offered with its factory owner's manual, a Ford battery tender/charger, the unopened boxes of all of the books and supplies originally supplied by the dealer when the car was purchased, as well as an original and unopened factory car cover, the original dealer's window sticker, all relevant parts for recent recalls (included but uninstalled), and correspondence between the original owner

and the dealer from when the car was first ordered and delivered, it will be hard to find a better kept example of the Ford GT. Simply put, unless your time machine is up and running with the dial set to 2004, this is about as close as one can get to a showroom-fresh GT. Already considered among the finest collector's motorcars, one can just imagine what kind of attention this modern supercar will command in a few decades time.

\$290,000 - 320,000

1949 MG TC MIDGET

Chassis no. TC8371
 Engine no. XPAG9122

1,250cc OHV Inline 4-Cylinder Engine
 Two SU Carburetors
 54bhp at 5,000rpm
 4-Speed Manual Transmission
 Front Beam Axle with Leaf Springs - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- *Numbers-matching example*
- *Freshly Restored*
- *Attractive color combination*
- *Good touring MG for club events*



THE MG TC

The right-hand drive TC appeared in 1946, and was almost identical in appearance to the pre-war Types TA and TB. The sporting little MG was brought to the US in considerable numbers by GIs returning from England and soon gained a strong following, especially in California and on the East coast. These MGs had many endearing features, including a slab fuel tank, 19-inch diameter wire wheels, folding windshields. Sales got a great lift when a Life Magazine photographer shot one being driven underneath a big lumber carrier on a Los Angeles Street. Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers in a TC.

THE MOTORCAR OFFERED

This particular TC started life in 1949 and was a home market delivery car. Not much is known about the car's early years. What is known is that in 1961 the car was purchased by a US service member and exported to France where he was deployed. Evidently he was very taken with the car as it is believed the car returned with him at the end of his duty tour and has been in the USA since.

At some time in the early 1970s the car was taken off the road and disassembled. It passed through a few owners in this state, but all major components were retained. Over the years some work was performed including replacing all wood in the body tub. Four years ago the car was acquired by the current owner as a very solid, complete, but disassembled project. He embarked on a complete, bare frame restoration, which was performed to exacting standards.

During the rebuild the car engine was significantly upgraded. It features a ported high compression head, with larger TF carburetors, and a Crane camshaft. These performance upgrades were much in evidence on a recent, enjoyable test drive. In addition to the engine upgrades, this car has all new hydraulics, wiring, bearing, wheels, tires, restored instrument gauges, and a full repainted.

The MG TC represents a very unique time in automotive history, and it could be said that it started America's Love affair with the sports car. This particular car is fresh from restoration and represent a great opportunity. It would be welcome on a variety of rallies and tours, or be welcome at various show events.

\$40,000-50,000
Without reserve

1977 TOYOTA LAND CRUISER FJ40

Chassis no. FJ40234574

4,230cc OHV Inline 6-Cylinder Engine
 Single Carburetor
 135bhp at 3,600rpm
 4-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 4-Wheel Drum Brakes

- *Exquisite restoration by marque specialists*
- *Versatile and fun vehicle to stand apart from the crowd*
- *Great candidate for the Copperstate Overland Off-Road Rally*
- *Iconic 4-Wheeler of impressive quality*



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.

THE MOTORCAR OFFERED

The desirable and iconic FJ40 offered here - a car that is understood to have had just two enthusiastic owners from new - has just received a comprehensive, factory correct restoration by marque specialists that was completed in January of this year. Beginning with a healthy example that featured the 2F engine and four-speed manual transmission, the truck was torn down and meticulously brought back to top condition. The engine has been rebuilt, along with the transmission and clutch. The body was stripped to bare metal and media blasted prior to paint. Many other systems and parts were reconditioned as needed. Correct, OEM parts were used whenever possible. This FJ is presented in striking Mustard Yellow over a neatly contrasting and correct black seats with dark grey interior moldings, and offered with books and owner's manuals, tools, invoices and photos of the comprehensive restoration.

With room for plenty of friends to hit the road, this FJ40 is a top example of the vintage Toyota Land Cruiser, restored with no expense spared by respected marque experts. The summer is just starting and there are few better vehicles in which to enjoy it than a Toyota FJ.

\$65,000 - 85,000
Without reserve

1954 AUSTIN-HEALEY 100 BN1

Chassis no. BN1-L/219151

Engine no. 1B/219151

2,660 cc OHV Inline 4-Cylinder Engine

Twin SU Carburetors

90bhp at 4,000rpm

3-Speed Manual Transmission With Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Upgraded to LeMans spec*
- *Matching numbers example*
- *Multiple show winner*
- *British Motor Industry Heritage Trust certificate included*
- *A true backroads barnstormer*

**THE AUSTIN-HEALEY 100 BN1**

Before the 100 LeMans, before the Healey 100S, there was simply the Austin-Healey 100, but what an amazing car it proved to be. The result of a partnership signed in 1952 between the head of BMC, Leonard Lord, and successful automotive engineer and Donald Healey, the '100' – so named for its top-speed capability – was unveiled at the 1952 Earl's Court Motor Show as a more sporting alternative to the rather stodgy Austin A90 Atlantic convertible. The 100 was simple and strong; the frame comprising a pair of steel rails that ran the length of the chassis about 17 inches apart, passing beneath the live rear axle and below the front lower wishbones. The alloy and steel body was supported by brackets extending outward from the main rails. The engine was the old Austin 90 long-stroke four of 2660cc, developing 90bhp at 4000rpm and 144 foot-pounds of torque at 2000rpm. Griffith Borgeson would write "Such high torque at low engine speed is one of the competition assets of the Austin-Healey.

Another is its durability...". The gear box was a three-speed manual unit with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. In High Overdrive, top speed is about 110 mph. An endearing feature of the Austin-Healey is its lay-down windscreen, which adds greatly to its dashing, streamlined look, and not coincidentally, to its top speed.

The BN1 proved to be an able competitor; in fact, prior to the advent of the lightweight 'S' spec cars the standard was carried by the early BN1 variant – albeit in sometimes modified form. Early outings included Lyon-Charbonnieres Rally, Mille Miglia, and the Le Mans 24 Hours – where Autocourse commented: "the performance of the two Austin-Healeys in the hands of Becquart/Wilkins and Gastonides/Lockett, probably the cheapest cars in the race, was remarkable". Outings at the Goodwood Nine Hour race and with American Bob Cottam in the Trifels Rally and Trifels hill climb cemented the legend.



THE MOTORCAR OFFERED

This lovely left-hand drive BN1 Roadster was completed September 7, 1954 at the Longbridge works, bound for the U.S. market. It was fitted with red trim, a red top and tonneau, a heater, a laminated glass windshield, a speedometer in miles-per-hour, and painted in Olde English White. About a decade ago, the car was the subject of a ground up restoration. A comprehensive project, the car was finished in burgundy over Olde English White—a scheme that matched Donald Healey’s boats. The completed roadster won numerous awards in his care including Best in Show at the 2013 Brit Bash. In 2014, the sleek droptop was acquired by the present owner.

Since purchasing the car, copious amounts of mechanical servicing and upgrades have been undertaken.

The engine was rebuilt to 100M LeMans-spec with a steel crankshaft and rods, 88.5mm forged pistons with high compression heads, an aluminum cylinder head, competition steel head gaskets, a steel flywheel, hotter sports camshafts, Vernier cam sprockets, steel rockers, narrow belt conversion kit, a high performance aluminum radiator with an electric fan, an oil cooler with a spin on filter conversion, alloy heat shields, a fresh stainless steel exhaust system and more.

Among the items that were refreshed with correct, new replacements were the oil pump, timing chain, water pump, exhaust manifold and headers, and the entire electrical wiring harness. The brakes were also serviced while the rear differential was rebuilt with new axles. Just over a month prior to the auction, the front end of the car was resprayed to eliminate chips and strap marks on the nose and hood.

The product of the combined efforts of the two prior owners, documented by over \$100,000 in receipts showing the work completed, is a properly fast 100 that has gone on to continue winning awards including Best in Class at the 2015 Americana Concours d’Elegance and a very respectable third place finish in the 100M and 100 LeMans category at the 2015 Austin-Healey Conclave.

It is supplied with a tool roll and jack, original owner’s manual, factory service manual, two British Heritage Trust Certificates and its 100M LeMans Registry Certificate. This fine BN1 roadster would be a worthy addition to any collection of fine post-war British sports cars and would be eligible for such world-class motoring events as the annual California Mille. **\$70,000 - 90,000**

1986 FERRARI TESTAROSSA

Coachwork by Pininfarina

VIN. ZFFSA17A3G0063017

Engine no. 00269

4,942cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

380bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable early single mirror model*
- *Exceptionally well-kept example*
- *Comprehensive service history with recent "Major Service" completed*
- *Fewer than 3,800 original miles*
- *Offered from long term Ferrari enthusiast stewardship*

**THE FERRARI TESTAROSSA**

Ferrari's flagship model, the Testarossa supercar, revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-liter, flat-12 engine, which now boasted a maximum power output of 380bhp at 6,300rpm, courtesy of four-valve cylinder heads. The new supercar was now capable of reaching a top speed of 180mph.

The gill slats feeding air to its side-mounted radiators became one of the modern era's most instantly recognizable - and copied - styling devices. The Testarossa was a larger car than the 512BB - the increase in width accommodating a roomier cabin and wider tires.

The new design managed to combine high downforce with a low coefficient of drag with the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor. The body was made up almost entirely from strong, lightweight aluminum with the exception of the doors and roof which were constructed of steel.

Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive - factors which when paired with its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.



THE MOTORCAR OFFERED

An early monospecchio (single mirror) model, this well-kept example of the legendary Italian supercar is a desirable piece of Ferrari history. Chassis #63017 is as wonderful as they come having had only one caring owner since new.

Purchased new from Steven Kessler Motor Cars, Inc. in Manhattan, #63017 rolled off the line in Italy in March of 1986. Finished in the always popular Corsa Red over tan leather, it was delivered to its Northern New Jersey owner destined for a comfortable life of minimal use and maximum pampering. Initially enjoyed at a clip of about 550 miles a year for the first four years of ownership, from April of 1990 through today a mere 1,500 miles would be added to the ticker.

Despite such infrequent road use, the enthusiastic owner—whose garage housed additional prancing horses—regularly serviced the car at Ferrari of Long Island or other marque specialists.

Most recently the Testarossa has been subject to the all-important and very costly engine-out belt service during which both tensioners, all five belts, and the water pump with bearings and seals were all replaced. Complete with all of the original books, tools, jack, proper folding keys, and pouch will accompany the car—in addition to a copy of its clean CARFAX report. A desirable feature of Chassis #65247 is that it wears correct for 1986, factory knockoff wheels in 16” with 4 fresh, matching tires in OEM sizes – a huge plus as most single mirror cars wore TRXs.

At the time of cataloging the mileage was just under 3,750 miles from new.

Coming from a prominent Ferrari enthusiast’s long-term stewardship, this Testarossa is sorted and ready to use in a way that few, if any, are and is equally ready to compete in a preservation class concours.

\$170,000 - 200,000



1966 SUNBEAM TIGER MK1A

Chassis no. B382000607LRXFE

Engine no. 5199-F21KA

289ci V8-Engine

Quick Fuel Technology 650CFM

256bhp at 5,172rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

Front Discs - Rear Drum Brakes

- *Fantastically restored Tiger*
- *Long term enthusiast ownership*
- *Built 289ci engine & numbers matching 260ci engine*
- *Desirable LAT options*
- *Certified by the Tiger Authentication Committee*



SUNBEAM TIGER

Inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car.

The project was instigated by the company's West Coast, USA distributor, Rootes American Motors Inc, which was located not far from Shelby American. Ford's 260ci (4.2-liter) 'Windsor' V8 was chosen, and even though this had 'only' 164bhp on tap it was approaching double the output of the contemporary Alpine's 1.6-liter four. The transplant radically transformed the character of the car.

Assembled by Jensen Motors and introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rack-and-pinion steering.

Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph. Tigers would go on to enjoy success in both racing and rallying over the years.

THE MOTORCAR OFFERED

Bonhams is delighted to offer this fantastic 1966 Sunbeam Tiger M1KA. The earliest known history of the Tiger begins in 1972 when it was purchased by Steve Renz of Annapolis, MD. At the time of purchase, the Tiger was recorded having covered only 45,120 miles. Mr. Renz was clearly very fond of the Tiger as he would lovingly care for it for the next 32 years.

In 2004 the car was sold to Mr. Mark DeVito of Milmont Park, PA, showing 80,395 miles. Just 1 year later Mr. DeVito put the car into storage where it remained until May of 2008 when it awoke to the delight of a mechanical restoration. Over the next 2 years, the Tiger would receive a rebuild of its front and rear suspension, steering rack, and brake systems. All of the lines were replaced, the radiator was recored, and a new power-lock rear end was installed along with a set of traction bars.



Although the original numbers matching 260ci engine was running well, in search of more power, the decision was made to replace the original engine with a new 5 bolt 289ci high performance engine. (Please note that the original engine is included with the sale of the car) At the time of the engine swap, the odometer read 81,300 miles. Mr.DeVito would only use the mechanically refurbished car for a little over 1,000 miles before selling it to the current owner/consignor in 2012.

Upon acquisition of the Tiger, the consignor began a comprehensive cosmetic restoration. The entire car was disassembled and taken down to bare metal, including the trunk, interior, and wheel wells, before being primed and receiving a show quality paint job. All chrome and stainless was sent out to be re-plated and polished. With the body complete, the interior

was up next, receiving all new custom red leather. To ensure that all mechanics were in good order and ready for spirited cruising, the Tiger was sent to Cobra Automotive, Inc. in Wallingford, CT, where any issues were dealt with - the car left with a clean bill of health. The Tiger is scheduled to receive a fresh service prior to the sale.

This Tiger has been 'TACed' meaning that the Tiger Authentication Committee - a service of the Sunbeam Tiger Owners Association - has certified that the body shell is in fact a Tiger body, originally manufactured by the Rootes Group. The car's VIN has been entered into a database that is maintained by the Sunbeam Tiger Owners Association. The Tiger also features a number of desirable LAT options (All Tigers arrived in America factory stock - options were available from LAT, or Los Angeles Tiger).

The LAT options include #3-Tiger low-rise aluminum manifold, #6-Bolt-on traction masters, #8-Tiger aluminum valve covers, #27-low restriction tri-y cast-iron exhaust headers, and #27-fiberglass hood with air intake and heat exit vents.

This wonderful Sunbeam Tiger MK1A offers the opportunity to own a beautifully restored roadster with the added driving enjoyment of the powerful and legendary Ford 289, while the original numbers matching engine sits safely in your garage.

\$125,000 - 150,000

1954 KAISER-DARRIN SPORT CONVERTIBLE

Design by Howard Darrin

Chassis no. 161.001371

161ci OHV Inline 6-Cylinder Engine
 Single Downdraft Carburetor
 90bhp at 4,200rpm
 3-Speed Manual Transmission with Overdrive
 Independent Front Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- *371 out of 435 produced*
- *Beautifully restored to factory specifications*
- *Always garaged kept and regularly serviced*
- *Innovative and epic automotive styling*
- *A legend of 1950s motoring*

**THE KAISER-DARRIN SERIES 161**

In the bustling years after World War II, American roads were peppered with ever growing numbers of European and British sports cars. American servicemen returning from overseas duty were bringing with them nimble little cars with gutsy engines and sleek styling. American manufacturers wanted in on the action, but nobody had a suitable car ready to compete with the European invaders.

Ford and GM started work on their own interpretations of a sports car, while the independent Kaiser Motors also decided to toss their hat in the ring. To compete with the imports, swift action was needed, so Kaiser enlisted the famed industrial designer Howard “Dutch” Darrin to produce a fiberglass-bodied sports car based on the compact Henry J. economy car.

The first prototype appeared at the New York Auto Show in 1953, just besting Chevrolet’s Corvette to become America’s first fiberglass production sports car. Beyond the sweeping profile and heart-shaped grille, the Darrin was most famous for its pocket doors that disappeared into the front fenders on sliding tracks.

Construction of the fiberglass bodies was outsourced to Glaspar of California. Power is courtesy of the 161 cubic inch Hurricane F-head inline six. Just 435 of these stunning cars were built, making them both rare and desirable. All sold as 1954 models and came equipped with a three-position Landau top, which was considered quite novel at the time.



THE MOTORCAR OFFERED

Being number 371 out of the 435 produced, this Kaiser-Darrin represents one of the few examples of the unique roadster from its limited the production run. As rare as it is innovative, this Kaiser-Darrin is finished in the popular color scheme of Champagne Lacquer (white) over red leather with a matching red three-position top.

With its fiberglass coachwork and numerous difficult to find parts, Kaiser-Darrins are sadly neglected due to the cost and challenges involved in restoring them. It is a rare find to come upon an example as nicely presented as this one. The subject of an extensive restoration several years ago with only gentle use since, the sliding door droptop has been regularly serviced and carefully garaged.

Easily a more enjoyable driver than a Corvette of the same year, it carries enough eyeball and curb appeal to turn the heads of even the most jaded enthusiasts. More than that, the car is also accompanied by a first edition 1954 owner's manual and original copies of the 1992 and '93 Kaiser Darrin Owner's Roster.

Few cars possess the style and elegance of the Kaiser-Darrin. With so few examples left in existence, this great car is sure to command attention. To own Kaiser-Darrin 371 is an opportunity to enjoy a rare, iconic American sports car.

\$130,000 - 160,000
Without reserve



LOTS 46 - 48: PROPERTY FROM PROMINENT PRIVATE COLLECTION

46

1965 PORSCHE 911

Chassis no. 302023

Engine no. 902193 (original)

plus 2.2 and 2.7 (907847) Liter Engines

2.7 Liter SOHC Flat 6-Cylinder Engine (fitted)

2 Weber Carburetors

250+bhp at 6,900rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Expertly prepared Rally Specification Porsche*
- *Original early model example*
- *Retains matched numbers engine*
- *Won the Targa Newfoundland Classic Division in 2012*



THE PORSCHE 911

"Is the 911 the Best Design Ever?" - Allen St. John, *Forbes* magazine, April 2012.

This rhetorical question is just one of many tributes provoked by the recent passing of Ferdinand Porsche, all of which reference the 911. It serves as a poignant reminder that among Porsche's many achievements, he created one of the world's most revered production sports cars, a series that continues to endure over half a century after its introduction. Now on the far side of its 50th anniversary, the iconic shape of the 911 remains as coveted as it ever was. For drivers seeking state of the art technology, the seventh generation of the 911 will satisfy their needs, while each of its previous iterations provides a clear picture of the evolution of its design and formidable performance. Without question the most historically significant Porsche model of all time, the 911 lives on.

The 901 prototype would be introduced at the September 1963 Frankfurt Motor Show, though it would be towards the end of 1964 before Porsche was ready to put the new model into production at Zuffenhausen. First, the name had to be changed, as Peugeot owned the rights to car model names using three digits and a zero in the middle, and took issue with Porsche over their proposed nomenclature. So 911 it was.

Today, early 911s continue to be competitive in vintage racing and rallying, while making for one of these most popular and usable vintage sports cars for the road. The earliest models possess a unique purity and elegance, and as the first of the breed, the 1965 models are by far the most sought-after.



THE MOTORCAR OFFERED

This stunning example was refurbished with the aim of competing on the Targa Newfoundland in 2012. Taking a rare mid '65, matching numbers '302' prefix 911, the car had covered roughly 40,000 miles from new by then and was in good 'rust-free' order, the car was sent to Jim Newton here in Connecticut, who comprehensively reworked it for rally campaigning.

The original motor was stored and in its place a 2.2 liter unit built up, later specification suspension and gearbox fitted. The bodywork was reconstructed with fiberglass front fenders, front hood, rear trunk lid and rear bumper, the originals all being retained.

The Porsche was then repainted in its original Signal red scheme and the interior refurbished with a Spartan set of racing seats, seatbelts and window nets. A full roll cage was installed.

This new setup proved to be extremely effective, the car winning the Classic Division of the Targa Newfoundland that year as intended! Further events were planned, including a campaign on the grueling Carrera Panamericana, for which a 2.7 liter engine was built by Musante Motor Sports, and is currently fitted to the car, but ultimately that was not attempted.

Today, the Porsche remains set up and ready to go in its current rally spec form, and better still if down the line it was ever desired to return it back to original, virtually all the original parts including seats and matched numbers engine remain with the car.

\$100,000 - 130,000



1966 SHELBY GT350 COUPE

Chassis no. SFM652235

Engine no. See Text

289ci OHV V8 Engine, with Aluminum Heads

Single Four-Barrel Carburetor

450bhp at 6,500rpm (approx.)

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- *Exquisite example of iconic American Muscle*
- *Handsome original Sapphire Blue guise*
- *Fully sorted and race/rally prepped*
- *Offered with Spare 305 engine*
- *From a prominent private collection*



THE SHELBY GT350

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent saviour of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-liter) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option.



THE MOTORCAR OFFERED

The running gear was up-rated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison.

One of the great iconic muscle cars of the 1960s, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features, until production ended in 1970.

This striking Shelby is accompanied by copies of period correspondence confirming original delivery from Shelby American, Inc. to Stark Hickey Ford, Inc. of Royal Oak Michigan, as new, options included chrome wheels, radio and rear seat for a combined price tag of \$3,141.60.

Fast forward 3 decades and in 1997, it was completely refurbished and set up for that year's London to Sydney Rally, by Ted Thomas in Birmingham, Alabama. Work carried out included performance modification/preparation of the suspension, brakes, steering, transmission, rear end, fuel system, fitting of an FIA roll cage, fire system, rally computers, FIA approved seats and seatbelts, and equipment including 7x15inch American Racing wheels, R model wheels and R Model dash with Stewart Warner gauges. At this time the bodywork was

restored and refinished in the original Sapphire Blue scheme with white stripes.

In a bizarre misfortune the plane taking the car there broke down and it never actually made the race. Lacking its intended purpose it saw very limited use after that and was then sold to the current owner. All told its mileage has been extremely modest and the car is consequently in great order, both cosmetically and mechanically. As acquired it was reported to the owner that the engine was a Roush built unit, but this is not documented. In addition to that engine, it comes with a secondary 305 unit.

As viewed today, the car absolutely looks 'the business' and is absolutely on the button and ready to go. If you haven't the patience for a project car, this could be the way to go...

\$100,000 - 130,000

1964 FORD FALCON

Chassis no. 4R11F126321

305 cu in, OHV V8 Engine
 Single 4 Barrel Carburetor
 450bhp at 6,500rpm
 4-Speed Manual T-10 Transmission
 4-Wheel Disc Brakes
 Independent Front Suspension, Live Rear Axle

- *Original Finnish delivery*
- *Well-known, very successful historic racer*
- *Offered with spare engine package*
- *Freshly serviced*



THE FORD FALCON

Ford USA's foray into rallying in the early 1960s was part of its 'Total Performance' marketing strategy that would see it win Le Mans and the Indianapolis 500, the latter courtesy of Lotus, as well as bankroll the most successful Formula 1 engine of all time: the Ford-Cosworth DFV. Perhaps surprisingly, its chosen rally weapon was the Falcon Futura coupe which, although a compact car by North American standards, was huge compared to its European competitors. Confounding the pundits, who considered the car too unwieldy for European special stages, Bo Ljungfeldt and his Ford Falcon had an honourable 1963 Monte Carlo Rally finishing 42nd overall with 307 entrants. For the 1964 edition -with the car presented here today- he stunned the competition by winning every single special stage of the Rally.

THE MOTORCAR OFFERED

This fabulous Falcon was built in Helsinki, Finland by Henri Snabb who campaigned it in FIA series as a race car, winning in Helsinki, Nuremberg and Hamburg FIA events. The car gained FIA Papers categorized as a Ford Sprint Monte Carlo Lightweight, with fiberglass fenders, hood, bumpers, doors and trunk, and as raced, it ran a skimpy 2,350 pounds only. Arriving in the U.S. it was converted from race car to rally car and in the process received stronger suspension, fitting of a T10 gearbox and 305 cubic inch steel head Ford motor, an original 8 inch Ford rear with limited slip differential, and Wilwood 4 piston brakes all round. A full rally roll cage was fitted as well as fire system and then rally seats and seat belts installed.

Over the course of the last decade it has been routinely and successfully evented, most notably on a series of editions of the Carrera Panamericana, from 2007 to 2009. With noted drivers at the wheel, it recorded an impressive set of results: a 1st in Class in the Historic C division in 2007, 2nd in Class and 8th Overall in 2008 and first place in the Historic C division in 2009. A first place in the Classic Division of the Targa Newfoundland followed the next year. More recently it has been regularly exercised and run, but not competitively, although it did snag a 2nd Place in an altogether different category, at the Fall Festival Concours d'Elegance at Lime Rock in 2015.

\$40,000 - 50,000

OTHER PROPERTIES

49

1951 ALLARD P1 COMPETITION SERIES

Chassis no. 91 P1996

4,375cc, V8, L-Head Engine
Twin Stromberg Carburetors,
120bhp at 3,800rpm
3-Speed Manual Transmission
Front Suspension by Coil Spring, Rear Suspension by Transverse Leaf Spring
4-Wheel Drum Brakes

- *Exceedingly rare survivor of popular model*
- *Eminently usable rally or tour car*
- *Freshly serviced*
- *Regular show and rally competitor*



THE ALLARD P1

In production from 1949 through 1952, the five-passenger P1 was advertised as "The family saloon with sports car manners." It was available as a Stock model with 3,622cc, 85 hp Ford V-8 or a Competition Series with 4,375cc, 125 hp Mercury V-8 fitted with aftermarket speed equipment. At the time, the P1 Competition Series was one of the hottest muscle cars in the world, capable of accelerating from 0-60mph in 14 seconds and topping 100 mph!

The lightweight body is hand-formed aluminum over a framework carved from ash wood, supplied by Abbotts of Farnham. It weighs a remarkably svelte 3024 lbs. With 559 built, the P1 was the best-selling Allard model. In 1951, it cost \$5500 including VAT in England. At the time, in America you could buy a new Cadillac V-8 for \$2940 or a new Ford V-8 for just \$1520. However, today it is thought that less than 40 P1 Allards survive and only 3 or 4 in the United States.

THE MOTORCAR OFFERED

In 1951, this particular P1 Competition Series was hopped-up by the factory with Edelbrock aluminum heads, an Edmunds intake manifold holding twin Stromberg 97s and a "beehive" oil cooler.

The P1 on offer was restored by well-known collector Jimmy Dobbs III. He had the infamous Bellamy Split Axle replaced with a conventional Ford axle. The original Bellamy Axle is being sold with the car, along with some spares including a Ford rear axle and torque-tube drive and a set of 15 inch tires/wheels/wheelcovers. All service records for the past 20 years are also included along with a notebook of additional information.

Allard enthusiast Dr. Hugh Monteith acquired the car from the Dobbs Collection and subsequently sold it to the current owners. Since then, it has been displayed at the Ford Motor Company Centennial Celebration at Greenfield Village, the Concours d'Elegance

of the Eastern United States and multiple times here at the Greenwich Concours and Lime Rock Concours. It has also successfully completed two New England 1000 Vintage Rallies.

This rare and delightful Allard P1 has just been professionally serviced and detailed and is ready for the next round of rallies, concours and Sunday afternoon drives. It's as charming as a British bulldog, terrific fun to drive and a conversation starter every time you stop. Even better, where would you ever find another one?
\$50,000 - 60,000

1967 CHEVROLET CORVETTE 427/390HP COUPE

Chassis no. 194377S106706

Engine no. T10141L 7106706

427ci OHV V8 Engine

Single 4-Barrel Carburetor

390bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Powerful big block Corvette Coupe*
- *Beautifully restored in stealth black over saddle livery*
- *Desirable 4-Speed manual*
- *Great Corvette for high-speed rallies and tours*



THE CHEVROLET CORVETTE

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St. Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Color Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the center of gravity to be significantly lowered, improving both road holding and ride.

This new frame was the work of Corvette Chief Engineer Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.' Now recognized as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

The Sting Ray customer could take his or her pick from an extensive range of factory options, with the result that seldom are two cars exactly alike. 1966 was the first year a Corvette could be ordered with the optional 427ci big block engine, which gained notoriety as one of the most powerful ever offered for public sale when in 1967 it became available in L88 configuration with 560bhp on tap.

Although the L88 was listed for a few more years (latterly with 'only' 430 claimed horsepower but almost certainly more) only 20 cars were ever delivered with this stupendous engine, probably because it increased the list price by almost 25%!

It is very hard to argue with the attraction of the big block Corvette. There is nothing subtle about these extremely powerful and loud cars, and in the subsequent forty years until today, the 427 big block Corvette is one of the most desired and avidly sought of all collector cars.



THE MOTORCAR OFFERED

The fine example of the potent big block mid-year Corvette offered here was completed at GM's St. Louis based Corvette plant on December 21st, 1966, and considered a 1967 model year car. According to the trim tag affixed to the underside of the car's dashboard, the new Corvette Coupe was finished in black over saddle vinyl interior, just as it appears today. The black big block Corvette has been beautifully restored by an Arizona-based restoration facility some years ago, and is handsomely equipped with a side-mounted exhaust system, radio and a manual, four speed transmission.

The car's stamped engine number matches the last six digits of the chassis number, which suggests that this engine is the one installed in the car from new.

An extremely powerful Corvette, this would be a great car to take on vintage rallies and tours, such as the Copperstate or Texas 1000. Alternatively, you could simply get in it on an early Sunday morning to wake up the neighbors. Beautifully presented throughout, this big block Corvette is ready for the next caretaker.

\$85,000 - 95,000

1968 PORSCHE 911S TARGA

Chassis no. 11850368

Engine no. 4081247

1,991cc SOHC Flat 6-Cylinder Engine

Dual Weber Carburetors

170bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Rare short wheelbase 911S Targa*
- *Rotisserie restored with meticulous photo and invoice documentation of the work completed*
- *Finished in as-delivered Tangerine*
- *Excellent open-top Porsche for rallies or local car shows*
- *Offered with the Porsche-issued Certificate of Authenticity, owners manual and tools*

**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 the Zuffenhausen production for more than 50 years, albeit constantly modified and updated. With a broadly similar layout to the 356, the 911 had a steel platform chassis with springing by torsion bars, MacPherson front struts, 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 at all corners. 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. 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 15, 1968 at the Zuffenhausen Porsche factory. The new sports car was attractively finished in Tangerine (Blood Orange) over a Black Leatherette interior and delivered new to dry and sunny Arizona.

In the care of its most recent, long term private owner, this beautiful 911S soft window Targa underwent a well-documented rotisserie restoration by marque experts. Covering the span of three years from 2012 to 2015, and documented by photos and a very thick file of receipts, over six pages are dedicated to just a line item list of who completed each element of the car—dozens more detail the particulars of the work executed.

Needless to say, this Porsche is in beautiful condition throughout. The interior is nicely trimmed in the correct leatherette and basket weave dash stripping, the wood rimmed steering wheel is an exacting reproduction of the Porsche original and the unique-to-1968 door cards are installed. Outside, the paint shows well and the correct trim and grills are all fitted. A laundry list of mechanical work completed by the right folks speaks to how well this example will no doubt perform.

From the last year of the short wheelbase 911s, these fun and exciting early 911s are among the purest examples of Porsche's most successful model. Offered with the Porsche-issued Certificate of Authenticity, original owner's manuals, and tool kit, this numbers-matching Targa is ready for open-air enjoyment on challenging roads and active participation in local and club shows.

\$180,000 - 200,000

1979 VOLKSWAGEN SUPER BEETLE CABRIOLET

Coachwork by Karmann

Chassis no. 1592038538

Engine no. 144761

1,585cc OHV Air-Cooled Opposed 4-Cylinder Engine

Bosch Electronic Fuel Injection

48bhp at 4,200rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Single owner from new*
- *Fewer than 15,500 original miles*
- *Attractive color scheme*
- *Well maintained example*
- *A delightful top down motoring experience*

**THE VOLKSWAGEN SUPER BEETLE CABRIOLET**

It's difficult to imagine an automobile that had as great an impact on the world's motoring public than the Volkswagen Beetle. The simple little rear-engined car was intended as a basic family conveyance, cheap to buy and cheap to maintain. Its creators could hardly foresee that the Beetle would eventually become one of the world's best-selling cars, assembled in dozens of countries, adored by young and old alike, a symbol of minimalist, unchanging design. The original Beetle gave way to the longer and wider Super Beetle in 1971. The front suspension was updated with coil springs and McPherson struts. 1979 would be the last year of the Super Beetle in the United States.

THE MOTORCAR OFFERED

In 1979 this Beetle left the factory in a very attractive light blue metallic, trimmed with a black top and black interior. The delightful cabriolet was sold new by Malcom Pray of Pray Motors to its one and only owner. Throughout his 37 years of stewardship the original owner took fantastic care of the car, using it sparingly on nice days and special occasions. As a result, the car only has 15,500 original miles and presents beautifully. Accompanying the car is a file containing service and maintenance receipts which attest to the care that it has received. Also included are the original tools, manuals, and keys. This wonderful, final year Super Beetle Cabriolet presents an opportunity to own an iconic automobile that is sure to put a smile on your face for years to come.

\$25,000 - 35,000

1938 MG SA DROP HEAD COUPE

Coachwork by Tickford

Chassis no. CH SA 1513

Engine no. QPHG 1763

2,062cc OHV 6- Cylinder engine

Twin SU-Carburetors

75bhp at 4,200rpm

Four speed manual transmission

Four wheel Lockheed hydraulic brakes

Independent front and solid axle rear suspension

- Rarely seen "Big" MG
- Attractive Tickford coachwork
- Lots of Style and quality at a reasonable price point
- Finely restored and presented



THE MG SA

Launched at the 1935 Motor Show, the SA represented a new departure for MG. The first all-new model to be introduced since the company's acquisition by Morris Motors, it was considerably larger than any previous MG and caused a certain amount of consternation amongst enthusiasts who feared an abandonment of virtues embodied by the marque's nimble sports cars.

Originally of 2,026cc, the overhead-valve Wolseley six had been enlarged to 2,288cc by the time SA production commenced and was further stretched to 2,322cc in 1937. With 75bhp propelling a car weighing around a ton-and-a-half, acceleration was necessarily leisurely; nevertheless, the SA could cruise comfortably at 60-70mph and had a genuine top speed approaching 85mph. A Tickford-bodied drophead coupé and Charlesworth-bodied open tourer completed the range. By the time production ceased in 1939, 2,738 SAs of all types had left the factory.

THE MOTORCAR OFFERED

Offered from a prominent private collection, this finely presented MG SA has been subject to a recent two-year restoration. Expertly finished in an attractive black and burgundy that compliments the MG's long, flowing lines, the interior has been beautifully trimmed in burgundy hides with lavish woodwork and door panel details. The instrument cluster is striking and just as finely restored as the rest of the car.

The engine bay is equally as tidy with the handsome six-cylinder engine well turned out. The beauty is not skin deep – the car starts and drives as well as it looks. Close examination leaves little doubt of the quality of this restoration.

These MGs are an excellent value. With elegant, stately looks and good performance, they are a fraction of the price of the Jaguar or Bentley equivalents. Example as beautifully restored as this one are seldom seen on the market and this one is highly recommended.

\$70,000 - 80,000
Without reserve

2005 FERRARI 575M SUPERAMERICA

VIN. ZFFGT61A750144847

5,748 CC DOHC V12 Engine
 Electronic Fuel Injection
 515bhp at 7,250rpm
 6-Speed Manual Transaxle
 4-Wheel Carbon Ceramic Disc Brakes
 4-Wheel Independent Suspension

- One of only 43 manual transmission 575M Superamericas
- One owner from new
- Delivered new to New York
- Fewer than 11,800 original miles
- Meticulously serviced only by official Ferrari agents

**THE 575M SUPERAMERICA**

With the introduction of the 550 Maranello in 1996, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. *Car* magazine was understandably enthusiastic: "The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago."

The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-liter V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle,

and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminum coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets



behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights. Featuring a luxuriously appointed leather interior, this new generation Gran Turismo recalled and honored its iconic forebears with aplomb.

In 2002, the 550 Maranello was extensively refreshed and updated to create the 575M (*'Modificata'*), which featured subtle styling refinements and a further upgraded interior together with numerous mechanical improvements. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1.

The brakes were up-rated as well, together with the suspension, which now featured the adaptive damping developed on the Ferrari Enzo supercar.

In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible, the Superamerica. Drawing its name from the iconic Pininfarina designed Lampredi V12-powered GT cars of the 1950s and '60s, the 199mph 575M Superamerica retained the coupé's mechanicals together with its general design while featuring a unique pivoting photo-chromic roof. The work of Pininfarina's chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 'Daytona', it was the first roof of its kind ever fitted to a production car, and was built using a carbon fiber frame integrated with electro-chromatic glass.

The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light, letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun's rays at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds.



THE MOTORCAR OFFERED

Having owned a number of Ferraris before, the new Superamerica struck the fancy of the present and only owner of the offered example. Not content with the standard specification, the car was specially ordered with a long list of options featured over \$10,000 in interior tailoring that included Daytona-style seats, a beige colored leather dashboard and steering wheel—in place of the standard black, matching rear wall upholstery in beige leather, a leather holstered fire extinguisher, color matched stitching, front and rear radar, a factory spare tire, and more. The full beige interior was classically augmented by the perennially popular Corsa Red exterior, red brake calipers, and Scuderia Ferrari shields on the front quarters.

But most significantly, the box for the F1 Semi-Automatic transmission was left unticked. Desiring a more visceral driving experience, the standard 6-speed manual transmission was specified—an option selected by only 43 owners worldwide.

Delivered new in November of 2005, s/n 144847 has since new enjoyed a cloistered existence. Covering fewer than 1,000 miles a year since it left the showroom floor, the car has been regularly maintained by the official Ferrari technicians at Miller Motorcars in Greenwich, Connecticut and Ferrari of Long Island in Plainview, New York. A thick dossier of receipts totaling tens of thousands of dollars details the meticulous maintenance completed including all scheduled mechanical service and a recent replacement of the complicated electro-chromatic glass roof, original purchase



paperwork is also retained—including the metal tabs required to order additional keys—and the original owner's handbooks. A squeaky clean CARFAX noting the regular service further corroborates the thick file of service history, in addition to a full major service was completed November 2015.

The 575M Superamerica has become one of the most highly coveted Ferraris of recent times thanks to its rarity, uniquely innovative design, and the exhilarating driving experience that can only be had behind the wheel of one of these modern Ferrari V12 roadsters. It is generally accepted that the Superamerica's semi-automatic transmission did not offer the most satisfying driving experience, which only makes this rare example with its six-speed manual gearbox all the more desirable.

\$700,000 - 900,000



1997 FERRARI F355GTS

VIN. ZFFXR42A8W0110208

Engine no. 47485

3,4496cc DOHC V8 Engine

Bosch Motronic 2.7 Injection

375bhp at 8,250rpm

6-Speed Manual Transaxle

4-Wheel Double-Wishbone Coil Spring Independent Suspension

4-Wheel Vented Disc Brakes

- *The rarest F355 variant with only 2,577 GTSs produced*
- *Recent engine out service*
- *Fitted with the desirable gated manual transmission*
- *Identical to the F355 seen in the James Bond movie Goldeneye*
- *One of the hottest Ferraris of the modern era*

**THE F355**

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mold of that great driver's car, the Dino 246GT. Just how great an advance it was may be gauged from the fact that the F355's best time around Ferrari's Fiorano test track was three seconds quicker than the formidable 512TR's.

Despite its prodigious performance the F355 was no mere 'racer on the road' but a thoroughly modern automobile employing state-of-the-art technology, in the form of computer-controlled variable damping, to

reconcile the differing requirements of ultimate roadholding and acceptable comfort. A light-action clutch, proportional power-assisted steering, and driver's air bag were other features calculated to make the car reassuringly user-friendly.

The heart of the F355 though, was its phenomenal 3.5-liter V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 375bhp at 8,250rpm, with 268lb/ft of torque available from 5,000 to 6,500rpm. A six-speed gearbox, mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.



THE MOTORCAR OFFERED

Introduced as a Berlinetta coupe in May of 1994, two additional body styles would join the lineup in 1995, the Spider and targa-style GTS. While a total of 11,273 F355s would roll off of the production line in Maranello from 1994 until the 360 Modena was introduced in 1999—the vast majority of which were split nearly evenly between Berlinetta coupes and Spiders—a mere 2,577 of the GTS examples would be ordered. Furthermore, the GTS would represent the last time Ferrari would offer a targa-style roof as the new 360, and the models that have followed it, have hewed strictly to the option of coupe or spider bodies. The GTS would garner particular fame in the opening sequence of the 1995 James Bond film *Goldeneye* when James came across the film's sultry female villain Xenia Onatopp while she motored through the mountains above Monte Carlo in her F355GTS.

Bond and Onatopp would match wits on the road, but his Aston Martin DB5 would prove no match for the Ferrari!

This GTS was finished in August 1997 trimmed in the classic color scheme Corsa Red over tan leather—the exact same as the F355 in *Goldeneye*. While the new semi-automatic F1 gearbox was now available in the 355, the original owner seems to have made the wise choice and saved himself the optional-F1 gearbox's extra cost and gone for the now much more desirable standard 6-speed gated manual. Passing through a handful of owners in Colorado, Florida, Georgia, Texas and Ohio, only about 1,125 miles have been added with each passing year.

Now showing just under 21,400 miles on the clock, the Ferrari has received a recent engine-out belt service during which both tensioner were replaced in addition to the installing of a new water pump. The required annual maintenance has also been completed. This example also includes its original books and tool roll, plus a copy of its squeaky clean CARFAX report.

Widely considered one of the best looking and most exciting mid-engined Ferraris to come from the wizards in Maranello in the last 30 years, this F355GTS is ready to snick through the hills of Monte Carlo—or Mount Vernon, New York—with a smile inducing driving experience and beautiful music erupting from the quad tailpipes. Plus you're all but assured to keep Bond in the rear-view mirror!

\$90,000 - 115,000

1964 JAGUAR E-TYPE SERIES 1 3.8-LITER ROADSTER

Chassis no. 880359
 Engine no. RA3366-9

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

- *Single owner since 1964*
- *Matching numbers Series 1 roadster*
- *Well preserved example*
- *Striking and desirable colors*
- *Offered with Jaguar Heritage Trust Certificate*

**THE JAGUAR E-TYPE**

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

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used

experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub frame. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

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



THE MOTORCAR OFFERED

This remarkable Series 1 3.8-Liter E-Type was completed at the Browns Lane Jaguar works on October 18th of 1963. As a left-hand-drive model the car was sent to Jaguar Cars of New York, where it was sold to its owner of 53 years – Mr. Robert Bushnell of Wilder, Idaho. According to its Jaguar Daimler Heritage Trust Certificate, the car was finished in the stunning combination of Opalescent Silver Grey over a red interior with a black top.

As an enthusiastic owner, Mr. Bushnell drove the car sparingly during the summer months and took great pride in maintaining the vehicle until 1990, when he placed it into long term storage. The car has sat untouched for the past 26 years, until very recently being removed from its long term resting place and brought back to life.

The car was properly stored in a dry environment - as a result, it has held up extremely well and is in fantastic original condition. To ensure that the 3.8 liter would run without any issues, the following work was performed – the fuel system was restored, the SU carburetors were restored, new plugs/wires/cap/rotor/condenser were installed, and the engine received fresh oil and filters. As a result, the original - numbers matching engine fires right up and runs beautifully.

Showing just over 40,000 believed-to-be-original miles, the car has been fantastically preserved. With the exception of one repaint prior to being stored, everything else on the car is believed to be original. The vibrant red interior still pops with color and only shows minor wear.

The original black soft top adds a very charming layer of patina to the car's outward appearance. Remarkably the car's correct redline tires are still in fantastic shape and free of any dry rot. The originality continues both under the bonnet and in the trunk, where things present just as you would hope to see – honest and original, with just the right amount of patina.

Accompanying the roadster is a copy of the build records, Mr. Bushnell's original Idaho title which was issued on September 2nd of 1966, a tool roll, and spare. It is not often that we see such an original example in such fantastic shape. This well preserved numbers matching Series 1 E-Type presents an opportunity to acquire one of the world's best loved roadsters. **\$90,000 - 120,000**

57

The one-off, coachbuilt, Cadillac-powered

1957 BILL FRICK SPECIAL GT COUPE

Coachwork by Vignale - Design by Michelotti

Chassis no. FCC1003

Engine no. 1003

331ci OHV V8 Engine

Dual four-Barrel Carburetors

270bhp at 4,800rpm

4-Speed Manual Transmission

Independent Front Suspension Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- 1 of 1
- Bodied by Vignale designed by Michelotti
- Engineered by Bill Frick
- Long term ownership
- Known history from new



BILL FRICK

Bill Frick was considered an automotive genius of the 50s and 60s. He created a name for himself engine-swapping in the early 1930s, but his career really took flight once he entered the world of racing. Frick found himself fielding a long list of requests from amateur drivers, to modify and prep their cars. Frick's outstanding reputation led him to NASCAR. After a very successful racing partnership with renowned driver Phil Walters (also known as Ted Tappet,) the two opened their own shop on Sunrise Highway in Rockville Centre, New York, known as Frick-Tappet Motors.

Around the same time that Frick opened his shop, Cadillac introduced their new V8 engine. Frick quickly saw the potential in the engine, as it was the first short-stroke, overhead valve, high compression production V8.

The new powerplant had 331ci and a compression ratio of 7.5 to 1, which generated a powerful 160hp in stock configuration.

Despite the powerful new engine, the Cadillac's excessive weight kept it from being a performer; Frick sought to change this by swapping the engine into the much lighter 1949 Ford, creating the first "Fordillac". Briggs Cunningham was one of the first and lucky few to attain a Fordillac - he had become intrigued with the vehicle after witnessing one of its impressive performances at an SCCA hill climb event in Connecticut, and had to have one. Cunningham became a regular at Frick-Tappet Motors and would hire Frick to work on his cars in preparation for the upcoming 24-hour race at Le Mans.

Cunningham was so impressed with the work and performance results, he purchased Frick-Tappet Motors, moving the business to Florida where he would set out to win Le Mans and other prestigious races in one of their creations. The Frick prepared cars performed extremely well; after the team produced impressive back-to-back 1-2 finishes at both Elkhart Lake and Watkins Glen, Bill Frick received the first ever "Sports Car Mechanic of the Year" award.

Frick only stayed in Florida a short time before returning to New York to open Bill Frick Motors, where he began to work on his next creation – The Studillac. Frick was enamored with the 1953 Studebaker design, but very unimpressed with its 120hp engine.



By 1953 Cadillac's engine was producing 210hp in stock configuration. Applying his tried and true formula, Bill went ahead and began modifying the Studebaker to accept the Cadillac engine – creating the Studillac. The Studillac consisted of much more than just an engine swap; Frick would modify the steering box, floorboard tunnel, transmission cross member, driveshaft, brakes, and the electrical system. The Studillac would reach estimated speeds in the mid 100s, and do 0-60 in 7 seconds, making it one of the fastest cars around. The Studillac was an instant hit. The shop was flooded with orders and began producing the performance sensation on a full time basis. The Studillac became an exclusive and sought after performance machine that was even featured in the James Bond novel, *Diamonds are Forever*, by Ian Fleming.

In 1955 Studebaker redesigned the Starlight coupe/Starliner hardtop - Frick stated "They changed the styling of the car, especially the nose. It was really ugly and nobody wanted one anymore". As demand for the Studillac virtually disappeared with the arrival of the new Studebaker, Frick turned to the famed Italian coachbuilder, Vignale. Frick went ahead and took one of his famed Studillac chassis, and made additional improvements by adding crossmembers, better shock absorbers, higher rate springs, a stiffer anti-roll bar, and track bars. He then sent it off to Vignale, and what he got in return was The Bill Frick Special – a custom Vignale bodied, Michelotti designed masterpiece. In July 1955 the prototype was tested by *Road & Track* where it was called "America's answer to Europe".

After a test drive on Sunrise Highway, the author of the article stated "he tooted away from the other stuff like it was anchored" and "turned a few corners like he was on rails". The car was also featured on the cover of *Sports Car Illustrated* in May of 1956.



THE MOTORCAR OFFERED

Bonhams is very pleased to offer the one and only 1957 Bill Frick Special GT Coupe. In total, only three Bill Frick Specials were ever produced, and each was unique. There was a “demonstrator” (or prototype), a convertible model, and the single production coupe being offered here.

The \$9,000 plus Special was ordered new by Mr. John Blodgett Jr., an extremely wealthy lumber baron from Grand Rapids Michigan. Mr. Blodgett wanted to enjoy open air motoring but preferred the looks and handling characteristics of a coupe, and thus so he ordered his special with a roll-back cloth roof. Photos of the car at the Vignale factory show that it was delivered in a beautiful medium blue metallic with a black painted top, sitting on large whitewalls.

The interior was trimmed in grey Connolly leather with contrasting blue piping. Against Frick’s advice, Mr. Blodgett ordered the car with a French Pont-a-Mousson four speed transmission, but later the Frick recommended General Motors T-10 floor mounted four speed was installed.

Blodgett would own the car into the mid 60s, at which point he gifted it to his secretary. She and her husband would own the special for a few years before selling it to its third owner in 1970, Mr. Emmett Boitz of Manmouth, Oregon. During his ownership, Mr. Boitz re-painted the car silver over the tired original blue paint. After 3 years of lovingly caring for the car, Mr. Boitz passed the special to its fourth owner, Mr. Earl Benz of Oregon.

Mr. Benz very rarely used the car, and kept it tucked away until the late 1980s when it was painted red and purchased by a West Coast dealer who sold the car to its present owner in 1989.

Throughout his 27 years of ownership, the consignor has diligently maintained and preserved this beautiful piece of automotive history. The special’s body is in excellent condition structurally and very presentable cosmetically. With the exception of the two repaints, the steel body (very rare for a Vignale) appears to be all original. The original medium metallic blue can still be found in numerous locations when trim is removed. The glass is also thought to be all original, the Italian made side windows all possess the code – 22-10-55 – which is believed to represent the date of manufacture.



The windshield and rear window are held in place by a unique and unusual channel lock which has also been seen on Touring Hudson Italias. The Michelotti design provides a fantastic treat to all those fortunate enough to lay eyes on it. With the exception of the carpet, the interior is thought to be all original and shows a beautiful layer of patina throughout. Everything functions as it should, including the sliding roof.

With just above 40,000 believed original miles, mechanically the car is in fantastic shape. The Cadillac Eldorado OHV V8 containing larger Lincoln pistons runs great and has been maintained to an extremely high standard over the years. It should be noted that the ignition has been upgraded to electronic and the generator was removed, being replaced with an alternator.

Accompanying the car is its original jack with correct bag and an extensive history file that details its whereabouts from new. The consignor has spent many years researching and compiling historic information on the car, including numerous period publications featuring the car and correspondence with Bill Frick and previous owners. A wonderfully organized binder full of receipts is also present which documents the care that the special has received.

This beautiful Michelotti-designed, hand built, Vignale-bodied, Cadillac-powered, Bill Frick-engineered one-off coupe presents a once in a lifetime opportunity to acquire a true piece of motoring history.

The Bill Frick Special would make a phenomenal addition to any collection, a real stand-out talking point.

In its current condition - with its outstanding performance, it would make a fantastic GT car on a number of rallies or it could very easily be restored and welcomed to the world's most prestigious concours events.

\$180,000 - 220,000

1959 MERCEDES-BENZ 190SL WITH MATCHING MINI TEARS TEARDROP TRAILER

Chassis no. 121-040-10-014685

Engine no. 121-912-10-014809

1,897cc SOHC Inline 4-Cylinder Engine
2 Solex Carburetors
105bhp at 5,700rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- *Matching numbers example*
- *Exceptional Bruce Adams restoration*
- *Complete with luggage and a matching, custom fabricated Teardrop trailer*
- *An eye catching combination sure to be the star of any show*
- *Attractive European Roadster for the connoisseur*



THE MERCEDES 190SL

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

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

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

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

THE MOTORCAR OFFERED

While there are thousands of 190SLs that survive to this day, there are few that are as unique, special, and eye catching as this car and its incredible rolling companion. A numbers matching example delivered new in in DB050 White over 1088 red leather, the car's first 26 years are not recorded, but it is known that in 1985 it was purchased by Eric Bergstrom of Newport Beach, California. Retained for 22 years, in 2007 Dr. Ron Reis of Coral Gables, Florida acquired the 190SL. Some restoration work was model specialist Bruce Adam's 190SL Services shop in South Carolina but Dr. Reis's ownership would be only just over a year.

In 2008 the 190SL came into the care of the present owner. A very presentable car, it took first in class at the Greenwich Concours d'Elegance in 2009—in addition to winning first place at the Germanfest XXIII Concours in Brookline, Massachusetts that same year.



After a few more years of happy ownership, and some additional trophies, the car was sent back down to Bruce Adams in 2013 for a complete, nut-and-bolt restoration. The extensive, 16 month operation saw the car returned to like-new condition and finished in the elegant combination of DB 040 Black paint over Roser 1068 tan leather.

On its own, the car shows very well—a testament to the quality of work performed by the man who literally wrote the book on 190SL restoration. But not content with just an exquisite 190SL, the real kicker is the incredible, matching trailer that accompanies the car.

Starting life as a stock, 2013 Teardrop trailer from Mini Tears of Lakehead, California the slick unit was also sent to Bruce Adams to be crafted into the truly unique creation that it is today.

Retaining its richly appointed, stock interior complete with cozy living quarters not unlikely that of a sailboat and a rear mounted kitchen area, over the course of six months the exterior of the trailer was fitted with 190SL hindquarters including the rear fenders and custom bumper assembly tailored to fit the back of the trailer. Finished in matching DB 040 Black paint, the combination of the 190SL and teardrop behind it are sure to turn the heads of everyone who sees it.

As completed, the 190SL and Teardrop combo took Best of Show at Germanfest XXVII in 2013 and has been featured in multipage spreads in *Classic Mercedes-Benz* magazine and the Mercedes-Benz Club of America's publication *The Star*.

Replete with an extensive history file going back to 1985 including thorough maintenance and purchase records in addition to complete documentation of the restoration and trailer modification—with photographic documentation of the progress, as well as the original maintenance log, sale brochure, tire gauge, Mercedes-Benz worklight and short wave adapter, copies of magazines in which the car is featured, a box of recent trophies, the Mercedes-Benz Heritage Certificate, a copy of the original build record, and a set of fitted luggage.

There may be other 190SLs out there—but there are certainly few as gorgeously restored as this one and none as spectacularly accompanied by a matching, custom teardrop trailer!
\$150,000 - 200,000

1938 LAGONDA LG6 LIMOUSINE DE VILLE

Coachwork by Thrupp & Maberly

Chassis no. E3048

Engine no. LG6/443/S4

4,453 cc OHV Inline 6-Cylinder Engine

Twin SU Carburetors

140 bhp at 4,800 rpm

4-Speed Manual Transmission

IFS with torsion bars

4-Wheel Drum Brakes

- Long-term history in the US.
- One of only seven experimental LG6 Built.
- Unique Coachwork by Thrupp and Maberly.
- Strikingly Original.

**THE LAGONDA LG6**

“The much improved ‘4½’... comes up to expectations... It is doubtful whether a fast car has ever been made so steady and yet so comfortable. It is almost uncannily easy to take this car round bends at high speeds and at the same time the insulation offered to passengers is of the highest order.” – *The Autocar*, June, 1938.

By the mid-1930s, cars using the proprietary Meadows engine were seen as the way forward for Lagonda. The first of these — the M45, introduced in 1934 — deployed Meadows’ 4.5-liter, twin-plug six to good effect, with saloons being capable of reaching 90mph and tourers the “ton” under favorable conditions. Under the great W.O. Bentley’s technical direction, the big Lagonda became more refined, gaining synchromesh gears, flexible engine mounts and centralized chassis lubrication among many other improvements, including hydraulic brakes.

The ultimate expression of the big, Meadows-engined Lagonda — the LG6 — arrived in 1937 with a new crossflow cylinder head and twin magneto ignition.

Announced at the same time as the Bentley-designed V12, the LG6 used a similar, diagonally cross-braced chassis featuring independent front suspension by means of unequal length wishbones and torsion bars. Two chassis lengths were made (standard and long, those of the six-cylinder cars being longer than the V12’s), and both models came with Lagonda’s own coachwork, designed by the young and hugely talented Frank Feeley. (Feeley would go on to pen the beautiful Aston Martin DB3S). Regardless of the style of body fitted, the LG6 was good for around 100mph, with lighter types capable of considerably more.



THE MOTORCAR OFFERED

This particular Lagonda LG6 is believed to be one of 7 experimental cars built by the Lagonda works in 1937. Of these, it is believed that this was the only long chassis example built. The chassis was dispatched to Thrupp and Maberly and fitted with its current Limousine De Ville body. It was the only LG6 bodied by Thrupp and Maberly and was understood to have been retained by the works. Thus it may well have been a conveyance for Mr. Good, Mr. W.O. Bentley and other notable Lagonda executives

Much of the car's early and wartime history is still very much a mystery, due to the fact that Lagonda's Staines Factory was nearly destroyed by heavy bombing. Imported to the United States in 1949, it passed through a number of owners until it was acquired by a Los Angeles based enthusiast.

This particular keeper chose to mechanically refresh the car with an engine rebuild. The car was then acquired by the current owner and consignor, a well-known collector, who has continued to refresh the car over the last couple of years.

Many LG6s, due to their impressive performance, have been converted into open touring "boy racers" over the years, so it is indeed very rare to find an LG6 De Ville. On recent inspection by a Bonhams specialist, the Lagonda appeared to be in very original condition. The West of England cloth rear upholstery is in good condition and the black paint is sound and appears to be original.

In the current era where preservation often trumps restoration, and originality is a prized asset, this Lagonda represents a superb opportunity to acquire an unmolested LG6. With open or closed front compartment it will be a superb pre-war driving experience. The product of a legendary engineer, it is a Concours/Preservation entrant welcome at multiple venues.

\$80,000 - 120,000
Without Reserve

Former "Boot Legger" car with special equipment

1928 CADILLAC V-8 CONVERTIBLE COUPE

Engine no. 309994

314.5ci Side Valve V-8 Engine

Single Updraft Carburetor

83bhp at 3,00rpm

3-Speed Manual Transmission

Front and Rear Suspension by Semi-Elliptic Leaf Springs

4-Wheel Mechanical Brakes

- Fascinating piece of prohibition history
- Equipped with an elaborate police evading smoke screen
- Desirable convertible coupe coachwork



THE CADILLAC V-8

The place of the V8 Cadillac in automotive history is assured. The Model 51 Cadillac was introduced in September 1914 for the 1915 season, and while there had been other V8 engines before, most had been ephemeral prototypes and only the French De Dion-Bouton company had actually marketed a production V8, starting in 1909.

In America, the Cadillac Company had established a fine reputation for the introduction of the first practical electric starting, lighting and ignition system and for its precision of production ensuring absolute interchangeability of parts – two achievements that had earned it the unique distinction of winning two of the British Royal Automobile Club's Dewar Trophies for technical innovation. Consequently, the company adopted the proud motto "Standard of the World".

But by 1912 the 4-cylinder engine that had served it so well was looking a little outmoded and Cadillac's Wilfred Leland had been considering the choice of the power plant for the company's next new model. Inspired by the De Dion V8 automobile and early V8 aeroengines, he decided to develop a V8 built to his firm's exacting standards.

Preliminary development of a new V8 engine to outclass all of Cadillac's 6-cylinder rivals had started in 1912, when Cadillac bought a De Dion V8 for study purposes and installed a V8 Hall-Scott aeroengine in a car chassis, then built an experimental V8 engine incorporating the best features of both designs. Work to produce a production V8 really got underway in 1914 when the British engineer D. McCall White, formerly with Daimler and Napier, was placed in charge of the project.

Strictest secrecy was observed as a handpicked development team worked to engineer a smooth-running V8 with excellent low-speed torque. It proved to be such an outstanding engine that the V8 layout became the hallmark of Cadillac for decades to come.

Cadillac's imposing Model V63 was the culmination of a series of cars which shared the same basic engine design as the 1914 Type 51. This special model was custom-built by Fisher on a 138 inch wheelbase, on one of just four chassis of this length built in 1924. Color and trim were to the owner's specification and the finish generally was to a significantly higher standard than the shorter chassis-ed standard production models. The technically highly advanced side-valve engine featured the first ever inherently balanced two plane crankshaft ever fitted to a production motor car.



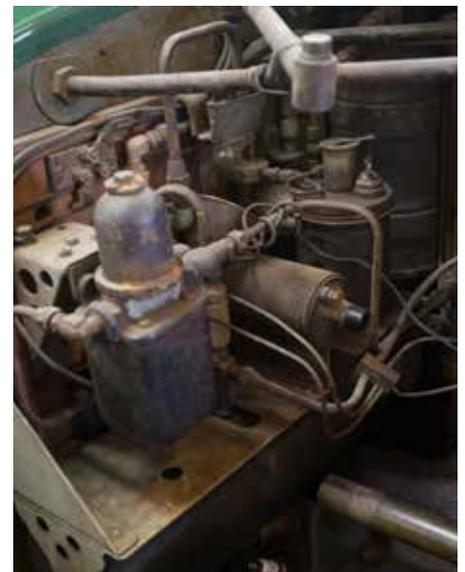
THE MOTORCAR OFFERED

The Prohibition era caused a huge industry of illicit alcohol trafficking. Boot leggers used to run booze across borders doing their best to evade the authorities. The more clever drivers would seek out the best performing cars and modify them to suit their needs. Enter the V-8 Cadillacs, which were well-known for both their power and reliability.

This is an amazing piece of American Prohibition era boot legging history. Equipped with an elaborate smoke screen system on the firewall, the Auto pulse fuel pump injects oil from a reservoir into the exhaust stem to produce a sliding wall of smoke. If the powerful Cadillac could not outrun the police, this smoke screen helped evade capture.

Found in complete condition a little over ten years ago, when discovered the rumble seat had been removed to allow for extra contraband storage. Since this time the car received some cosmetic restoration including a paint job, new top, new upholstery and a re-nickeling to much of the bright work. The chassis and mechanicals have been left in largely original condition as has the smoke screen device.

Perfect for a museum display or a great conversation piece at a show, this Cadillac represents a rare and fascinating piece of history to survive from this notorious era. **\$40,000 - 60,000**



The smoke screen mechanism

1926 PACKARD EIGHT 243 7-PASSENGER TOURING

Chassis no. 200346

Engine no. 210652

357.8ci Straight 8-Cylinder Engine

Single Updraft Carburetor

85bhp at 3,000rpm

3-Speed Manual Transmission

Front & Rear Semi-Elliptic Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- *Long term ownership*
- *Well preserved example*
- *Striking and desirable colors*
- *Large and versatile touring car with Packard reliability*

**THE PACKARD EIGHT 243**

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. Introduced in 1924, Packard's first eight-cylinder car - the Single Eight - was also the company's first to employ four-wheel brakes.

The nine-bearing sidevalve straight-eight engine had a compression ratio of 4.51 to 1 and developed 85bhp at 3,000rpm from 5.9 liters. Even with the average model weighing in at about 4,000 pounds, the engine was able to propel the cars to speeds as high as 80mph. In addition to its power, the engine was praised for its incredible smoothness, which was made possible by a heavy balanced crankshaft and a Lanchester vibration damper. The engine was mounted down low, inside of the frame at four locations to complement its smooth running nature.

The lack of vibration was a huge selling point over the V-8 equipped Cadillac, which suffered vibration issues at 40mph.

With the Single Eight, Packard became a huge proponent of four wheel brakes. Packard was among the first to realize and advocate for the new technology. They had gone through exhaustive testing measures to insure that the system was fit for production. The vice president of distribution went on to explain: "Four wheel brakes permit faster and safer driving speeds and acceleration by offering the factor of more rapid and more effective speed reduction." He would also warn against the use of cheap and inferior systems stating, amongst other things, that "Only good brakes can have a lasting place in the industry".



THE MOTORCAR OFFERED

The Single Eight was so well received that it forced Cadillac to quickly release their V-63 in order to compete.

The Single Eight line-up initially comprised ten models on two wheelbase lengths. In 1926, Single was dropped from the name and the car became known simply as the Eight. With the introduction of custom models in 1926, the Eight range increased dramatically. 'Original Creations by Master Designers' were available through a special custom catalog - the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook and Judkins among others.

Chassis number 200.346 is a stunning seven passenger touring model. The car was first registered in Barcelona, Spain, on May 26th, 1926. It is believed that the car has remained in Spain for all of its existence. In June of 1994, the Eight was purchased by its current and longtime owner. During that same year, the car received a full restoration.

The body is finished in a beautiful 2-tone paint scheme of moss green over black fenders. The standard disc wheels are body colored and look stunning against the white wall balloon tires. The interior is finished in an elegant walnut colored leather, complimented by a woodgrain dash and steering wheel.

For the last 20 plus years, the consignor has lovingly cared for this American beauty, excellently preserving the high quality restoration.

Today the car presents beautifully, commanding a presence even in the most esteemed of company. Few cars can offer top down motoring with such style and grace - even fewer can be enjoyed with six of your closest companions.

\$120,000 - 150,000

1942 FORD GPA AMPHIBIOUS

Chassis no. 3936

Engine no. 3936

134ci Inline 4 cylinder

Single 1-Barrel Carter Carburetor

60bhp at 3,600rpm

3-Speed Manual + 2-Speed Transfer Case

Front and Rear Live-Axle-Leaf Suspension

4-Wheel Drum Brakes

- *The ultimate amphibious vehicle*
- *Highly restored example*
- *Complete with all equipment and accessories*
- *Known history from new*
- *A true piece of American history*



THE 1942 FORD GPA

The Ford GPA, also known as the "Seep" (Sea+Jeep), is a WWII amphibious vehicle that was only built between 1942 and 1943. The concept was developed by Ford and naval architects Sparkman & Stephens Inc., better known for their sailing yachts.

Ford was awarded the contract to manufacture the jeep that could surmount rough terrain and navigate the perilous journey from troop ship to shore. GPAs first saw duty in the amphibious assault at Salerno. Ford would produce fewer than the 12,778 GPAs they contracted to deliver to the Army. Very few have survived.

Its rarity and unique design make the GPA rightly regarded as the holy grail of WWII military vehicles. The GPA's main assignment was to transport soldiers from offshore troop ships past beachhead landings, to limit exposure to hostile shore fire.

The Seep's running gear (the engine, transmission, transfer case, and axles) were all essentially the same as the Ford GPW land jeep, but incorporated an improved 12 volt electronics system, featured a rudder controlled by the steering wheel and unique power take-offs for a propeller, a large bilge pump and a capstan.

Once on the open water, a built-in spray shield keeps waves from washing over the front deck. Mist that makes it above the spray shield is taken care of by a vacuum motor windshield wiper on the driver side, and a manual windshield wiper on the passenger side.

A spare tire and anchor are mounted on the rear deck. Inside, two PTO levers operate the propeller and the bilge pump. Leather seat cushions double as life preservers.

THE MOTORCAR OFFERED

GPA 3936 is believed to be one of fewer than 100 surviving examples worldwide. The GPA was delivered to the army on December 12th 1942. Number 3936 never saw active duty. The Army held the GPA as military surplus until 1954. The operator of a Ford dealership in Kansas was its first civilian owner. The GPA's proud new owner brought the vehicle to his ranch where the family would use it on private property, that included a sizable river. The GPA provided years of enjoyment before it was retired and stored in the basement of the Ford dealership.

After years of searching, in 2003 the consignor was ecstatic to have located the ultimate amphibious vehicle for sale (the GPA).



Having always lusted after an amphibious vehicle but never quite satisfied with the land/sea performance of the more common, readily available options, the consignor jumped at the opportunity.

The GPA had layer upon layer of white, yellow, and blue paint on top of the original olive drab. The body had numerous dings and dents and a few rusty areas, but its most important characteristic was its completeness from bow to stern, including almost all of its original, nearly impossible to source components.

After taking possession of the GPA, the consignor sent the car to American Classic Restorations of Uxbridge, Massachusetts, where it underwent an extensive 5-year restoration.

The extensive research and care that went into the restoration produced one of the world's finest and most correct Ford Jeep GPAs. The GPA is also fitted with a beautifully restored, correct and operating SCR-610 radio transceiver manufactured by Bendix.

Since its museum quality restoration in 2008, the Seep has been lovingly cared for and sparingly used. The Seep has participated in local parades and on several occasions taken to Wallum Lake in Douglas State Forest, MA, for a nice cruise on the water, where the amphibious vehicle really shines. No matter how many times you drive the Seep from land to sea, the absolute feeling of true joy and intoxicating excitement is never diminished.

Accompanying the vehicle are copies of invaluable documents including the maintenance manual, parts manual, patent diagrams, radio installation and operation manuals, and spare parts and pre-restoration photos.

It is rare to find a Ford GPA in any condition, let alone one that has been restored to such a high level. The chance to acquire this piece of American history is not to be missed.

\$150,000 - 190,000

1982 ROLLS-ROYCE CAMARGUE TWO DOOR COUPE

Designed by Pinin Farina

VIN. SCAYG0001BCX0251

6,750cc OHV V8 Engine
 Dual SU Carburetors
 220bhp at 4,000rpm
 3-Speed GM400 Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Two owners from new*
- *Timeless color scheme*
- *Well maintained*
- *Rare Rolls-Royce model*

**THE ROLLS-ROYCE CAMARGUE**

It could be surmised that, if an uninitiated person was asked to guess what they had just seen after having been given a brief glance at a Camargue (Who made it? Who designed it? When was it built? How many did they build?), the answers might come back: Ferrari or Maserati; Michelotti or Bertone; mid-1990s or 2000s; it's a one off. It may surprise even the cognoscenti to know that these stunningly elegant two door Rolls-Royce sport coupes date originally from the mid-1970s, are from the pen of Pininfarina, were a full production car rather than a styling exercise and that the adornment of the Rolls-Royce grille is not a disguise but a confirmation that the car is from that esteemed manufacturer from stem to stern.

With the underpinnings of the contemporary Silver Shadow, the Camargue coupe was strikingly different from any preceding Rolls-Royce model, and closer in concept to the Bentley Continental.

The company's flagship, it used an up-rated version of Rolls' dependable 6,750cc V8 engine. The power output remained undisclosed, in keeping with tradition, although most testers reported a healthy improvement in acceleration above 70mph and a top speed in excess of 120mph. The car also featured Rolls-Royce's advanced split-level air conditioning system which enabled independent temperature control at two levels, something that would later become standard on the Shadow II range.



Original U.S. list prices were approximately \$148,000 making Camargues perilously expensive and in today's money, they would eclipse the cost of almost all new cars. The prohibitive cost, paired with the lengthy production build time, undoubtedly accounted for the modest numbers built; perhaps some of those in the line gave up waiting and chose to take the two Silver Shadows instead, or a handful of other cars? Although in production for 11 years until 1986, some 530 were built.

THE MOTORCAR OFFERED

This rare Camargue Coupé is presented for sale by only its second owner from new. It was acquired in Europe and serviced and maintained for many years in Belgium before its owner brought the car to his residence in the U.S. Since its arrival in this country it has been maintained by the world renowned Carriage House Motor Cars here in Greenwich.

As viewed today, it is reported by its keeper to be a very original example which to his knowledge has been cared for well and never restored, and always properly garaged. It retains its original interior and we understand has not been repainted.

Offered with its original handbooks and tools, this is a very fine example of the breed.

\$45,000 - 55,000



1983 FERRARI 308 GTB QUATTROVALVOLE

VIN. ZFFMA12A6D0041797

Engine no. 00068

2,926cc DOHC V8 Engine
 Bosch K-Jetronic Injection
 232bhp at 7,000rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *The first 308GTB QV produced*
- *One of 56 U.S. examples produced*
- *Iconic color combination*
- *Recent engine-out service*
- *Matching-numbers example*



THE 308 GTB QUATTROVALVOLE

The 308 GTB was the first model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the current 458 Italia. The 308 was introduced in 1975 at the Paris Auto Salon as a replacement to the Dino 246 and marked a shift in Ferrari's production from low volume models and coachbuilt cars to models with much wider market appeal.

Their striking looks, good performance, and relative affordability made the 308 an outstanding success, with 12,004 examples sold over its 10-year production run. The 308 quickly became an icon, partly because of a 308 GTS that was the car of choice on a popular TV show, *Magnum, P.I.*, a choice that inextricably linked the 308 to 1970s and '80s popular culture.

In 1980, in an effort to reduce emissions, the four twin-choke Weber carburetors were replaced with a Bosch K-Jetronic fuel injection system with the introduction of the 308 GTBi. While successful at reducing emissions, this shift dealt a heavy blow to the performance of the 308- reducing the output of the alloy V8 from 237 to 202 horsepower on US versions. Just 2 years later, the 308 GTBi was replaced with the ultimate 308- the Quattrovalvole.

Searching for a way to regain the power lost on the fuel-injected cars while maintaining their lower emissions and smoother power band, Ferrari developed the Quattrovalvole- a revised engine with four valves per cylinder. This new free-breathing V8 developed nearly the same horsepower as the carbureted car with improved power delivery.



THE MOTORCAR OFFERED

This 308 GTB Quattrovalvole, finished in timeless Rosso Corsa paint over tan hides, this example was completed by Ferrari in February of 1983—the first Quattrovalvole-powered 308 produced. One of 748 GTB QVs produced and distributed worldwide, with fewer still for the US market, this rare example found its way to Wisconsin by 1991, where it was carefully maintained for the next 25 years.

In the winter of last year, a major engine-out service was completed by Ferrari specialist Motion Products, Inc in Neenah, Wisconsin. During the major service, the fuel pump, fuel accumulator, fuse box, water pump, and belts were all replaced while the engine, transmission, and coolant system were all drained and refilled.

In addition to the service, all four tires were replaced with new, correct Michelin TRX tires. Receipts from the service total nearly \$10,000.

This car is in wonderful condition cosmetically and mechanically. The vibrant Rosso Corsa paint shines beautifully and the rich leather interior is just as well presented. The fuel-injected engine runs smoothly and the gated shifter clicks through the 5-speed transaxle with aplomb. Offered with service records, along with all of its original tools, books, and jack this Quattrovalvole is a unique opportunity to acquire a rare and excellent example of Ferrari's iconic sports car.

\$80,000 - 115,000



1987 AC COBRA MK IV

Coachwork by by Autokraft Ltd

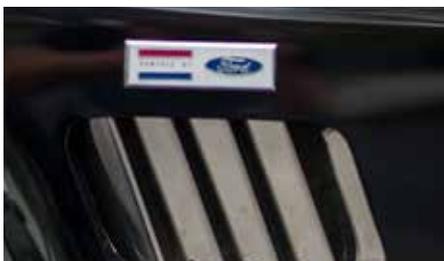
VIN. SA9AK3024HA017230

302ci OHV V8 Engine
 Electronic Fuel Injection
 Approximately 300bhp at 5,000rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Desirable Aluminum-bodied Mk IV Cobra*
- *Low-mileage example in singular ownership for decades*
- *Delivered new to the US as a LHD example*
- *Black over Tan livery from new*

**THE AUTOKRAFT AC COBRA MK IV**

Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texas racing driver Carroll Shelby concocted an unlikely alliance between AC Cars and the Ford Motor Company.



The former's Ace provided the simple twin-tube chassis frame - strengthened and supplied with four-wheel disc brakes for the Cobra - into which was persuaded one of Ford's lightweight, small-block V8s. The 260ci (4.2-liter) prototype first ran in January 1962, with production commencing later that year. Initially exclusively for the USA, Cobras - minus engines - were sent from England to be finished off by Shelby in California, it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished European-specification cars.

After 75 Cobras had been built with the 260ci engine, the more powerful 289ci (4.7-liter) unit was standardized in 1963. Rack-and-pinion steering was the major Mk II up-date; then in 1965 a new, stronger, coil-suspended Mk III chassis was introduced to accommodate Ford's 427ci (7.0-liter) V8 engine.

Wider bodywork, extended wheelarch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra Mk III. Only 1,000-or-so Cobras of all types were built between 1962 and 1967 but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

If not for Brian Angliss, the Cobra story would have ended in 1967. The Autokraft boss had built up a business restoring Cobras and supplying parts, and in the early 1980s acquired the rights to the AC name plus a quantity of jigs and tooling from the old Thames Ditton factory. Keeping the overall style of the Mk III, Autokraft produced the Mk IV, which was appropriately updated to meet current legislation and powered by a 'Federalised' Ford 5.0-liter V8 engine. Around 480 were built before Autokraft folded in 1996, largely due to costs incurred developing its new Ace model.



THE MOTORCAR OFFERED

Listed in Rick Kopec's 'World Registry of Cobras & GT40s' 4th edition, this Autokraft-built AC Cobra Mk IV was completed at the Brooklands-based factory in December of 1987, and equipped with a left hand drive steering arrangement. Just like the original AC Cobras of the 1960s, this car received a lightweight, hand-formed aluminum body, over the ladder-type, fully independent chassis.

The new Mk IV was painted black and trimmed in tan leather. The car was equipped with a 302 cubic inch small-block Ford 'Cobra' V8 engine mated to a 5-Speed transmission, and fitted with Halibrand style wheels and a hood scoop.

The AC Cobra Mk IV was destined for the US-market, where Trenton New Jersey based Ford agency Haldeman took delivery in 1988.

About a year later Haldeman Ford sold the Mk IV to renowned New York-based collector, Herbert Wetanson, with whom the black Roadster would remain until 2015, accumulating less than 4,000 miles. Today the AC Cobra Mk IV remains in highly original and beautifully maintained condition - it is ready to be used on twisty back roads, and offered complete with its weather equipment.

\$130,000 - 160,000



1962 MASERATI 3500 GTI SUPERLEGGERA COUPE

Coachwork by Touring

Chassis no. 101.1978

Engine no. 101.1978

3,485cc DOHC Inline 6-Cylinder Engine

Lucas mechanical fuel injection

235bhp at 5,500rpm

5-Speed Manual Transmission (see text)

Independent Front and Longitudinal Leaf Spring Rear Suspension with Live Axle

Front Disc and Rear Drum Brakes

- *Highly original and great running example*
- *Lovely presentation with nice patina*
- *Complete original Lucas Fuel Injection*
- *Recent mechanical work*

**MASERATI 3500GT**

Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sportscar Championship with the fabulous 450S, both in 1957, the marque's most successful season, Maserati was by that time facing a bleak future. Its parent company's financial difficulties eventually forced a withdrawal from racing and Maserati's survival strategy for the 1960s centered on establishing the company as a producer of road cars.

The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road model built in significant numbers.

A luxury '2+2', the 3500GT drew on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Its designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner.

The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially on carburetors, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking before production ceased in 1964.



THE MOTORCAR OFFERED

This wonderfully original and unmolested 3500GTi is a well-cared for survivor. Still equipped with its rarely seen Lucas fuel injection system, the car runs very well and has recently been serviced.

The attractive argento paint is likely an older respray but the balance of the car appears all original. The rich, black leather interior is very appealing and reflects a carefully maintained car that has not been neglected.

3500GTs continue to gain popularity among collectors and are an excellent value compared to their Ferrari equivalents. Their handsome styling and luxurious appointments make them standout cars of their era.

It is increasingly difficult to find good, original examples like this one. The originality and presentation of this 3500GT makes it stand out from its peers and it is no doubt going to attract attention and admiration where ever it goes.

\$175,000 - 200,000

1937 PACKARD SUPER EIGHT CONVERTIBLE SEDAN

Chassis no. 399089

320ci L-head Inline 8-Cylinder Engine
 Single Stromberg Carburetor
 135bhp at 3,200rpm
 3-Speed Manual Transmission with Overdrive
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- *Recent full restoration*
- *CCCA Full Classic™*
- *Beautiful color combination*
- *Versatile Coachwork*

**THE 1930s PACKARD EIGHT**

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era.

Packard watershed styling of 1932 was a fleeting moment of perfection as industry priorities were changing rapidly. The market was demanding quieter smoother riding cars and drivers were expecting cars with lighter steering and better brakes. Wheels began to shrink – the stately 20" quickly gave way to 17" wheels and fenders gained skirting to hide the empty space of the lost wheels. These mechanical changes came quickly and Packard struggled to adapt the whole cars to these changes.

Up to 1934 the bodies were basically designed for the earlier 1930-32 era cars and the fenders and noses were changed to blend the two. For 1935 a new line of bodies and fenders better embraced the lower frames and smaller wheels.

Packard's choice of radiator shell designs in '35' was not one of their better efforts and the cars failed to deliver the looks one expected from America's premier brand. For 1936 everything came together perfectly. A new beautifully designed nose and wonderfully proportioned bodies mated to fenders with exquisite lines and handsome curved lower edge.



THE MOTORCAR OFFERED

The eight-cylinder Packard was in its 15th series (there was no 13th) by the time this Model 1507 rolled off the Detroit company's production line in 1937. The big news for '37 was the introduction of the 5.2-liter engine on the larger Eight, which now incorporated independent front suspension and hydraulic brakes. All Packards had featured synchromesh transmission since 1933. Now, the radiator was tipped back with a 30 degree slant, giving it a more swept back look.

The Convertible Sedan was one of fifteen options for buyers to choose from, it offered the best of all worlds as either a fully enclosed car, which was by far the norm in the increasingly austere times, but for the sunny days the full top down roaring Twenties look could be accomplished. The cost of this guise came at the princely sum of \$3,350.

A well presented and freshly restored car, it was acquired in this condition by its present owner some years ago. Prior to that it is clear that considerable expense had been expended on a thorough restoration.

It was the condition that appealed to its current owner and it has been used sporadically over the last few years. The normal collector issues of a burgeoning collection and limited space now present an opportunity to acquire a ready to use and/or tour Full Classic™.

\$115,000 - 145,000

1941 FORD MODEL 11A STATION WAGON

Chassis no. 99A-315781

221ci Flathead V-8 Engine
 Single Stromberg Carburetor
 90bhp at 3,800rpm
 3-Speed Manual Gearbox
 Front and Rear Leaf Spring Suspension
 4-Wheel hydraulic Drum Brakes

- *Nicely restored example*
- *The most usable of the prewar woodies*
- *Lovely original woodwork*
- *Good running and driving example*



THE MODEL 11A

The V-8 engine was no novelty when Henry Ford introduced the Ford V-8 in 1932, but never before had such an engine been produced successfully in large numbers and at so low a price.

Styling followed the lines of the superseded Model A, but with an extra 25bhp the newcomer's performance was in an entirely different league. Engine development proceeded at a brisk pace and by 1936 the V-8's initial problems had been overcome and maximum power raised to 85bhp. The original 221ci V-8 was joined by a smaller 136ci 60bhp version from 1936.

While the number of body styles available on the long-running Model T chassis had been relatively limited, the arrival of its Model A successor for 1928 had ushered in an era of much greater variety and choice. New body styles for '29 included a Convertible Cabriolet, a Town Sedan and a wood-bodied Station Wagon, the first of the latter being built on April 25th, 1929.

Nicknamed 'Woody,' the station wagon was not offered during the Ford V-8's - and Ford Model B four's - first year of production in 1932, but this ever-popular rural workhorse was back in the line-up for '33.

The 1941 Fords were substantially improved (read: "bigger") with a wheelbase stretched two inches to 114". A new frame with a larger, deep X-member was stiffer and stronger. At the same time Ford introduced revised body mountings - although they were deliberately less effective on the convertible coupe where the rubber isolation was eliminated in favor of a tighter connection with the body to enhance the frame's stiffness.

There had been Standard and Deluxe V-8s right from the start, the latter, as usual, being distinguished by a higher level of equipment, but from 1938 Ford gave the costlier Deluxe a different, more elaborate frontal styling.



THE MOTORCAR OFFERED

The work of Eugene Gregorie, the Deluxe's more modern look had been adopted across the range by 1944. '41 witnessed the introduction of the Super Deluxe trim line which was distinguished by additional lower grills hugging the center one and further chrome trim, among other changes.

The 'Woody' Station Wagon was one of seven body styles available in the Super Deluxe series that year, when 9,485 of these delightful and charismatic vehicles were made, the smallest production run in the Super Deluxe line-up.

This restored '41 Woody has been in a prominent private collection for close to the last decade. Restored in the early 2000 it presents as a nice driver example in good running order. Attractively finished in a light tan that harmonizes with the rich woodwork, the panel work is straight and the woodwork in fine order.

Inside the fresh dark red upholstery complements nicely with wood slat ceiling. The engine bay is tidy and the truck runs well. Fresh white wall tires finish off the exterior nicely.

This charming example is nicely restored but aged just enough so it can be driven and enjoyed. Always a sought after year for Ford woodies this '41 is ready to be enjoyed on the next sunny day.

\$90,000 - 120,000
Without Reserve

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1912 FLANDERS MODEL S 20 RUNABOUT

Engine no. 68500

154.8ci L-Head Inline 4-cylinder
Single Carburetor
20 ALAM Horsepower
3-Speed Sliding Gear Transmission
Semi-Elliptic Front and Full Elliptic Rear Suspension
Two-wheel mechanical brakes

- Formerly part of the Bill Harrah Collection
- Racy coachwork
- Rarely seen marque
- A desirable tour car



THE FLANDERS

Walter E. Flanders was, by all accounts, one of the best production men in Detroit at the birth of the American automobile industry.

Flanders soon after introduced the Flanders 20. It was a quality car at a reasonable \$750 price.

But while Flanders had production running smoothly the Studebakers weren't moving cars through their network of wagon dealers. Inventory backed up, cash flow dried up and Walter Flanders blew up. In March of 1910 J.P. Morgan, acting on behalf of Studebaker, bought the stock not already owned by Studebaker. The Flanders 20 continued to be built for two more years, then became a Studebaker.

THE MOTORCAR OFFERED

The Flanders 20 was a good performer so it isn't surprising that some were adapted during their lives for more sporting purposes as is the case with this example.

The coachwork has been largely removed leaving only the seating platform and oval bolster tank and tool box on the rear deck. Two bucket seats cup the driver and a passenger securely. On the right side the driver has the benefit of a large wood rim steering wheel with four brass spokes to hold on to; the passenger has only the sides of the seat in what must have been a thrilling ride directly behind the four stub exhausts spitting flame and smoke. The hood and radiator are the original Flanders design.

Under the scant bodywork the engine, chassis and driveline are orderly and usable but aged, which is appropriate because this Flanders was owned in its present configuration by the famed Harrah's Collection and sold in the 1985 Harrah's auction. The "Ex-Harrah's" provenance sets this Flanders apart.

Some 30 years later it is ready to join another collection where it can be retained and used in its present competition configuration or form the basis of a straightforward restoration with new coachwork of the new owner's choice. It is a rare opportunity to acquire an "ex-Harrah's" automobile at reasonable cost.

\$20,000 - 25,000
Without Reserve

1912 K-R-I-T MODEL A ROADSTER

Engine no. 231926

176.7ci L-Head Inline 4-Cylinder
 Single Stromberg Carburetor
 22.5 ALAM hp
 3-speed sliding gear transmission
 4-Wheel Semi-Elliptic Leaf Springs
 Two-wheel mechanical brakes

- Rarely seen marque
- Featured on the hit HBO show Boardwalk Empire
- Sporting, open coachwork
- Many brass accessories

**THE KRIT**

Founded in Detroit in 1910 by Kennett Crittenden, the Krit Motor Car Company of Detroit set about manufacturing a modestly priced full featured automobile. At \$800-\$1,000 the Krit offered an engine as big as a Model T, a little more calculated horsepower and a 3-speed sliding gear transmission. Modestly successful, its two main markets suffered setbacks with bad crops in the American west in 1913 and the onset of the First World War in Europe in 1914.

At the beginning of 1915 Krit failed, its trademark despite being chosen "to ensure favor of auspicious gods" having failed to protect it from adverse events. That trademark is, today, the most noted Krit feature, a swastika set on a field of white with each arm flanked by the letters of the marque's name and surrounded by a red circle. The fact that Krit's logo was created long before the post-WWI appearance of National Socialists in Germany and that the swastika has origins attributed to early Native Americans is sometimes lost in speculation.

THE MOTORCAR OFFERED

This 1912 K-R-I-T (the way the name was presented through 1912 before being simplified to just Krit) is a handsome older restoration that has a signal television drama history, having been featured in the HBO spectacular *Boardwalk Empire*. The right frame rails still have lifting eyes welded to them to facilitate placing it for the cameras.

Aside from its screen history it also is an attractively presented example with a firewall mounted Solar acetylene spotlight, Solar acetylene headlight, E&J kerosene sidelights, body color wood spoke wheels and 30x3½ tires. Presented in bright yellow with black upholstery, it has a cylindrical bolster fuel tank, dual rear mounted spares with detachable rims and a rear deck tool box, built to television car standards. The engine is dry and orderly.

It should be an acceptable performer with its 22.5hp engine and 3-speed sliding gear transmission and can brag of its brief claim to screen fame in one of the most popular made-for-television series ever, *Boardwalk Empire*.

\$20,000 - 25,000
Without Reserve



1913 CAR NATION MODEL C ROADSTER

Chassis no. 649

134ci Inline 4-cylinder
Single carburetor
18 ALAM hp
3-speed transmission
2-wheel drum brakes

- *One of only two known surviving examples*
- *Documented back to the 1950s*
- *Twice participated in the Glidden Tour—1957 and 1959*
- *Beautifully patinaed, 60 year old restoration*
- *Eligible of many desirable tours and events*



THE CAR-NATION

With 134 cubic inches, 18 horsepower a 3-speed sliding gear transmission and a 104 inch wheelbase the Detroit-built Car Nation filled a niche between cycle cars and full size automobiles like Ford's Model T.

The Car-Nation's \$500 price also fitted neatly below the Model T at the time, although Ford's economies of scale would soon whittle down the difference until it disappeared. Soon Car-Nation, too, disappeared.

While it survived, however, the Car-Nation was a sporty and practical automobile. It had features shared with its larger counterparts and room for four in its touring body configuration.

THE MOTORCAR OFFERED

Today it is believed there are only two Car-Nation Model C Roadsters in existence and this one has led a charmed life. It was discovered in Maine and purchased on July 20, 1954, then shipped by rail to its new owner who performed a complete restoration. Over the next decade or so it was used extensively including the 1957 AACA Annual Fall Meet. It was awarded an early AACA National First Prize and participated at least twice, in 1957 and 1959, in the Glidden Tour. It then spent many years on display in a well known auto museum from which it was purchased a few years ago.

Finished in chartreuse green with black fenders, black leatherette upholstery and a beige cloth top, it is well equipped with red wire wheels, acetylene headlights, spare wheel and tire and a period Westclox watch on the dashboard. The brass-spoked steering wheel is a quality touch.

It is accompanied by a thorough documentation package relating to its 1954 acquisition, shipping documents and photos of the restoration process. There also are original Car-Nation sales brochures.

The restoration is now over half a century old but looks better than its age would suggest. There are some rusty corners and edges, but the paint is decent, the brass is polished, the upholstery is very good and the top is sound. The engine compartment is orderly and complete.

A Car-Nation will stimulate conversations wherever it appears, introducing onlookers to a marque few if any have heard of. As this Car-Nation's history attests with its Glidden Tour history it should also prove to be a satisfying tour and event car, a welcome entrant with an intriguing story to tell as well as one of only two known to survive.

\$35,000 - 40,000
Without Reserve

1914 WARRICK 6HP TRI-CAR MOTOR CARRIER

Chassis no. 641

Engine no. 641

723cc Air Cooled Single-Cylinder Engine

5-6 RAC hp

2-Speed Gearbox

Semi-Elliptic Leaf Spring Suspension

Rear Wheel Brake

- Formerly in the Peter Black Museum
- Ex-Sam Garrett
- Complete with period accessories
- Well documented with exceptional provenance



THE WARRICK

In 1877 John Warrick & Co. Ltd. of Reading transitioned from gunsmithing to selling Pitt tricycle box carriers, eventually in 1910 taking over the Pitt works and establishing the Warrick Cycle Carriers at Pitt's "Monarch Works" on Caversham Road.

The year following John Warrick's acquisition of the Monarch Works the company introduced its first powered Motor Carriers. A vigorous competition with Autocarriers ensued with AC eventually largely ceding the box carrier market to Warrick.

Produced from 1910 through 1925, Warrick's powered box carriers were notably successful in meeting the need for businesses and tradesmen to serve their largely local clientele. In fifteen years' production Warrick built some 2,000 Motor Carriers and their hire business continued with bicycles and commercial tri-cars well into the second half of the 20th century, a strong indication of its success.

THE MOTORCAR OFFERED

This 1914 Warrick Motor Carrier is an early example. Its proprietary single cylinder 723cc engine is rated 5-6 horsepower. Tiller steered with hand-operated throttle and choke, a pedal actuates the clutch in the rear wheel hub. The two gears are selected by a separate lever above the tiller. Braking also is in the rear wheel hub. The engine has a flywheel on each end of its crankshaft and two small cast cooling fans are driven by a friction wheel off each flywheel's outer rim. The frame is suspended on leaf springs, semi-elliptical at the front under the load area and quarter elliptical at the rear with a parallel torque arm on the left side.

This Warrick is configured as a "milk float" with a pivoting milk can and associated containers and accessories. Equipment includes cowl-mounted acetylene lights, Bosch magneto and Miller kerosene taillight.

Unusually, it still has its British log book showing only three owners in the U.K. since 1921 and was for many years part of the Peter Black collection in the U.K. Subsequently it formed part of the Sam Garrett collection in the U.S. It has been dated as a 1914 by the Veteran Car Club and was featured in a 1967 article in *Veteran & Vintage* magazine.

Distinctively liveried in yellow with black tiger stripes, it can't be missed in any setting. It is eligible for many desirable events due to its dating. Its restoration fully deserves the description sympathetic and in all likelihood it has never been apart, preserving its originality and the charm and simplicity of a time when you knew your milkman, and probably his cow.
\$25,000 - 30,000
Without Reserve

1915 FORD MODEL T RUNABOUT

Chassis no. 714840

177ci L-Head Inline 4-Cylinder Engine
 Single Holley Carburetor
 22.5bhp
 2-Speed Epicyclic Transmission
 4-Wheel Transverse Leaf Spring Suspension
 Rear Wheel Mechanical Brakes

- *A fine example of a rare, Brass-era T*
- *Many desirable period accessories*
- *Wonderfully restored*
- *Finished in the always popular Black over Black color scheme*
- *The sportiest example of the car that put America on wheels*



THE FORD MODEL T

Henry Ford's Model T needs no introduction beyond the simple reminder that revolutionized travel throughout the United States and the world.

Despite insisting upon keeping the Model T in production until long after competing makes surpassed it in style, performance, equipment and comfort Henry Ford never stopped improving it. Evolution was continuous throughout its eighteen years in production and this 1915 Model T Runabout may be one of the most desirable examples.

Production increased at a staggering rate, from just over 200,000 in 1914 to over 300,000 in 1915 and nearly half a million in 1916. In parallel a vast organization developed building accessories for the Model T.

The 1915-1916 Model Ts were the end of the easily identifiable early series cars with brass radiators and trim, but they were the first to feature a sloping cowl replacing the flat wood firewall of earlier Ts.

The steel framed windshield now was upright. Headlights were electric. The rear axle, heretofore a source of trouble, was strengthened. It makes the 1915-16 Model T the most charismatic of the middle and late years of its growing dominance.

THE MOTORCAR OFFERED

This example is exceptionally well restored and equipped including the now-standard electric headlights, E&J Ford script sidelights and taillight, accessory brass rear view mirror, dual spares on the left running board and black wood spoke wheels. It is fitted with Hassler "Shock Absorber" auxiliary springs, a common accessory produced in the millions to damp the transverse leaf springs' action.

Finished in black, Ford's standard color since 1914, adopted to speed drying of its paint in the vast quantities required by the rapidly increasing production, it has matching black upholstery and a black leatherette top. The engine and chassis are fully restored to high standards of accuracy and presentation.

Resplendent in its brass radiator and trim, it is ready to drive proudly around town, tour or display with confidence. It needs no introduction.

\$25,000 - 30,000
Without Reserve

1928 JOWETT 7/17 SPORTS

Chassis no. 823147

Engine no. 823147

907cc Water-Cooled Opposed 2-Cylinder Engine

17bhp

3-Speed Sliding Gear Transmission

Live Axles with Semi-Elliptical Leaf Springs

Mechanical Rear Wheel Brakes

- *Ex-John Moir Collection*
- *Accepted by British Veteran Sports Car Club to participate in VSCC trials*
- *Rarely seen in the U.S.*
- *Lovely older restoration*
- *An exciting British oddity*



THE JOWETT

The Jowett brothers, Ben and William, first built engines for motorcycles. In 1910 they began to build a completely Jowett-engineered light car using a proprietary L-head opposed twin engine .

While cataloged as a "7" the 907cc Jowett twin made some 17 brake horsepower. The Jowett brothers insisted upon rigorous testing and development before releasing their lightweight cars to the public, reportedly accumulating some 25,000 miles of it prior to shipping their first automobile, something that at the time was nearly unprecedented.

The Jowett 7 remained in production until it was succeeded in 1936 by the Eight, a 936cc opposed twin, and the Ten, an 1,166cc opposed four. Over 11,000 examples of the 7 are believed to have been built, including in 1928 a limited run of 15 Sports models with narrow aluminum bodywork that competed at legendary venues like Brooklands.

THE MOTORCAR OFFERED

This 1928 Jowett 7/17 Sports was originally built as a tourer and rebodied in the 1970's with an accurate reproduction of the 1928 Sports Racer coachwork built by John Stuart Box using mostly original Jowett parts. It has been accepted by the British Veteran Sports Car Club to participate in VSCC trials.

Fitted with fenders for road use, its right hand drive body is finished in light green with green upholstery and is equipped with body color cast 10-spoke wheels, rear wheel brakes, friction shocks, windscreen with wiper, taillights and Lucas cowl-mounted electric headlights.

After its completion in the 1970's it was regularly used for the next two decades, then restored. During the restoration the engine was rebuilt using the original standard pistons and bearings, substantiating the quality and durability which the Jowett brothers had incorporated into their original design. Its prior owner was well known collector John Moir who thoroughly enjoyed his Jowett on the road and in historic hillclimbs.

Believed to be the only prewar Jowett in the United States, it is a sparkling little car with surprising performance that will not only hold its own in VSCCA events but also proudly occupy the only space in a car show set aside for prewar Jowetts.

\$40,000 - 45,000
Without Reserve

1926 CHRYSLER G-70 ROADSTER

Engine no. H126321

219ci L-head Inline 6-Cylinder Engine
 Single Carburetor
 68bhp at 3,000rpm
 3-Speed Sliding Gear Transmission
 4-Wheel Semi-Elliptic Leaf Spring Suspension
 4-Wheel External Contracting Hydraulic Drum Brakes

- *CCCA Full Classic™*
- *Well accessorized*
- *Chrysler's most sporting model in 1926*
- *Well preserved, older restoration*

**THE CHRYSLER G-70**

When Walter P. Chrysler, flush with cash from his buyout from Buick and fees for turning around Willys Corporation, finally set out to build his own automobile it was the six-cylinder Model B that formed the basis of what became Chrysler Corporation.

Designed by the dream engineering team of Fred Zeder, Owen Skelton and Carl Breer and backed by Chrysler and his Wall Street partners the Chrysler six had a high compression cylinder head and delivered 68 brake horsepower at 3,000 rpm.

Conventional in layout with a C-section steel frame, live axles and semi-elliptical leaf springs, Chrysler was quick to adopt hydraulic four-wheel drum brakes, sophistication that was remarkable for 1924.

Despite the company's engineering orientation Chrysler avoided Henry Leland's mistake when starting Lincoln, quality materials and engineering smothered in stodgy coachwork. Chrysler's cars were sleek, well proportioned and attractive. They also were successful from their inception. Production ramped up quickly until in 1926 Chrysler built over 72,000 of that year's G-70 model in addition to 81,000 of the Maxwell-based 4-cylinder F-58 and 9,100 of the new long wheelbase E-80 six.



THE MOTORCAR OFFERED

This 1926 G-70 Roadster illustrates the pleasing design and mechanical appeal of Chrysler's early models. Finished in light yellow above light green body sides with black fenders, running boards and frame skirts, it is upholstered in brown leather with a tan cloth folding top. The Roadster body has a rumble seat, golf bag door, rear-mounted spare, varnished wood spoke wheels, wide whitewall tires and a top hinged opening windshield.

It is attractively accessorized with a single tube front bumper, matching split tube rear bumpers flanking the spare and an S&M center-mounted fog lamp. Chrysler went through a headlight evolution during 1926, from drum headlights early in the year to painted bullet headlights later.

An owner of this G-70 Roadster has obviated the confusion by fitting a pair of distinctive, streamlined E&J Model 20 bullet headlights that accent the jaunty roadster body style.

This Chrysler bears a 1975 CCCA Grand Classic plaque and its present well-preserved older restoration is consistent with completion around that time. Paint, chrome, upholstery and the varnished wheels are sound and attractive. The top is somewhat aged and the engine and chassis evidence some road use consistent with the age of the restoration. It is a handsome, well-built automobile that occupies an important place in the history of the American automobile industry that helped put Chrysler on the road to becoming one of Detroit's "Big Three" and offers an attractive combination of quality, history, performance and usability.

\$45,000 - 55,000
Without Reserve

1932 DESOTO SC DELUXE CONVERTIBLE COUPE

Engine no. SC 20504

218ci L-Head Inline 6-Cylinder Engine

Single Carburetor

75bhp at 3,400rpm

3-Speed Selective Shift Constant Mesh Transmission with Freewheeling

Live Axles with Semi-Elliptical Leaf Springs and Lovejoy Shock Absorbers

4-Wheel Hydraulic Drum Brakes

- *Equipped with virtually every available option*
- *Beautifully maintained older restoration*
- *One of only 845 produced*
- *Perfect for summer tours*



THE DESOTO SC

DeSoto's place in the Chrysler model lineup was clear when it was conceived, fitting snugly into the price gap between Plymouth and Chrysler. Re-positioned into a new niche between Plymouth and the well-established and highly regarded Dodge, DeSoto struggled to find its place.

DeSoto's searching for a recognizable image led to the car offered here, a 1932 SC Deluxe Six with styling features and design that are among the very best of the early Thirties. Its slightly raked rounded radiator grille shell echoed the then-dominant Miller race cars with style that no other middle-market Detroit automobile offered at the time. Bodies had continuous fenders and running boards and its mechanical features included hydraulic drum brakes and a 3-speed constant mesh transmission. The 218 cubic inch six delivered 75 highly competitive brake horsepower.

A Deluxe package added chrome bumpers, dual windshield wipers, dual trumpet horns, dual taillights, safety glass, adjustable seat and a cigar lighter.

THE MOTORCAR OFFERED

This 1932 DeSoto SC Deluxe has it all, even the additional option of a chrome plated radiator grille shell, freewheeling, Twilite headlights, heater and a Philco radio. It left little or nothing unchecked on the options list.

Finished in yellow with brown fenders and beltline accent, brown upholstery and a tan cloth top with brown binding, it has a 1984 La Cercle Concours plaque which probably dates from shortly after its restoration. It has been sympathetically maintained in exceptional condition since then and the restoration's quality is apparent in how well it has held up. Even the dashboard, instrument panel and gauges are in very good condition.

Only some 845 DeSoto SC Convertibles were built in 1932, even fewer of them with the Deluxe package and additional accessories and options carried by this outstanding example. Its colors are still bright and clear, with very good upholstery, chrome and top.

DeSoto may have searched for a place within Chrysler's model lineup after the Dodge acquisition but this attractive, sporting and exceptionally lavishly equipped '32 SC Convertible Coupe will never have to search for a place among its contemporaries.

It is beautiful, enjoyable and exceptionally rare.

\$45,000 - 55,000
Without Reserve

1933 FORD SERIES 46 PANEL DELIVERY

Chassis no. B5186051

201ci L-Head Inline 4-Cylinder
 Single Zenith Carburetor
 50bhp at 2,800rpm
 3-Speed Selective Shift Manual Transmission
 Live Axles with Transverse Leaf Springs
 4-Wheel Mechanical Drum Brakes

- Restored to better than new condition
- One of the rarest of all '33 Fords
- Ideal for business promotion or
- As a collection support vehicle



THE FORD MODEL B

Henry Ford mightily resisted the idea that his new V-8 engine might supplant the steady, reliable four-cylinder of the Model T and Model A. Similarly, trucks were an afterthought at Ford who largely left trucks to aftermarket converters like Graham.

In 1933 the Model B four-cylinder, now designated the Model 46, was very much a factor. Its proven reliability commended itself to commercial operators particularly. They didn't need the V-8's added complexity, or its fifteen more horsepower. The four's torque and simplicity were sufficient for their needs.

Ford's lack of interest in commercial vehicles is evident in 1932's production numbers: Model B automobiles were produced in Ford-like numbers, 75,945. Panel deliveries like the example offered here were 0.51% of that total, and included both V-8 and Model Bs, just 392 recorded examples. It's a total that makes them, by a wide margin, the most rare of all 1932 Ford factory body styles.

THE MOTORCAR OFFERED

This 1933 Series 46 Panel Delivery has been restored to high standards with exceptional paint, upholstery and trim. It is finished in attractive dark red with black fenders, yellow wire wheels and olive velour upholstery. Its configuration is Ford's Standard with gracefully raked black radiator grille shell, single sidemounted spare, black headlight shells and no cowl lights but it has Deluxe chrome bumpers. Yellow wire wheels wear whitewall tires.

The body sides are meticulously painted with a stylized "Sunset Manor, Frontenac, Kansas" legend. The gauge faces are clear and sharp. The engine compartment is tidy but showing some age, as are the frame and chassis. The passenger's side window is cracked; the cargo compartment varnished wood side strips are crisp and sharp.

Practical but also stylish and exceedingly rare, this 1933 Ford Series 46 needs little to be show-ready and will be a charismatic support vehicle for a vintage race team or the emblem of a classic business.

\$40,000 - 45,000
Without Reserve

1941 CHRYSLER NEW YORKER CONVERTIBLE COUPE

Chassis no. 3541040

Engine no. C309144

324ci L-Head Inline Eight

Single Stromberg 2-Barrel Carburetor

137bhp at 3,400rpm

3-Speed Fluid Drive Transmission

Coil Spring Independent Front and Semi-Elliptic Spring

Rear Suspension with Live Rear Axle

4-wheel hydraulic drum brakes

- *A quality older restoration to high standards*
- *Lovingly preserved in several important collections*
- *One of only 1,295 New Yorker convertibles built for 1941*
- *Fully equipped with options and accessories*
- *Subtle, attractive colors*



THE CHRYSLER NEW YORKER

DeSoto's place in the Chrysler model lineup was clear when it was conceived, fitting snugly into the price gap between Plymouth and Chrysler. The low-priced four-cylinder Plymouth had debuted as a 1928 model; DeSoto followed as a 1929. DeSoto was immediately successful, complementing Plymouth and Chrysler and selling an unprecedented 81,000 cars in its first calendar year on the market.

It was equally as immediately overshadowed by Chrysler's acquisition of Dodge from its New York investment bank owners.

Re-positioned into a new niche between Plymouth and the well-established and highly regarded Dodge, DeSoto struggled to find its place until ultimately there was none for it although as a value proposition it survived until 1960.

DeSoto's searching for a recognizable image led to the car offered here, a 1932 SC Deluxe Six with styling features and design that are among the very best of the early Thirties. Its slightly raked rounded radiator grille shell echoed the then-dominant Miller race cars with style that no other middle-market Detroit automobile offered at the time.

Bodies had continuous fenders and running boards and its mechanical features included hydraulic drum brakes and a 3-speed constant mesh transmission. The 218 cubic inch six delivered 75 highly competitive brake horsepower.

A Deluxe package added chrome bumpers, dual windshield wipers, dual trumpet horns, dual taillights, safety glass, adjustable seat and a cigar lighter.





THE MOTORCAR OFFERED

This 1941 Chrysler New Yorker convertible coupe benefits from a quality older restoration and history over the past two decades of careful preservation in three major collections in succession. It is finished in Heather Green, one of nine different green hues offered by Chrysler in 1941, with two-tone interior in tan and beige and a tan cloth top.

In addition to the standard Spitfire 8 engine and 3-speed Fluid Drive transmission, it is impressively equipped with a pushbutton AM radio, rear fender skirts, body color wheels with hubcaps and trim rings, wide whitewall tires, fog lights, backup light, dual remote spotlights, a heater, rear fender gravel guards, bumper overriders and turn signals.

Its condition is exceptional as would be expected from its post-restoration history in major collections. The odometer shows under 100 miles and the car's condition suggests this is probably all it has covered since the restoration was completed.

The Heather Green color, which doesn't exactly jump off the color chip page, in the end turns out to be particularly attractive and fitting on the New Yorker itself, lending a subtlety that complements the body's lines. It isn't flashy, but it is elegant, and the same can be said of Chrysler's 1941 New Yorker Convertible Coupe.

Only some 845 DeSoto SC Convertibles were built in 1932, even fewer of them with the Deluxe package and additional accessories and options carried by this outstanding example. Its colors are still bright and clear, with very good upholstery, chrome and top.

DeSoto may have searched for a place within Chrysler's model lineup after the Dodge acquisition but this attractive, sporting and exceptionally lavishly equipped '32 SC Convertible Coupe will never have to search for a place among its contemporaries.

\$65,000-75,000
Without Reserve

1948 NASH AMBASSADOR CUSTOM CONVERTIBLE

Chassis no. R491581

235ci OHV Inline 6-Cylinder Engine
 Single Carter 1-Barrel Carburetor
 112bhp at 3,400 rpm
 3-Speed Manual Transmission with Overdrive
 Coil Spring Independent Front Suspension, Semi-Elliptical Leaf Spring Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- *The last year Nash built a convertible*
- *The only post-war Nash droptop*
- *One of only 1,000 convertibles built*
- *Meticulously restored and preserved in nearly show quality condition*
- *Thoroughly equipped including overdrive and power top*



THE NASH AMBASSADOR

1948 is an important year in the history of Nash, marking the final year before Nash became the first American auto maker to commit to full line production of unit body automobiles. It also is the last year that Nash built a convertible. The early postwar Nashes were solid, quality automobiles which, along with a still tight postwar new car market, propelled Nash to an equally solid tenth place among U.S. marques.

Styling and design also distinguished the '48 Nash, particularly the top of the line Ambassador Custom. Built on a 121 inch wheelbase they were roomy automobiles distinguished by tasteful, modern design details like the full width horizontal bar grille, rectangular parking lights in the front fender catwalks, doors that dropped to the bottom of the body sills, rear fender chrome gravel shields, thin chrome bumpers and raked vee windshield.



The horizontal bar motif continued to the dashboard, with two round combination gauges for fuel level, temperature, oil pressure and generator performance flanking a large gold-faced round speedometer and a similarly designed clock in the glove box door. The radio grille sat within a white plastic frame complementing the white plastic 2-spoke steering wheel with an amber center.



THE MOTORCAR OFFERED

This 1948 Nash Ambassador Custom Convertible is finished in Nash's Avon Green with green leather upholstery and a tan cloth power operated top. The 112 brake horsepower 235 cubic inch overhead valve six cylinder engine drives a 3-speed column shifted manual transmission with optional overdrive for comfortable highway driving and better fuel mileage. Other features include Custom trim, body color wheels with hubcaps and trim rings, wide whitewall tires, turn signals, radio, Weather Eye heater, windshield washers and a remote spotlight on the driver's side.

The restoration is over ten years old but has held up very well with consistent good maintenance and little use. The chrome is very good and the upholstery shows only the slightest evidence of use.

The underbody was restored to showroom condition and easily could be brought back to that condition again.

This is a rare automobile, emblematic of the quality engineering, design and manufacture championed by Charles Nash, George Mason and George Romney. It has been restored and maintained consistent with those standards and this may be the finest 1948 Nash Ambassador Custom convertible extant, a car that will be proudly owned, driven and shown.

**\$100,000 - 115,000
Without Reserve**



1950 CROSLLEY HOT SHOT ROADSTER

Chassis no. WN5400193351

44 cubic inch single overhead camshaft inline four-cylinder
 Tillotson 1-barrel carburetor
 26bhp at 5,400 rpm
 3-speed manual transmission
 Live axle suspension with semi-elliptical leaf springs
 4-wheel hydraulic brakes

- *One of the cutest automobiles ever built*
- *Capable of over 70mph when stripped down*
- *A Hot Shot won the first endurance race at Sebring in 1950*
- *Restored to very good cosmetic and mechanical condition*



THE CROSLLEY HOT SHOT

Powel Crosley believed in small cars. He tried to build and market a cyclecar in the early 1900's, but the cyclecar market was decimated by the arrival of the Model T.

Having made a fortune in radios he took the small car idea up again in the late 30's with a tiny 2-cylinder air cooled car. War production intervened when Crosley built vast quantities of a 44 cubic inch 4-cylinder for military auxiliary power.

Built with a copper brazed sheet metal water jacket the little engine was powerful for its size and light weight. What could be more logical than putting the "COBRA" (as it was known) engine in Crosley's little car, which was exactly what Crosley did when he was allowed to re-enter production in 1945.

Crosley claimed 26.5 brake horsepower from the little four, with the same output from the later revised cast iron block "CIBA" engine. Tuners talked of 70+ horsepower with 11 or 12:1 compression ratios and alcohol injection to counter knock. To promote its performance Crosley introduced the Hot Shot roadster. Simple and light, even doors on the Hot Shot were optional. The Hot Shot outclassed MG TCs

In 1950 Victor Sharpe, Jr. of Tampa, Florida entered a Crosley Hot Shot Roadster in the inaugural Sam Collier Memorial Sebring Grand Prix of Endurance driven by Fritz Koster and Ralph Deshon. Sebring that year was contested on an index of performance formula where speed was balanced by efficiency. The little Hot Shot, although it was lapped nineteen times by the second place Ferrari 166 of Jim Kimberly and Marshall Lewis, took the trophy, demonstrating the Crosley's combination of performance and economy.

THE MOTORCAR OFFERED

This little 1950 Crosley Hot Shot Roadster is cherry red with tan vinyl upholstery. It is the basic Hot Shot without doors but with bumpers, rear deck mounted spare wheel and tire, flat windshield and top bows. Blackwall tires ride on body color steel wheels with hubcaps. It has been restored to very good standards some years ago and has been carefully maintained since then with little use.

The engine compartment is neat and orderly, showing little evidence of age and even less of use. Paint, chrome and upholstery are extremely good. It is a real car, built in Crosley's factory, with an honorable heritage and a cheeky presentation that, even in a field full of mini and micro cars, will hold its own in no uncertain terms.

\$20,000 - 25,000
Without Reserve

1955 SUNBEAM ALPINE ROADSTER

Chassis no. A3502014

Engine no. LRX10359

2,267cc OHV Inline 4-Cylinder Engine

Stromberg Downdraft Carburetor

80bhp at 4,200rpm

4-Speed Column Shifted Manual Gearbox

Coil Spring Independent Front Suspension, Leaf Spring Live Axle Rear Suspension

4-Wheel Drum Brakes

- *Revival of a famous model and history*
- *Sporting performance with luxury*
- *100mph performance*
- *Sleek two-seat design*



THE SUNBEAM ALPINE

In the long record of tangled automobile company histories, perhaps none is more tangled, nor more long-lived, than Sunbeam.

Sunbeam began automobile manufacturing by assembling French Berliet automobiles in England. Its most notable success came under the guidance of a French engineer, Louis Coatalen. After the First World War it merged with Talbot-Darracq, itself the combination of the French Clément-Talbot and Paris-based but British owned Darracq. Clément-Talbot was named for its French inventor and its British importer, the Earl of Shrewsbury and Talbot.

This convoluted design/manufacturing/sales structure finally collapsed and in 1934 was acquired by the Rootes brothers where Sunbeam and British Talbot joined Hillman and Humber, eventually selling rebadged Rootes Group cars under the hyphenated Sunbeam-Talbot name.

Post-war Rootes introduced the Sunbeam-Talbot 90, an upscale Humber Hawk, and proceeded to score some success in international rallying including a second place finish in the Monte Carlo in 1951 driven by a young Brit named Stirling Moss. This success induced Rootes in 1953 to rebody the 90 saloon as a 2-seat open roadster and name it Alpine. In 1955 Talbot was officially dropped from the marque name.

The Alpine was attractive enough to win an important supporting role in Alfred Hitchcock's 1955 movie *To Catch a Thief*, appearing with Cary Grant and Grace Kelly in a memorable driving scene along the Riviera.

The confused history of Sunbeam is evident in the 1955 Sunbeam Alpine Roadster offered here. Its hood top badge prominently reads "Sunbeam-Talbot". Word of the name change apparently had not reached the assembly line soon enough.

THE MOTORCAR OFFERED

This Sunbeam Alpine Roadster is liveried to match the *To Catch a Thief* car in light blue with beige leather upholstery piped in light blue and a beige cloth top with dark blue binding. It has a tachometer in the dash, mirrors on the fenders, banjo spoke steering wheel (like the one capably handled by Grace Kelly on screen), blue steel wheels with hubcaps, trim rings and 5.50-16 bias ply whitewall tires.

It had a competent restoration some time in the past and the paint, chrome and interior are still good. The chassis and underbody have been restored without being disassembled and the engine compartment is clean and orderly but also showing the restoration's age.

This is a dramatic, sound, usable car that can be used as is while also benefiting from cosmetic attention and detailing. It isn't the movie car, but it comes with a movie poster.
\$45,000 - 55,000
Without Reserve

1956 VOLKSWAGEN GLITTER BUG SPORTSMAN PICKUP

Chassis no. 1094280

1192cc overhead valve opposed 4-cylinder air cooled engine
Solex carburetor
36 horsepower at 3,700 rpm
4-speed manual transaxle
Four wheel torsion bar independent suspension
Four-wheel hydraulic drum brakes

- *A specialist dune buggy*
- *Pickup style rear bed for hauling or camping*
- *Largely original and unrestored*
- *A most groovy addition to any collection*



THE GLITTER BUG

Starting with the Meyers Manx in the early Sixties the dune buggy craze took off in America.

Bruce Meyers' original concept was simple: take a Volkswagen Beetle, throw away the body leaving the floor pan which contained virtually all the components needed to make it run and drive, shorten the wheelbase and install a simple, one piece fiberglass 2-seat body.

Meyers named it "Manx" for its stubby tail with the engine exposed, like the breed of cat. Even the buggy's stance, low at the front and high at the rear, emulated its feline namesake.

Used up Beetles were abundant in California and the surf culture was at its peak in the Sixties. The dune buggy epitomized the California lifestyle.

The concept was so simple, and so inviting, that it spread quickly. It took only a Sawzall, some wrenches, a tape measure, a simple one-piece mold and some cloth and resin to become a dune buggy builder.

Bill Harkey in inland San Fernando was one who advanced the concept with his Glitter Bug in 1966. His Glitter Bug started out by widening the front and rear fenders to keep dirt, dust and rocks from pelting occupants. His later Glitter Bug Sportsman Pickup kept the Beetle's stock wheelbase, using the added length for a pickup-style bed that would accommodate rear seats or carry a weekend's camping equipment. It even had a tailgate and its flared rear fenders were even more protective.

THE MOTORCAR OFFERED

This Glitter Bug is based on a '56 Volkswagen and is molded in bright orange metalflake gelcoat with black highback seats, a roll bar and full windshield. It has bed side rails, nerf bar bumpers, Keystone 5-spoke alloy wheels, F70-14 Firestone gold line tires, front fender mounted mirrors, VW instrumentation and chrome headlights.

It appears to be pretty much as built in the past with a well used Volkswagen floor pan, suspension and engine. The Glitter Bug body, however, is well preserved and the metalflake still glows vividly. It stands tall on its 14" wheels and 70-series tires, ready to take on pretty much any off-road adventure.

This Glitter Bug is a combination of utility, practicality, flare and fun that is hard to equal. It invites adventure on the road or through the dunes.

\$15,000 - 20,000
Without Reserve

1959 EDSEL CORSAIR CONVERTIBLE

Chassis no. W9UR712456

361ci OHV V-8 Engine
 4-Barrel Carburetor
 303bhp at 4,600rpm
 3-Speed Automatic Transmission
 Coil Spring Independent Front Suspension, Semi-Elliptic
 Leaf Spring Live Axle Rear Suspension
 4-Wheel Power Drum Brakes

- One of only 1,343 Edsel convertibles built for 1959
- 361 cubic inch "Super Express" engine
- Ideal for restoration or as a family weekend driver
- One of the milestones of American car history



THE EDSEL CORSAIR

The story of the Edsel is well known and still serves as a lesson in product planning gone awry.

The original concept was simple enough, to build a distinctive marque that would fill the aspirational progression gap between Ford and Mercury giving Ford Motor Company customers an economical step upward in presence, features and prestige. It worked for General Motors, with Pontiac between Chevrolet and Oldsmobile and for Chrysler with Dodge between Plymouth and DeSoto.

As it turned out, though, Edsel became a stepchild almost as soon as it was, with great fanfare, introduced.

It was an opportunity whose time had passed, one that Chrysler also recognized in 1961, only three years later, when it, too, pruned its model lineup and killed off DeSoto.

Ford must have noticed what was happening even before Edsel hit the market. The 1959 Edsel lineup was much smaller, offering only the Ford-based Ranger and Corsair. Engine choices were whittled down. The distinctive face with its vertical central element and the gull wing rear fenders remained but other than that there were only some individual trim elements. The drastic change between '58 and '59 were that could not have been accomplished in the scant year since Edsel's introduction and had to have been realized and planned in the years before Edsel's introduction.

The 1959 Edsels effectively ended the marque's history with 44,891 built, but they are important and easily recognizable contributors to the growth of the American automobile market in the 1950's.

THE MOTORCAR OFFERED

This 1959 Edsel Corsair convertible is a sound and usable example in white with a typical Fifties turquoise accent panel, matching white and turquoise upholstery and interior trim and a white vinyl top. It is fitted with the 361 cubic inch, 303 horsepower "Super Express" Corsair engine and has power steering and power brakes. The 1,343 Edsel Corsair convertibles that were built in 1959 were the lowest production of all Edsels that year. Hardtops and sedans are collectors' favorites but the convertibles like this one are especially sought and appreciated.

It would be ideal as the basis for a sympathetic restoration but also would be a desirable and practical car for cruising and weekend tours. Rest assured that, other than at an Edsel meet [and there are such things], it is unlikely ever to meet a similar Edsel coming the other way.

\$55,000 - 65,000
Without Reserve

1962 IMPERIAL CROWN IMPERIAL CONVERTIBLE

Chassis no. 9223176860

413ci OHV V-8

4-Barrel Carburetor

340bhp at 4,600rpm

3-Speed TorqueFlight Automatic Transmission

Coil Spring Independent Front Suspension, Semi-Elliptical Leaf Spring Live Rear Axle

Four wheel power drum brakes

- *One of only 554 built*
- *Exclusive luxury in a convertible*
- *Refined elegance*
- *Tasteful distinction*

**THE IMPERIAL CROWN**

First let's make it clear that this car is an Imperial. It is not a Chrysler Imperial.

Imperial had been a separate marque within Chrysler Corporation since 1956 and had its own unique serial number sequence. Production was never high and drivetrain and suspension elements were shared with Chryslers, but styling, design and features were exclusively Imperial. So, too, was the chassis, which in 1962 was on an Imperial exclusive 129 inch wheelbase, only half an inch less than Cadillac and six inches more than a Continental.

Imperials proudly emulated the "Forward Look" fins of Virgil Exner's Chrysler Corporation theme, sometimes topping them (literally) with separate gunsight taillights but in the late 50's stepping back to integrated taillights high in the fins with Imperial chrome haloes surrounding them.

1961 saw the introduction of quad headlights in individual nacelles nestled into a recess under the front fender tops and flanking the grille, an element carried forward to 1962. That bit of design detail flair was balanced by more restrained rear fender peaks, but capped with a return to the separate fender top gunsight taillights.

The 1962 Crown Imperial featured luxurious interior trim and an array of standard comfort and convenience features that included 6-way power seats and power windows. The price difference between an Imperial Custom and the Crown Imperial was \$480, no small increment in 1962 dollars.

Just 14,337 Imperials were built in 1962 and of them the most exclusive was the Crown Imperial convertible with only 554 built.



THE MOTORCAR OFFERED

This 1962 Imperial Crown Imperial convertible is no shrinking violet. Finished in Oyster White with white upholstery and interior trim and a vividly contrasting black vinyl top it makes its presence known with subtlety and style.

Like all Crown Imperials it is generously equipped including Chrysler's powerful 340 horsepower 413 cubic inch V-8, automatic transmission, power steering, power brakes, power windows, 6-way power seat, full wheel covers and wide whitewall tires.

Never fully restored, but thoughtfully maintained over the years, it has benefited from cosmetic and mechanical attention in its nine years of current ownership and is an attractive and highly usable example ready for the summer's top-down driving season.

It is an automobile of refined elegance and restrained taste for an owner who would rather be cosseted than displayed – unlike the flamboyance of its counterpart from Cadillac – just as Chrysler intended when it made Imperial its own distinctive marque.

\$55,000 - 65,000
Without Reserve

1967 AMERICAN MOTORS RAMBLER REBEL SST CONVERTIBLE

Chassis no. A7KA77H171649

290ci OHV V-8 Engine
 Single 2-Barrel Carburetor
 200bhp
 3-Speed Automatic Transmission
 Coil Spring Independent Front and Leaf Spring Live Axle Rear Suspension
 Four-wheel drum brakes

- Rare convertible built for only two years
- One of only 2,518 Rebel SST convertible ever built
- Restored in attractive colors
- Endorsed by *Mechanix Illustrated's* famed road tester, Tom McCahill



THE AMC RAMBLER

The American Rambler made its debut in 1892, not as an automobile – which would follow later – but on a bicycle built by Thomas Jeffery and R. Philip Gormully in Chicago. In 1954 it was the culmination of a great circle of circumstance when the Nash-Kelvinator Corporation renamed itself American Motors Corporation and the Nash Rambler became the American [Motors] Rambler.

This was a difficult period for independent auto makers in the U.S.. Packard was in trouble. Henry Kaiser's bold entry into the auto market after WWII was in terminal decline. Willys automobiles passed from the scene only a year later. Studebaker, despite ground breaking design, would succumb in 1965.

Bucking the tide, American Motors rode the unit body compact Rambler to a modicum of success, in 1959 delivering 337,120 new cars. By 1963 it was 511,038, all of them Ramblers. The Rambler's success, however, drew the attention of the now-dominant Big Three. They filled in their offerings with compact and mid-sized cars with peppy engines and lavish ad budgets.

In 1967 Rambler designer Dick Teague restyled the mid-sized Rambler line to create the Rebel series on a longer 114 inch wheelbase with bodywork that was clean, crisp and refreshingly restrained.

Top of the line was the Rebel SST (Super Sport Touring) convertible, with squared-off front fenders, a modest Coke bottle dip along the beltline and a clean, fresh rear view. Power for the Rebel SST came from a standard 290 cubic inch V-8 with 200 horsepower.

Even "Uncle" Tom McCahill, famous road tester for *Mechanix Illustrated* magazine, endorsed the Rambler Rebel: "There isn't a better intermediate size car sold in the United States than the 1967 Rambler Rebel".



THE MOTORCAR OFFERED

The 1967 American Motors Rambler Rebel SST offered here is finished in the factory color of Matador Red with black stripes. The interior is black, as the power top. In addition to the standard 200 horsepower 290 cubic inch V-8 it has an automatic transmission, power steering, pushbutton radio, bucket seats with console and is fitted with a set of American Racing Torque Thrust wheels with BFG Radial T/A tires.

The Rambler Rebel SST Convertible was built for only two years, 1967 and 1968, with just 2,518 examples delivered in the two years.

Restored some years ago to very good standards, this is an unusual, enjoyable example with a quality clearcoat repaint, good chrome, interior, carpets and top and a clean repainted underbody and chassis. The engine compartment was restored to showroom condition and now shows some age but little use.

The front seatbacks fully recline, a signature Rambler feature that is great for long roadtrips, or for short drives to take a date to watch evening submarine races.

\$35,000 - 40,000
No Reserve



1976 FORD BRONCO RANGER.

Chassis no. U15GLB59408

302ci OHV V-8 Engine
 Single 2-Barrel Carburetor
 140bhp at 3,800 rpm
 Cruise-o-Matic Automatic Transmission
 Live Axle Suspension
 Hydraulic Front Disc and Rear Drum Brakes

- *An original, unrestored example*
- *V-8 powered, hardtop equipped*
- *Air conditioned*
- *Practical for work or play*

**THE FORD BRONCO**

Ford's Bronco, introduced in 1966, changed little over succeeding years. It didn't need to.

Rugged, practical and simple, the Bronco served a particular purpose and did it exceedingly well. Based on a separate frame, the Bronco's body changed with the times, gradually evolving from a Jeep equivalent into a family hauler, but always with practicality winning out over style and ostentation.

Broncos functionality and reliability have over the years meant that they passed through hands from their first owners to others who fitted snow plows, stripped the bodies for off-roading and generally used them up in a few years. Their all-season practicality exposed them to all the vagaries of weather, road (and off-road) conditions and the hazards of winter road salt so that most have slowly devolved back into the earth in flakes of rust.

THE MOTORCAR OFFERED

That was not the fate of this 1976 Ford Bronco Ranger. It has been used, but it has had a charmed life and is offered here in entirely original condition, showing 72,000 believable miles on its odometer and fitted with a number of desirable features including a full fiberglass hardtop, 302 cubic inch 140 horsepower V-8 engine, Cruise-o-Matic automatic transmission, seating for five, ARA air conditioning, AM-FM radio, locking front hubs, wheel covers and narrow whitewall tires.

It is finished in its original Ginger Bronze paint with Wimbledon White accents and matching mellowed white hardtop. The interior is beige vinyl with brown cloth inserts. The upholstery is in remarkably sound condition, aside from the driver's seat which is frayed and worn with pulled seams and failing foam.

The frame is dry and only lightly surface rusted, as is the suspension and underbody. The engine compartment reflects its miles and years but is largely as assembled in 1976.

This '76 Bronco is the antidote to FJ40 mania, a solid, sound, V-8 powered American 4WD utility vehicle in exemplary original condition attractively equipped with desirable accessories.

Usable as it is or as the basis for a straightforward restoration, it offers collectors a wide range of opportunities for enjoyment and satisfaction.

In a pinch it could even be used to plow a driveway.

\$20,000 - 25,000
Without Reserve

1992 CHEVROLET CAMARO Z/28 CONVERTIBLE

VIN. 1G1FP33F9NL122331

305ci OHV V-8 Engine

Fuel injection

205bhp at 4,200rpm

5-Speed Manual Transmission

Coil Spring Independent Front and Coil Spring Live Axle Rear Suspension

Power Assisted Front Disc and Rear Drum Brakes

- *One of only 3,816 1992 Camaro convertibles*
- *Z/28 equipped for performance*
- *Completely original and like new*
- *5-speed with air conditioning*
- *Showing just 3,089 miles from new*

**THE CHEVROLET CAMARO**

Camaro was 25 years old in 1992 and Chevrolet commemorated the anniversary with a plethora of ways to custom order just the Camaro that almost any owner could want.

V-6 engines were standard but there were 305 and even 350 V-8s to be had. The 5-speed manual transmission could be replaced by an automatic. Most Camaros were coupes but even the famous Z/28 could be had in convertible configuration. Of course there was a 25th Anniversary package, too, with special paint and graphics, but only 8,197 people chose it out of 70,007 Camaros built in 1992.

THE MOTORCAR OFFERED

In a sense what better way was there to celebrate 25 years of Camaro than with a Z/28, and particularly a Red over Red cloth Z/28 convertible.

That's what is on offer here, and it is completely original, with just 3,089 miles on its odometer at the time of cataloging. The exterior color is "Bright Red" and lives up to its name. Accented by black hood stripes, it is set off by rich red cloth upholstery with matching interior panel trim and a black top.

The 205 horsepower 305 cubic inch engine is backed up to a 5-speed manual transmission and it has a cassette stereo, air conditioning and 5-spoke alloy wheels with red accents mounting a set of Goodyear Eagle GA tires.

Condition? In nearly a quarter century since it left the Chevrolet plant in Van Nuys it has covered just over 3,000 miles and is in pristine, showroom ready condition.

This 1992 Chevrolet Camaro Z/28 Convertible has been a proud, pampered, preserved possession for nearly 25 years.

What better way to acknowledge this 25th anniversary year Camaro than to double up on its history 25 years after it left Van Nuys.

\$30,000 - 35,000

Without Reserve

2007 CHRYSLER CROSSFIRE ROADSTER

VIN. 1C3LN65L87X073045

195ci SOHC V-6
 Fuel Injection
 215bhp at 5,700rpm
 5-Speed Automatic Transmission
 4-Wheel Coil Spring Independent Suspension
 4-Wheel Power Disc Brakes

- Mercedes-Benz quality and performance
- All original
- Two owners from new
- 14,382 miles original miles
- Limited production



THE CHRYSLER CROSSFIRE

The 1998 union between Daimler-Benz and Chrysler Corporation lasted less than ten years, ending in 2007 when D-B realized it would be unable to turn around or integrate Detroit's perennial number three and sold it to hedge fund Cerberus Capital Management.

From D-B's point of view there was little gained from owning Chrysler. For Chrysler, on the other hand, access to Mercedes-Benz engineering and even its parts bins, improved many of Chrysler's automobiles which had suffered from a lack of development capital and lagged badly behind even its struggling competitors in the U.S.

One of these bright spots was the Chrysler Crossfire, a sporting coupe and convertible based on the chassis and drivetrain of the first generation M-B SLK. The SLK had been introduced in 1996 and was redesigned in 2004. Positioned to compete with Porsche's Boxster and BMW M Roadster, the SLK featured a retracting hardtop and came with a variety of engines.

D-B worked with Chrysler to continue the first generation SLK in production as a Chrysler product which was introduced in 2004 simultaneously with the revised SLK's introduction in Europe. While the chassis and driveline were pure first generation SLK, the body and interior design were wholly American projects, although constrained by the existing dimension of the R170 SLK chassis.

Assembly was farmed out to Karmann in Osnabrück, Germany and with interiors and some accessories added in the U.S.

Produced only with the Mercedes M112 3,119cc twin-cam, 18-valve V-6, the Crossfire came with a 6-speed manual or 5-speed automatic. Suspension was short- long-arm independent at the front and 5-link independent at the rear with 4-wheel power disc brakes. Standard equipment included alloy wheels, Becker AM/FM/CD stereo, keyless entry, power rear wing, leather-faced upholstery, power bucket seats and a power folding top.

THE MOTORCAR OFFERED

This essentially unused 2007 Chrysler Crossfire Roadster is finished in Classic Yellow with black leather upholstery and has a full complement of the standard Crossfire equipment along with the 5-speed automatic transmission. It was acquired by the present owner from its original owner and now has just over 14,000 miles from new. It has seen little use since coming into the collection and is in showroom condition.

Its combination of Mercedes-Benz engineering, performance suspension design, creature comforts, modern safety equipment and German assembly quality commends it to owners looking for quality, style and safety. The summer driving season is upon us and this Crossfire is a wonderful way to take advantage of the season.

\$20,000 - 25,000
Without Reserve

OTHER PROPERTIES

89

1967 VOLKSWAGEN TYPE 2 T1 TRANSPORTER DOUBLE-CAB PICKUP

Chassis no. 267072890

1,493cc OHV, Air-Cooled Flat-4 Cylinder Engine
Single-Throat Solex Downdraft Carburetor
53bhp at 4,200rpm
4-speed Manual Transmission
Torsion Bar Independent Front and Rear Suspension
4-Wheel Hydraulic Drum Brakes

- *Rare, original Double-Cab Pickup*
- *Nicely restored example*
- *Perfect surf wagon*
- *A fun and practical machine*



THE VOLKSWAGEN TYPE 2

Although not as ubiquitous as the iconic Type 1 Volkswagen Käfer (Beetle), the Type 2 Transporter took on far more divergent identities. Built as a van, both with and without rear side windows, it came also as a pickup or a fully-equipped camper, and countless aftermarket conversions were created as hearses, ambulances, police vans and use in the fire service. During the 1960s, the Kombi version, a window van with removable seats, became the transportation of choice for America's hippies, often with psychedelic paint themes.

The Type 2 concept is credited to the Dutch importer, Ben Pon. His first sketches date from 1947, but production had to wait until March 1950, as VW caught up with demand for the basic Beetle. Since 1980 it has been built in Brazil only, now with a water-cooled engine. Production there is scheduled to end this year.

THE MOTORCAR OFFERED

While a four door pickup is commonplace today, when VW debuted the Double-Cab Pickup it was a novel way to incorporate space for both stuff and friends (or co-workers) into one vehicle.

The very early history of this Double-Cab is yet unknown, but it is believed to have been delivered new to Southern California car. The first bits of documentation date to April of 1993 when the Vee-Dub was bought by Sally Travers of San Luis Obispo, California from fellow SLO residents Steve and Lynn Hockaday. Shortly after acquiring the pickup, receipts show an extensive amount of restoration was done including body work, new paint, and a complete mechanical refurbishment that included an engine rebuild, a new transmission, a brake service, and a new steering box. Originally intending to replace the drop gates with OEM spares, the inability to find such parts necessitated the addition of the attractive custom-made mahogany gates that continue to adorn the pickup bed today.

Moving to Pennsylvania with her VW in 1994, the vehicle saw little use from 1996 until it was acquired by the present owner in 1999. Since taking ownership, the interior has been thoroughly recommissioned with a new, custom headliner and specially-made interior panels to cover the spare tire and area to the right of the rear seat. The underside was stripped and resealed while further mechanical service has been recently performed. Outback the bed has been refinished with new oak slats and the original canvas top has been cleaned.

Because of their cult popularity in the 1960s, Type 2 Volkswagen vans typically saw hard use and infrequent maintenance. Relatively few Double-Cabs were built and even fewer survive today, especially in this condition. This lovely Double-Cab, with extensive documentation going back to 1994, is sure to provide plenty of happy miles whether it to the beach or around the block.

\$35,000 - 45,000
Without Reserve

1986 PORSCHE 930 TURBO COUPE

VIN. WPOJB0933GS050238

Engine no. 68G00227

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

- *Extensively documented and serviced with over \$36,000 in receipts*
- *Less than 51,800 miles from new*
- *Iconic 930 model in striking Grand Prix White over black livery*
- *Recently serviced*
- *Accompanied by a Porsche Certificate of Authenticity*

**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 bodyshell 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

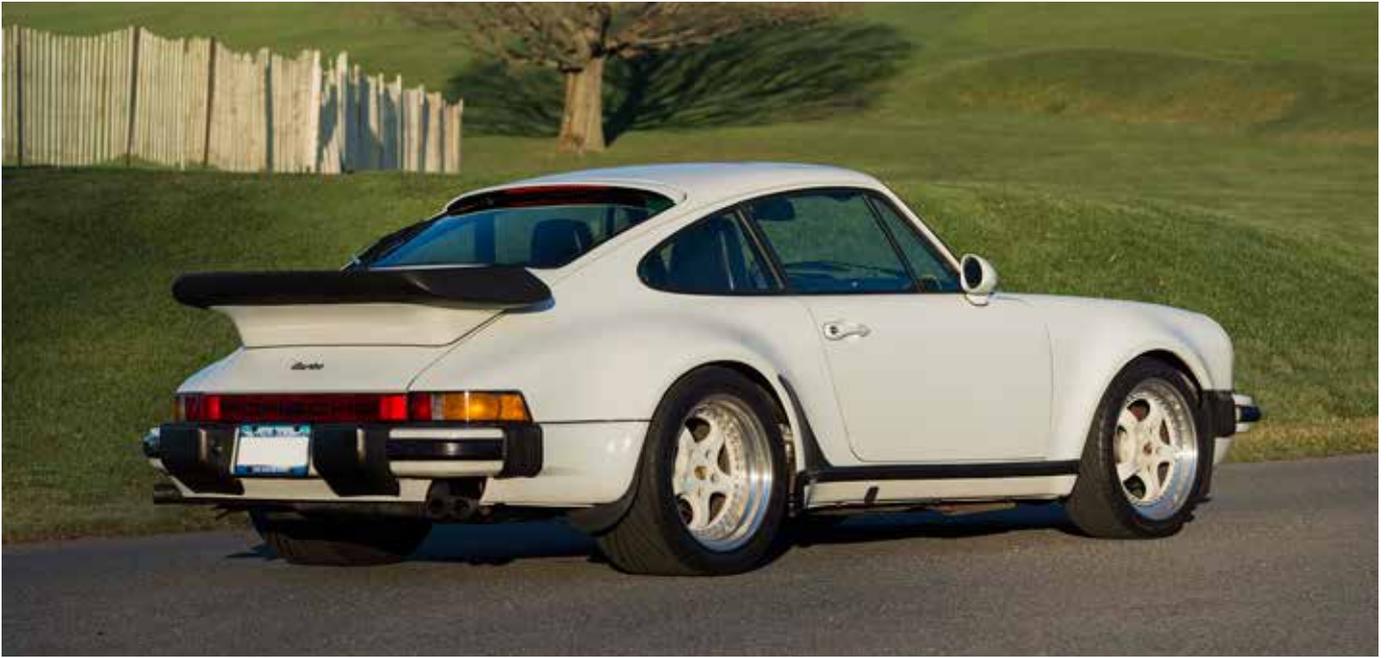
married a KKK turbocharger to the 3.0-liter RSR engine; in road trim a combination that delivered 260bhp for a top speed of 155mph. As impressive as this was there was more to the Turbo than just top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - 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 delivered new in the present color scheme of Grand Prix White over Black leather. Its earliest history is not documented, but it appeared in Missouri in 1989 with 21,000 miles already enjoyed. Passing swiftly through Oklahoma, this Turbo would spend the 1990s in Florida before coming up to New York at the turn of the century.

Acquired by the present owner in 2001 with just over 40,000 miles on the ticker, this 930 has lived a privileged life of garaged comfort and meticulous maintenance interspersed with spirited summer drives through the Hudson Valley. A thick file of receipts document regular, careful attention was completed by marque specialists with receipts totaling over \$36,000 is maintenance over the last 16 years.



Less than a year ago, an engine-out gasket and valve job was performed, along with other service, by Rennwerke—the shop to which this Porsche has most often been taken—at a cost of nearly \$5,800.

Driven just 10,000 additional miles in the last 15 years, the car continues to show beautifully today. Maintained in largely stock condition, the addition of headlights, exterior door handles, and side mirrors from the 993 parts bin help to modernize the look of the car (the original 930 mirrors, door handles, and headlights are included) while a K&N air filter and European-spec, non-catalytic converter muffler (the original is included but uninstalled) ensure peak performance.

Accompanied by its dossier of receipts, a copy of its clean CARFAX, copies of original brochures, a Porsche Certificate of Authenticity, an original press release folder from the introduction of the '86 930, the original owner's and service manuals, plus the air pump, spare, and tools.

While many of these 930s have been driven very hard, this is a rare example that has not only been enjoyed with care but meticulously maintained. Providing a visceral experience largely lacking in today's overly refined supercars, there is little wonder that enthusiasm for the driving enjoyment that a 930 Turbo provides only continues to grow. **\$100,000 - 125,000**



2007 LOTUS ELISE TYPE 72D

VIN. SCCPC11157HL33064

Engine no. 0182674

1,796cc Inline 4-Cylinder Engine

Multi-Point Fuel Injection System

190bhp at 7,800rpm

6-Speed Manual Dry Clutch

Fully Independent Suspension with Unequal Length Wishbones

4 Wheel Disc Brakes, Lotus/AP Racing & Brembo Calipers with ABS

- *Rare – Number 36 of 50 produced worldwide*
- *One owner from new*
- *Less than 2,200 original miles*
- *Superb factory condition*
- *Delivered with many extras*

**THE MOTORCAR OFFERED**

There is rare - and then there is this Lotus Elise Type 72D. Number 36 in a sequential production of just 50 automobiles worldwide, this car was created to commemorate the 35th Anniversary of Lotus dominating Formula 1 racing in 1972. Emerson Fittipaldi won five of eleven races that year with Lotus and instantly became the youngest F1 champion in the history of the sport.

That alone makes this car collectible. But even more remarkable is the fact that this Type 72D has had one owner since new and shows just over 2,000 original miles on the clock. Basically it is a time-capsule in exactly the same condition as it was when it left the factory in Norfolk, England, and arrived in Norfolk, Virginia, in 2007.

This stunning convertible Type 72D presents in metallic Starlight Black with black and gold interior, leather sports seats and a leather trimmed Momo steering wheel. The collectible editions come with a hardtop, gold accents and pin-striping, gold cast wheels, special badging and laurels, the distinctive Type 72D rear spoiler and redesigned headlights unique to the limited 2007 production model. Complete with the Lotus Sports Pack (lightweight aluminum wheels and rear sub-frame) plus the Touring Pack (insulated soft top, full leather seat and door trim, upgraded stereo system, stowage net, additional sound insulation and a full carpet set) this special edition has the appearance of a race car melded with the comfort of a tourer.

Not to be confused by the soft leather and sophisticated accent - this is a supercar by any measure. With 190 horsepower, 0-60mph in 4.7 seconds and a top speed of 150mph, the 72D is not for the faint of heart.

The hard-ride suspension, ultra-light hand-finished fiberglass body and aluminum chassis housing a 1.8 liter transverse 4 cylinder mid-engine powerhouse were built for the race track and are capable of extreme performance. To underline its racing lineage, the 72D comes with a limited edition driving helmet and display case and a Lotus Emerson Fittipaldi DVD. Also included are two limited edition plaques denoting that this is car number 36 out of a production run of just 50 automobiles, plus the Certificate of Authenticity, the original Certificate of Title, instruction manuals and tools.

While the majority of the Lotus Elise models have been raced, this car was stored on a lift under a car cover for most of its life, hooked up to a trickle charger in a climate controlled garage. It is pristine and primed to burst upon the race scene to prove its pedigree as a rare and highly sought after wild-child of the 1972 Formula 1 race champion.

**\$35,000 - 45,000
Without Reserve**

92 Ω

1958 MGA 1500 ROADSTER

Chassis no. HDL43/53459
Engine no. 15GB-U-H/43716

1,489cc 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 "time capsule" highly original example
- Believed 1,500 miles from new
- Long term ownership
- Offered with Heritage Trust Certificate
- A perfect candidate for Concours Preservation class



THE MOTORCAR OFFERED

Bonhams is very excited to offer this very special 1958 MGA 1500 Roadster. Currently showing what is believed to be only 1,500 original miles, this roadster is surely one of the lowest mileage examples around.

According to its British Motor Industry Heritage Trust Certificate, the roadster was dispatched from the factory on June 24th, 1958 as a left hand drive model, destined for the North American market. The car was outfitted with a heater, adjustable steering column, whitewall tires, MPH speedometer, and sidescreens with sliding windows. The roadster was finished in Orient Red with Black trim and a Black top. It should be noted that the numbers matching vin plate on the firewall indicates the MGA to be Glacier Blue - the very original appearing paint is however Orient Red, matching the factory build records.

The roadster's first owner was believed to be from Missouri. There is a Valvoline oil change sticker in the driver's side door jam from Continental Service Inc., Delmar Blvd., of St Louis Missouri. Although very faint, it appears the oil change date occurred in 1962 with a recorded mileage of just 1,114. The Valvoline valve cover sticker is still intact and present. The car is then believed to have been sold to its second, and longtime owner in the late 1960s who imported the car to Canada. The earliest Ontario registration records show the MGA was first recorded in 1970. The roadster was awoken in 2008 to be serviced with new tires, brake hydraulics, fluids, coolant hoses and 6 volt batteries. A short drive returned the MGA to its resting place once more. The roadster would remain with its second owner more than 45 years until his passing.

After receiving the roadster in 2015, the consignor performed the necessary service work to put the MGA back into service while maintaining its time capsule like originality. The original convertible top had decayed beyond the point of usability so a new one was installed. Still in place and untouched are the original brake drum plugs and underside wiring/hose retaining clips.

Offered here is the chance to own what could quite possibly be the lowest mileage, most original MGA left. The roadster would be a welcomed and fantastic addition to any preservation class Concours.

\$15,000 - 25,000
Without Reserve

1961 ROLLS-ROYCE SILVER CLOUD II 'ADAPTATION' DROPHEAD COUPE

Coachwork by H.J. Mulliner

Chassis no. LSXC 173

Engine no. 451 CS

6,230cc OHV V8 engine (see text)

Twin side-draft SU carburetors

220bhp (est)

Four-speed automatic transmission

Independent Front Suspension, Live Rear Axle

Four-wheel power-assisted hydraulic drum brakes

- Rare derivative of Rolls-Royce
- Original U.S. Supplied, left hand drive car
- Comprehensively restored in 1990s and with limited use since
- Timelessly elegant four seat open Rolls



THE ROLLS-ROYCE SILVER CLOUD II

"Many people have paid the price of the best car in the world without ever owning it." 1960s Rolls-Royce advertising campaign.

Rolls-Royce has never been reluctant to express the quality of its automobiles, nor abashed about putting it to the test, but even by the Crewe firm's high standards the Silver Cloud range of the late 1950s/early 1960s represented a high point in the fortunes of the legendary British marque's post-war history.

Adoption of an all-aluminum 6.23 liter V8 engine replacing the straight six of the Cloud I was the most remarkable innovation when Rolls-Royce publicized the advent of their new Silver Cloud II model in 1959.

It is well worth noting that this engine - developed during the 1950s - was still performing under the bonnet of Rolls-Royce's modern models of the '90s

though having been subject to the company's established policy of seeking improvements in design and manufacture. Here in the USA the Silver Cloud II was tremendously successful and the slogan coined by David Ogilvy's advertising agency "At 60 mph the loudest noise in this new Rolls-Royce comes from the electric clock" became a classic of its own. As regards coachwork there were but negligible changes to the familiar Standard Steel bodywork when compared to that of the Silver Cloud I.



For some clients, however, even the factory's own coachwork was not quite exclusive enough, and for this select band of purchasers Rolls-Royce proposed a range of bespoke bodies, ranging from Harold Radford's 'Countryman' estate conversions through Park Ward's rakish Vilhelm Koren styled convertible,

but perhaps that which best reflected Rolls-Royce values was Mulliner's convertible, known today as the 'Mulliner Adaptation'. Author and historian Johnnie Green writes: "The work of the brilliant John P Blatchley, the superb lines lent themselves to adaption to drophead form as devised by H.J. Mulliner."

Hand crafted style such as this attracted a hefty premium though, H J Mulliner's convertible being priced some 30% above the standard Silver Cloud II four-door saloon, which was already one of the world's most expensive cars.

A total of 107 of these cars were built on the Cloud II/S2 standard-wheelbase chassis a mere 4% of the production of this successful model.





THE MOTORCAR OFFERED

This exceptionally rare Rolls-Royce is one of only 74 of an already limited run that were built in left hand drive form, and certainly even fewer that were delivered to these shores.

Owing to the availability of original factory records for the marque, it can be confirmed that as new the Drophead was ordered by Rolls-Royce Inc. for J.S. Inskip in October 1960.

Intriguingly a handwritten note alongside this states 'New York Show Car'. This is not actually something that has been confirmed at the time of writing, but as ever its highly detailed specification is denoted on the order including annotations refining its livery which settled on ICI Steel Blue paint, with blue hide interior and carpets to match. A single silver coachline accented its exterior.

Built to 'USA Specification Issue 2', the original left hand drive configuration is also noted, and reflected in the 'L' prefix to its chassis number, while features included power steering, electric windows, 'Sundym' glass throughout and Dunlop Buffalo 'white sided' tires.

The 'Adaptation' Drophead Coupe, as adopted as the correct nomenclature for these cars, was loaded and shipped on March 9, 1961 to New York. These timings tally with potential of Auto Show display, the event taking place from April 1-9 that year. By the end of May, the car was guaranteed to its first owner, William M. Hitzig of 787 Park Avenue, a prominent New York based Doctor.

Seemingly remaining in the New York area all of its life, the car was discovered by friends of the current owner in 1994, from a B.C. Benjamin, after an exhaustive search for this particular model. By then it was in need of



a comprehensive rebuild and a full body off, frame up restoration was commenced. Carried out by noted experts on the marque and model, British Motor Cars, it was overseen by Harvey Luckman.

Over the course of the next 3 or more years and with more than 5,000 hours of work undertaken, every aspect of the car was attended to, technical, structural and cosmetic. At this time the opportunity was taken to upgrade the air-conditioning system also. This included the body being taken to bare metal and properly aligned and fitted with a new Connolly interior.

As the restoration neared completion, a choice of dark green was made and the car repainted in this scheme, in more recent times this has again been renewed to a metallic blue hue closer to that which it wore new.

During the rebuild the engine was found to have cracked block, and in preference a contemporary Silver Cloud III motor was found, rebuilt and fitted, providing improved performance.

Since its restoration the car has been shown occasionally at club Concours and has always been admired, garnering a number of awards. Today, that rebuild has aged a little, but the car remains extremely well presented, and has received freshening prior to its sale.

Supremely elegant and rarely available particularly those that were sold new to the U.S. this is an eminently collectible and covetable four person touring Rolls-Royce.

\$300,000 - 400,000

1961 MERCEDES-BENZ 190SL ROADSTER

Chassis no. 121040.10.018793

Engine no. 121921.10.018915

1,897cc SOHC 4-Cylinder Engine

Two Weber Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully presented example of the classic 190SL*
- *Matching numbers example in factory livery*
- *Recent \$33,000 sorting and service by Bob Platz*
- *Offered with both soft and hard top*
- *Comes with copy of Mercedes-Benz factory built sheet*



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 features a carbureted 1.9 liter inline four cylinder engine compared to the 300SL's direct-injected 3 liter slant six, they share basic engine design, suspension system, and 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 dual Solex carburetors and produced 120 horsepower. This powerplant 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 the restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels. While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success- selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important part of the culture of small roadsters in the 1950s, as it demonstrated how luxurious the platform could be.

THE MOTORCAR OFFERED

This gorgeous example of the classic 190SL offers the perfect combination of originality and professional refurbishment, while conforming to its original build specifications. The car's early history remains vague, however the car is believed to have been sold by a long-time and possibly first owner residing in Bethesda, Maryland to a Virginia based collector in August 1991; the mileage at this time was reported to be 81,357. During this ownership the car was treated to its first and only repaint, which was completed to a very high standard. The engine is reported to have been refurbished at this time as well. With help from Robert Platz, the car found its way to its current custodian in 2013, a Philadelphia based collector and enthusiast. Upon his acquisition the car showed 90,958 miles, which is believed to be the original mileage.



Used sparingly over the years, the current owner engaged the services of Bob Platz's Precision Motor Works to bring the car to a top-notch level. Mr. Platz, a well-known 300SL/190SL expert, put the car in proper order with paid receipts totaling over \$30,000. The scope of work included a re-commissioning of the mechanicals and show detailing of the engine bay/undercarriage, among other details. All work was completed with appropriate attention to detail and correctness as per Mercedes Benz factory standards.

Today, the car presents beautifully in white exterior color and contrasting red interior as originally manufactured. The paint is consistent throughout, and the panel fit shows very well.

The contouring of the fenders where they meet trim pieces is precise and snug; a quality that is often only found in original cars or expert restorations. The bright work is original to the car and in some areas could warrant minor refinishing to achieve concours perfection. While the interior appears to have minor refinishing at some point, it was done with true correctness in execution, and includes the proper square weave carpeting, and the dash fascia, dash top, door cards, and all chrome accents, knobs, pulls and switches. The black soft top is in good condition, and the car is accompanied with the factory hardtop.

The engine bay shows the correctly cad plated items where originally installed, all the correct clamps and hose routing, and factory correct finishes throughout.

Everything is color coded where required and presents as factory correct, and could easily be judged at any 190SL group event with confidence.

The car is currently fitted with Weber carburetors, however should a new owner want to show the car, the original Solex carburetors are included in the sale. Presented in its original and handsome colors, with all work performed by marque specialists, it is a car to be driven, enjoyed, and perhaps shown. Complete with original books, data card, spare, jack and two tops this 190SL is sure to please its next caretaker.

\$90,000 - 110,000

LOTS 95-98: FROM THE ESTATE OF FRANCIS GRAYSON

95

Barn find – one owner from new

1966 SHELBY GT350 “CARRY OVER CAR”

Chassis no. SFM6S163

289ci Ford K-Code SOHC V8

Single Carburetor

306bhp at 6,000rpm

Four speed transmission

Lowered A-Arm Front Suspension and Solid Rear Axle

Font Disc and Rear Drum Brakes

- *Time warp discovery that has been off the road since 1976*
- *Highly original and unmolested example*
- *Single ownership from new*
- *Used as race/demonstrator by HARR Ford*
- *Complete documentation and receipts from new*



Fats Dumachel at the wheel, 1966



THE SHELBY GT350

Carroll Shelby's fabled relationship with Ford Motor Company is one of the great stories in American racing. From the legendary Ford-powered Cobras to the success at LeMans with the GT40, the relationship bore incredible fruits. Second only to the Cobra his most beloved creation has to be the early Mustang-based GT350s.

Shelby's tremendous design skill was applied to the new Ford Mustang for the 1965 model year. Shelby completely reworked the new pony car to make it a highly competitive sports car. The concept was a high performance sports car from the start and not a conventional muscle car. Most of Shelby's contributions were aimed at the chassis and handling of the Mustang. Shelby lowered and braced the front suspension, fitted traction bars at the rear and mounted high-performance Koni shocks on

all four corners. Brakes were also improved and a Detroit Locker differential was fitted. The Cobra-spec, K-code 289 was tuned to make just over 300hp. The body was lightened with a fiberglass hood and the transmission available was a four-speed manual. Interior was largely standard Ford except for the deleted back seat - replaced by a package shelf, special steering wheel and racing seat belts. No radio was fitted as it would have been little match for the side exiting exhaust.

The resulting GT350 would be a completely different animal from the Mustang from a performance stand point. Blisteringly fast and highly precise in the corners the GT350 was without a doubt the best handling American production car. What made for great performance did not make for great comfort and convenience.

Some customers complained about the noisy Detroit Locker rear differential and the rather harsh ride of its racing suspension as well as ear piercing sounds blasting from the side pipes.

Ford realized that racers were a small share of the market and they wanted the Shelby to appeal to a wider audience. Starting in 1966 the GT350 would begin to be toned down, gradually at first. Friction developed and Shelby would eventually part ways with the project and the later Shelybs would be more of trim package compared to the thoroughbreds they were in the beginning.

The last real uncompromised GT350s would be the batch of 250 made from 1965 Mustangs for the 1966 model year.



THE MOTORCAR OFFERED

These 1966 “Carryover Cars” are coveted by collectors because they possess nearly all of the pure performance features of the 1965 cars but with some of the new features of the 1966 cars.

The drivetrain was unchanged from the 1965 cars aside from the Detroit Locker now being an option. The exterior had a few changes including plexi side windows replacing the louvers, functional side scopes ducting air to the rear brakes, the side stripes were now stickers instead of paint. The interior could be had with a rear seat or package shelf, the battery was now in the engine compartment and the dash was the upgraded unit from the GT.

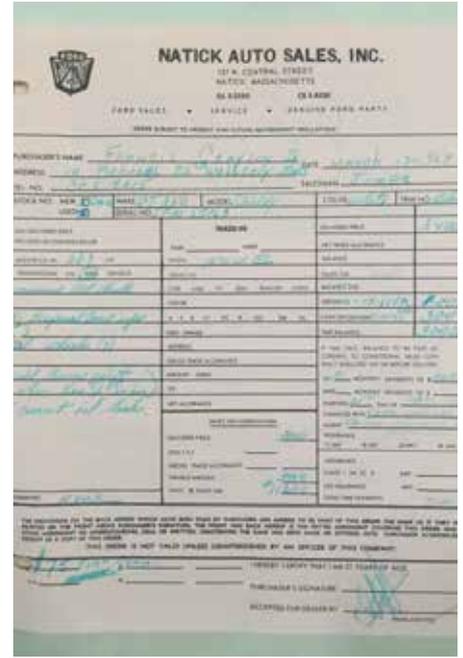
Today the “Carryovers” are beloved for having “all the show and all the go” of the two year combined into one.

We are delighted to offer this recently discovered, one-owner from new 1966 GT350 Carryover Car. This Shelby’s early life was spent as a Harr Ford racer/demonstrator. Worcester, Massachusetts Harr Ford was active in racing with Ford products and had a rivalry with the nearby TASCA dealership in Rhode Island.

A period photo of this car show it being raced by “Fats” Dumachel wearing Natick Ford livery – one of Harr’s dealerships at the time. In 1967 Francis “Fran” Grayson visited Harr to purchase a new high performance car. The showroom had this GT350 parked alongside the famous Harr Ford Shelby “Dragon Snake” Cobra. Both were available and Fran opted for the “practicality” of the GT350 as the lack of weather protection made the “Dragon Snake” all the more impractical.







Fran Grayson was a consummate “car guy”. Well known in the car communities in Massachusetts, he was a fountain of knowledge and technical skill. A natural engineer, he designed speakers for Scott stereos, wiring harnesses for the Bose Corporation and consulted on pump designs for Millipore. He was a passionate car enthusiast till the end – just look at his last road car, the 550hp Audi RS6 also offered here as lot 98.

Fran used his GT350 extensively both on the road as well as on the drag strip. He was religious about the maintenance and care of his car and kept every receipt and piece of literature relating the car. The included file is some four inches thick and has every receipt and manual including the bill of sale and business card of the salesman who sold him the car.

Fran parked the car in 1976. He drove it into the storage building from which it only just recently emerged. Highly private about his car, he told no one of its whereabouts until only just before he died. None of his family had seen the car for nearly forty years. In April of this year the GT350 finally emerged from its forty-year slumber.

Despite being driven in some less than ideal new England conditions the Shelby has survived quite well. The interior is remarkable with seats free of cracks or tears. The original paint is largely intact and the car is very straight with excellent door shuts. The engine bay is honest and oily but has all its important Shelby hardware. Some rust has affected the car but a sympathetic treatment should allow some repairs while keeping the cars remarkable originality intact.

The Shelby is being offered directly from its 40 year hibernation with no attempts having been made to recommission the car in any way.

The Shelby includes its five original Cragar Shelby mags as well as NOS Ford quarter panels (still in a factory crate), NOS Ford right front fender, NOS Ford gas tank and two good used, but original, doors. Also included is a set of NOS Ford Shelby side stripes.

A one owner, totally original and unmolested GT350 is a rare discovery today. Having not been seen for forty years and with a truly rich history this is a very special opportunity to acquire one of these coveted icons of American speed.

**\$80,000 - 120,000
Without Reserve**

Barn find fresh from 36 years in storage

1972 JAGUAR E-TYPE SERIES III V12 COUPE 2+2

Chassis no. UC1S73754

Engine no. 7S7 881 SA

5,343cc SOHC V12 Engine
4 Zenith Stromberg Carburetors
264bhp at 5,750rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Disc Brakes

- *Two owners from new*
- *Excellent patina inside and out*
- *Powerful twelve-cylinder E-Type Coupe*
- *Desirable 4-speed manual version*
- *Equipped with factory air conditioning*



THE JAGUAR E-TYPE SERIES III

It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power.

The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models were produced, Jaguar's preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

THE MOTORCAR OFFERED

This highly original E-Type was bought by Fran Grayson as a low mileage used car from the original owner. He and his wife used the car till 1980 before putting the car into storage. The odometer now reads less than 59,000 miles.

Today the Jag survives in highly original condition and it appears to have only received a respray at some point. The black leather interior is nicely patinated and overall in very pleasing condition. The bodywork is straight and free of any corrosion issues. The Jag is known to have driven into the storage facility but has not been run in quite a few years.

Presented in Dark Blue over black and fitted with the optional wire wheels and desirable air-conditioning. Best of all this E-Type has the four speed manual transmission instead of the more common automatic. A full file of documents and receipts, including original handbooks, accompany the car.

This is a great opportunity to get a true E-Type barn find, one with only two owners from new and desirable options, and return it to the road after 36 years of slumber.

\$20,000 - 30,000
Without reserve

1950 LINCOLN SEDAN

Chassis no. 50LP12461L

337ci Flathead V-8
 Single Two-Barrel Carburetor
 152bhp at 3,600rpm
 4-Speed GM Hydra-Matic Automatic Transmission
 Independent Front and Solid Axle Rear Suspension
 4-Wheel Hydraulic Drum Brakes

- Rarely seen transitional Lincoln
- Stylistic kin to the legendary 50 Mercury
- Powered by the big 337 flathead
- Highly original example



THE LINCOLN SEDAN

The last Lincoln designed by Eugene T. "Bob" Gregorie, the Cosmopolitan was Lincoln's first truly post-WWII car. Introduced alongside the 1949 Mercury Eight, with which it was co-developed both of which became popular with hotrodders, the EL series featured rounded, somewhat bulbous, styling that had one foot in the future with the enveloped fenders but the other in the early '40s with the overall conservatism of the design.

The aerodynamic hood ornament and recessed 'Frenched' headlights were unique design features that also became popular with the aforementioned hotrodders though.

Lincoln had dropped its aging V-12 by '49 but had only gone so far as to replace it with a 337ci flathead V-8 that had its roots in Ford truck motors. The 150bhp motor delivered power through an optional Hydra-Matic 4-speed automatic or 3-speed manual. Power windows and seats were standard fare.

Suicide doors, a highlight Lincoln would feature until 1967, were present here as well, but a center pillar provided some extra rigidity. Offered in sedan, coupe, and convertible form, Lincolns did everything from compete successfully in the Carrera Panamericana in coupe form to chauffeur the President of the U.S. and other heads of states in custom limousine form.

THE MOTORCAR OFFERED

Fran Grayson's Lincoln Sedan served as his daily driver for many years before being retired into storage. Equipped with the optional Hydra-Matic transmission supplied by General Motors, the Lincoln currently shows 93,000 miles on the clock.

This largely original example appears to have all-original black paint and the interior looks to also be original save for possibly a recovered seat bottom. The exterior is largely rust free with the exception of some rocker rust, though a new-old-stock rocker assembly is included with the car.

An uncommon sight today, EL series Lincolns are not often offered for sale. To find a largely original sedan in such good stead is a real find and a fun way to expand a collection or get into the hobby and start a new one!

\$10,000 - 15,000
Without Reserve

22,000 Miles from new

2003 AUDI RS6 SPORT SEDAN

VIN. WUAPV64B43N905785

4,172cc DOHC 40-Valve Twin-Turbo V-8 Engine
Bosch Motronic Fuel Injection
550bhp at 5,700rpm (see text)
5 Speed Tiptronic Automatic Transmission
All wheel drive fully independent suspension
4-Wheel Disc Brakes with 8-Piston Calipers and ABS

- A low mileage example
- Fastidiously kept and maintained
- The fastest super sedan of its day
- Limited production and highly sought after
- Offered with clean CARFAX



THE AUDI RS6

Based on the successful A6 sedan the RS6 displayed some of Audi's most advanced technology. The heart of the RS6 was the 4.2 liter, 40 valve, aluminum V8. This four cam beast was fed by twin turbochargers producing 450bhp at 5,700rpm. A five speed Tiptronic ZF

transmission fed the power to the Torsen T-2 Quattro all-wheel drive system. The supreme traction of the system made for a 0-60mph time of just 4.6 seconds – not bad for a 4000+ pound luxury sedan.

Only about 1000 of these ultra-exclusive sedans made it to the US during their one-year only availability. Because of their comfort and practicality, most of those racked up many thousands of miles making low mileage examples highly sought after.

THE MOTORCAR OFFERED

This superb and ultra-low mileage example covered less than 17,000 miles prior to Fran Grayson purchasing the car in 2010. Fran was ever aware of the latest high performance machine and informed the local Audi agent that he wanted a low mileage example. When the dealer located this car, Fran immediately bought it.

Finished in striking black over black, this RS6 is in wonderful condition. Driven only about 4,000 miles during his ownership, he pampered the car. Only the driver's seat shows any signs that the car has been used at all – and even then only slightly.

Fran, never satisfied with good enough, had the Audi mildly tuned by a noted Audi tuning specialist. Remapping the engine management software bumped the power to 550hp. More recently, a full belt service has been performed and receipts are included.

Today it is extremely difficult to find a low mileage RS6. To find one that has had only two responsible owners and is in near showroom condition is nearly impossible. To say this is great opportunity to acquire the definitive German super sedan of the 2000s is an understatement.

**\$20,000 - 30,000
Without Reserve**

1963 VOLKSWAGEN BEETLE “SUN ROOF” SEDAN

Chassis no. 5494928

Engine no. H059401

1,192cc OHV Flat 4-cylinder engine

Single Solex Carburetor

40bhp at 3,600rpm

4-speed manual transmission

4-wheel Independent suspension

4-wheel drum brakes

- *Elegant color scheme*
- *Recent restoration*
- *Full length fabric sun roof*
- *Charming example of the iconic Beetle*

**THE VOLKSWAGEN TYPE 1 “BEETLE”**

The Volkswagen's layout was the essence of practicality. The platform backbone frame was simple to build and adaptable, the rear mounted engine left the entire volume between the wheels free of obstructions and mated directly to the transaxle which eliminated the driveshaft.

Porsche's favored trailing arm independent front suspension with transverse torsion bar springs imposed little upon the internal volume and the swing axle rear suspension coped with the typically rough roads of the day.

Porsche preferred an air cooled engine because it eliminated the whole water cooling system of pumps, pipes, hoses and radiators as well as eliminating the risk of freezing in cold northern winters.

From the late Fifties through the early Seventies, Volkswagens sold in hundreds of thousands in the United States, peaking at 572,573 in 1970. In 1973 the Beetle surpassed the Model T's 21 million unit total production and has continued to add to its margin for a further quarter century.

THE MOTORCAR OFFERED

This charming Sun Roof bug has spent the majority of its life in Europe, where it was the recipient of a recent restoration. The body is finished in an elegant Alpine White which is beautifully complimented by a two tone white and grey interior. Inside, the inviting cockpit houses the original Blaupunkt radio and a Ra-Bambus bamboo shelf. Both the engine bay and under-hood areas are very clean and present well.

Few cars on the road today are as instantly recognizable as the iconic Beetle. These wonderful classics provide a fantastic way to enjoy classic motoring and all that accompanies this great hobby. This nicely restored Sun Roof bug is ready to provide its next owner with years of enjoyment.

\$20,000 - 30,000**Without Reserve**

1964 PORSCHE 356C 1600 CABRIOLET

Coachwork by Reutter

Chassis no. 160180

Engine no. 717006 (See text)

1,582cc OHV Flat 4-Cylinder Engine

Twin Zenith Carburetors

75bhp at 5,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Three owners from new*
- *Porsche Certificate of Authenticity*
- *Thorough recent mechanical and cosmetic service*
- *Documented by a quarter century of maintenance records*
- *First-year 356C incorporating disc brakes all-round*

**THE PORSCHE 356C**

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters.

The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilized Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Reutter undertaking the bulk of production with significant contributions from Karmann of Osnabruck, Drauz of Heilbronn and d'Ieteren of Brussels.

By the time the 356B arrived in September 1959, Porsche's first sports car had gained a one-piece rounded windscreen and 15"-diameter wheels, the newcomer's introduction bringing with it further styling revisions and an engine now standardized at 1,600cc.

Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting four wheel disc brakes - first seen on the 2-liter Carrera 2 - among numerous detail improvements, notably a new ZF steering gear and a compensating spring at the rear to calm the swing axle rear suspension. Engines available - both of 1.6 liters - were the 75bhp 'C' and 95bhp 'SC', the latter replacing the Super 90.



THE MOTORCAR OFFERED

This lovely Reutter-bodied Cabriolet is a later example of the 356C, completed on March 17, 1964 in Irish Green over Fawn leather, it was delivered new to its first American owner on a set of optional Conti tires. Featuring the improved four-wheel disc brakes and the good-looking twin grille engine cover, the 356C is often touted as the best driving, most refined version of the celebrated 356 model.

Retained for about a decade by its original keeper, it would pass into the hands of its second owner in the early 1970s and remain in his family's care for the next two score of years. Enjoyed in largely original but well maintained condition, at some point during his ownership the original engine was swapped out for a later, 1600C type 616/15 unit. The Cabriolet was subject to a thorough restoration from 2000-2001 during which time new floor pans, a new

top, new lenses and lamps, fresh silver paint, and all-new chrome were added, among other things, with receipts totaling over \$37,000.

Acquired by the current owner more recently, the Cabriolet has received an extensive refreshing to its 15 year old restoration over the course of the past year. Professionally stripped and repainted with triple coats of Glasurit base and clearcoat, gaskets and seals were replaced, the underside was stripped and resealed, plus an exhaustive list parts were removed and refitted with correct replacements including the exhaust, lenses, and emblems.

A set of correct, adjustable Koni shocks were fitted while a new battery box floor pan was welded in and fresh shift bushings were added. The engine received a similar level of close attention. Completely gone through and sorted,

both carburetors were rebuilt, new push rods were installed, the valves were adjusted and new valve gaskets were installed. A complete tune up was performed it was all topped off by a fresh tank of oil and a new oil filter.

Described as a lovely driver with only a handful of caretakers and with service history dating back to 1991, it would no doubt be a perfect car for both local drives and enjoyable tours such as the New England 1000 or Copperstate 1000. Benefiting from all the 356C technical improvements and improved brakes, this Cabriolet represents one of the final and most civilized versions of the long-running 356 model. **\$130,000 - 160,000**

101

1967 FERRARI 275 GTB/4

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 10413

Engine no. 10413

3,286cc DOHC V12 Engine

300bhp at 8000rpm

6 Weber Carburetors

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Documented by marque expert Marcel Massini
- Three owners from new, over 40 years with current ownership
- Fetching original Verde Pino over Nero colors scheme
- A New York car since 1970
- Meticulously maintained



THE FERRARI 275 GTB/4

If the lovely 250 GT Lusso was perhaps too pretty and feminine in the eyes of many Ferrari *cognoscenti*, its successor, the 275 GTB, was another story altogether. Its Colombo-designed "short-block" 60-degree V12 now displaced 3.3 liters, with a 77mm cylinder bore and a 58.8mm stroke.

First in SOHC form and soon afterward a four-cam version known to the world as the 275 GTB/4, this was about as masculine and tough-looking an automobile as one could ask for. Its tightly-wound and aerodynamic skin was styled by Pininfarina and hammered out of steel sheet by the craftsmen at Sergio Scaglietti's *Carrozzeria*.

Inhaling through an even half-dozen big Weber 40 DCN 17 twin-choke downdraft carburetors, this dry-sumped two-valve four-cam model pumped out a robust 300bhp at 8000 rpm, which it happily would spin to all day long, producing a wondrous shriek from its quad-tipped exhaust system. A torque tube fed that prodigious output through a single dry-plate clutch to a beefy five-speed manual transaxle with Porsche synchronizers. The driver could stir the gears through Ferrari's traditional chrome-plated shift gate.



THE MOTORCAR OFFERED

Suspension was by upper and lower wishbone coil-spring independent suspension at all four corners, a first for the breed. Big front and rear disc brakes hid behind handsome light-alloy ventilated knock-off disc wheels of 14-inch diameter, fitted for the first time as standard equipment; traditional Borrani wires were available as an option.

The 275 GTB/4 was a tremendous performer, capable of a 5.5-second sprint to 60mph, and a standing quarter-mile in a blistering 14 seconds flat, figures that impress today. It could loaf along at an easy 125 mph, and its long-legged fifth gear placed a real 160 within reach. Contemporary reviews were overwhelmingly enthusiastic.

This 275 GTB/4 is one of just 331 examples produced before it was replaced in the Ferrari lineup by the 330 and 365 series. A report by marque expert Marcel Massini reveals that chassis 10413 is a European-specification GTB/4 coupe, chassis type 596, engine type 213 (226). It was number 218 in assembly sequence, and carried Scaglietti body number 220. The chassis was sent to Carrozzeria Scaglietti in June of 1967 and it was delivered new to official Ferrari dealer Motor S.p.A. de Carla Allegretti e C. in Rome, Italy in September of the same year.

The car was finished in *Verde Pino* with a *Nero* (VM 8500) leather interior. Its fully-instrumented dashboard is framed by a beautiful wood-rimmed, alloy-framed steering wheel.

The Ferrari was factory-equipped with a speedometer marked in kilometers and a set of five 14 x 7-inch chromed wire wheels with proper three-eared knock-off hubs to which were fitted a set of Dunlop 205 x 14-inch tires. According to marque expert Marcel Massini, this car was only with its first owner briefly as it appeared for sale with Italian dealer Dino Armando Genghini in Milan, Italy in 1969. Purchased from Genghini by a Long Island, New York resident, the Ferrari came stateside in about 1970s.

The present owner acquired the Ferrari in the mid-1970s after seeing it advertised in *The New York Times* classified section.







When purchased the Ferrari had an early 1970s repaint in Cadillac Fire Mist Green, but the sleek coupe still carried plenty of presence and the new owner and his brother enjoyed quite a few spirited drives. Driven as one would what was, at least then, just an old, used Ferrari, a numerous spirited drives in the early 1980s necessitated some engine work, sidelining the car for service.

Stripped and repainted red, the engine was sent out to be rebuilt. The Connecticut-based shop initially tasked with the job spent years working on the big twelve, but it wouldn't really get running again until the later part of the 1980s when it was brought to the famed White Plains, New York shop Dominick's European Car Repair.

Sparingly used, the car would begin a regiment of careful and meticulous maintenance at Ferrari of Atlanta starting in 1993. Receipts on file dating back to 1995 evidence the service or rebuilding of virtually every element of the big Colombo V12, brakes, suspension, and the rest of the drivetrain.

The Ferrari of Atlanta rebuild, completed in 1996 at a cost of close to \$30,000 – combined with a repaint back to the original Verde Pino color scheme by Beau Brickell returned the car to its prior glory. Further receipts detail the detail the retrimming of the interior in 2002, the complete rebuild of the suspension and brakes to factory specifications along with the fitment of a custom-made stainless steel Scuderia exhaust system in 2010, and go right up to the most recent invoice from Miller Motor Cars for nearly \$19,000 for annual service and other maintenance completed in March of this year.

In total nearly \$140,000 in invoices speak to the meticulous attention paid to this Ferrari—and that is only the total of the invoices on record, a listing that is understood to be incomplete.

The near-fanatical eye for mechanical perfection was evident in a recent drive. Starting easily and settling to a melodic burble, the Ferrari ran through its paces with ease, powering onto the highway and achieving the breakneck speeds Ferraris are known for with grace but without even breaking into a sweat. Remaining flat in the corners and braking with assertion, the over-\$30,000 spent on the suspension and brakes was clearly put to good use.



If the pure enjoyment of a well dialed-in, Colombo-powered Ferrari—combined with the operatic aria of 12 cylinders all singing in tune—like this one isn't enough to put an irrepressible smile on your face and set your heart racing then you may wish to check and see if you still have a pulse.

With continuous New York ownership virtually since new, and in the care of a single keeper for the last four decades, this fetchingly hued 275 is something special. Ferraris of this type come to market quite infrequently with this tenure of ownership, in such stellar tune almost never, and this gorgeous GTB/4 represents a rare opportunity for a serious collector of the marque.

Supplied with a comprehensive folio of service invoices, photos of the Ferrari of Atlanta restoration work and repaint, plus a Massini report, this classic Ferrari is perfect for high-speed vintage rallies and tours, and awaits its next fortunate owner.
\$2,900,000 - 3,200,000



1965 AMPHICAR MODEL 770 CONVERTIBLE

Chassis no. 100251

Engine no. 499

1,147cc OHV inline four-cylinder engine

Single Solex downdraft carburetor

43bhp at 4,750rpm

Four-speed all-synchromesh manual transmission plus single speed with reverse water transmission

Four-wheel independent suspension

Four-wheel waterproof hydraulic drum brakes

- Thoroughly and correctly restored at a cost of over \$65,000
- Sea and land tested
- Nicely detailed inside and out
- U.S. Coast Guard and DOT certified
- Saves the hassle of having to buy a boat



THE AMPHICAR

Hans Trippel's experiments with amphibious vehicles began in the 1930s, bearing fruit in wartime in the form of the Volkswagen based Schwimmwagen, more than 14,000 of which saw service with the German Army in WWII. Trippel revived the concept post-war with the Amphicar (originally called the Eurocar).

Necessarily of unitary construction, the cabriolet-style Amphicar was powered by a 70cu in (1,147cc) four-cylinder Triumph Herald engine mounted in the rear and driving the rear wheels. A special transmission drove the two propellers that afforded a maximum cruising speed on water of around 6 knots (7mph), the top speed on land being around 70mph.

No special steering gear was required for use on water, the car being steered in the normal way. The design certainly worked, as demonstrated by a well-publicized stunt that saw an Amphicar successfully cross the English Channel from France to England in 1962. Nevertheless, and despite the attractions of its dual capability, the Amphicar was not a commercial success. In what should have been its biggest market - the USA - the Amphicar was handicapped by the many difficulties involved in trying to comply with smog and safety regulations.

Demand for what was essentially a novelty vehicle never remotely approached the 20,000 units projected annually, only 3,000-or-so being constructed before production ceased in 1968.





THE MOTORCAR OFFERED

Finished in White with a matching Red and White vinyl interior, this Amphicar is certainly one of the most accurately restored examples around. Acquired by the present owner, an Amphicar enthusiast who has owned numerous examples, over a decade ago, in 2008 a ground (and sea) up restoration was undertaken by Roger Sallee. Mr. Sallee is known as one of the premier Amphicar restorers and no expense was spared to ensure this example would stand out.

Starting with a rust-free and original example, the car was disassembled and stripped to bare metal. The body and panels were primed, skimmed, and refinished. The undercarriage and suspension was removed and cleaned. The engine and transmission were completely torn down and rebuilt, with marque specialists Midwest Amphicars handling the complicated transmission. The brakes, electrical, and

fuel systems were also thorough serviced. Everything was done with an eye toward authenticity and reliability with the only liberties taken being the addition of a heavy duty clutch designed by John Freese and the replacement and conversion of the positively grounded generator to a negatively grounded alternator. This switch was done to guard against electrical failure that typically occurs when the Amphicar is at sea and the generator is not producing enough power.

Outside of the mechanicals, the cosmetics were also carefully detailed. The interior was entirely refinished with correct vinyl cloth and panels while all of the chrome fixtures and moldings were refinished and polished. New rubber floor mats were fitted, a new top was installed, and all switchgear was cleaned and refreshed.

Finally, all of the rubber seals were replaced—something of extreme importance in a car that floats! An exhaustive list of all of the work carried out documents the extreme attention to detail and quantity and quality of work completed, not to mention the over \$65,000 in restoration costs include \$15,000 is NOS parts alone.

Tested on land and sea, it is both DOT and US Coast Guard certified. Complete with a correct jack, tool kit, and owner's manual in addition to an installed electric bilge pump, front and rear navigational lights, marine flag, and a set of life jackets and paddles, it is no doubt ready to transport family and friends from the lake house to the beach—and beyond.

\$60,000 - 80,000

103

1963 MORGAN 4/4 SERIES IV TWO SEATER

Chassis no. B1243

Engine no. 2323

1,340cc OHV 4-Cylinder Engine

Single Carburetor

54bhp at 4,900rpm

4-Speed Manual Transmission

Sliding-Pillar Front Suspension – Live Rear Axle

Front Disc - Rear Drum Brakes

- *One of just 114 fourth-series examples produced*
- *Single ownership for 50 years*
- *Books and good maintenance file*
- *Epitome of Morgan motoring*



THE MORGAN 4/4

An island of constancy in an automotive sea of change, the Morgan Motor Company looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, the Morgan 4/4 is the world's longest running production vehicle, today's version being recognizably the same car as its 1936 forebear and none the worse for that as the ever-lengthy waiting list would seem to confirm.

After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910.

The first four-wheeled, four-seater Morgan appeared in 1936 powered by Coventry Climax's 1,122cc, four-cylinder, inlet-over-exhaust engine. Two years later a special Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950.

Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-liter Ford Sigma unit.



THE MOTORCAR OFFERED

The absolute picture of what a post-war Morgan might conjure in anyone's mind, this tidily presented example is finished in the ever popular and most appropriate livery of British Racing Green, and with hard wearing black interior trim. The car comes to market following a remarkable full 50 years in single ownership from 1966.

With the exception of a respray and a recovered seat back the car is highly. It still wears its original top and tonneau cover. Under the hood reveals a totally unmolested engine bay complete with factory painted makings on the bell housing. This fine example has covered less than 33,000 miles from new.

An original left hand drive variant, it has spent all of its life on the East Coast, being delivered new through noted Imported Car garage Fergus Motors as new in 1963. Not surprisingly, it has been well documented and comes with a good file of receipts for its decades of maintenance in the same hands, together with handbook and service books.

This handsome British sports car will no doubt provide enjoyable motoring this summer.
\$35,000 - 45,000

1952 LANCIA AURELIA B20GT SERIES II COUPÉ

Coachwork by Pinin Farina

Chassis no. B20-2065

Engine no. 2141

1,991cc OHV V6 Engine

Twin Weber Carburetors

80bhp at 4,700rpm

4-Speed Manual Transmission

Sliding Pillar Front and Semi-Trailing Arm Rear Suspension

4-Wheel Inboard Hydraulic Drum Brakes

- *In the care of the present owner since the early 1960s*
- *Accompanied by its FIA Passport*
- *A successful entrant to the Targa Florio and Coppa d'Oro Rallies*
- *One of 731 Second Series B20s produced*
- *Fresh from a decade of dry storage*

**THE LANCIA AURELIA**

Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia recommenced production after WW2 with the Aprilia and its smaller cousin the Ardea, but waiting in the wings was yet another groundbreaking design: the Aurelia. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show.

Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts.

An advanced unitary-construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first.

The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world.

The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 was good for a top speed of over 100mph.

An engineering tour de force clothed in sublime coachwork by Italy's foremost carrozzeria, the Aurelia B20 represents for many the zenith of Lancia's post-war production.

Stunning the motor racing world, a mildly race-developed B20 driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-liter works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence.

Sharing his Aurelia B20 with Umberto Maglioli, Bracco won the Targa Florio for Lancia in 1952 and in 1954 another B20 won the Monte Carlo Rally in the hands of the famous Monegasque driver Louis Chiron.



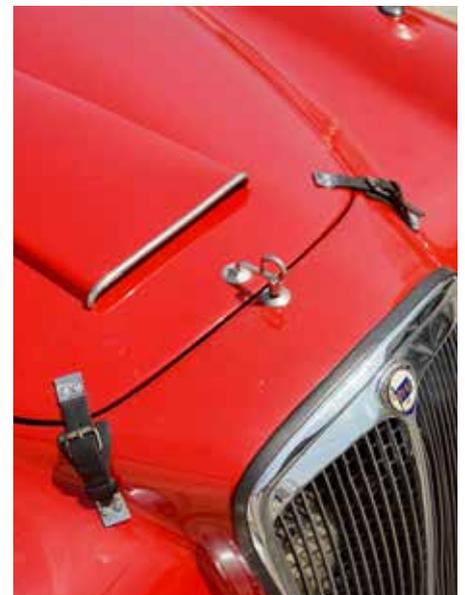
THE MOTORCAR OFFERED

One of just 731 Second Series B20s to be built from 1952 to 1953, this example came to the U.S. very early in its life and the present owner acquired it around 1961 from a garage in White Plains, New York. An enthusiast with a collection of Italian machines, the car was enjoyed locally for a time before being sent to its country of birth to be prepped for the modern running of the Targa Florio Rally.

Taking place in 1989, the Lancia was torn down and built up to handle the racing pedigree of the event, the interior was stripped down with racing seats, lightweight door panels, minimal trim, a roll cage, Lexan side windows, and a fuel cell in the trunk. Finished in the red and pale yellow color scheme it wears today, the car would compete successfully in the '89 Targa Florio and then head next to the Coppa d'Oro Delle Dolomiti in September 1992. Just prior to the Coppa rally, s/n 2065 received its FIA Passport on August 20, 1992, two original copies of which are on file.

Coming back to the U.S. in the early 1990s, the Lancia would prove its mettle on tracks around the East Coast. Entrant stickers adorn the car from its races at the High Mountain Vintage Classic at Mont-Tremblant and the Fairmont Park Vintage Grand Prix in Philadelphia—both in 1994, the Spring Sprints at Lime Rock Park in 1997, and the Rolex Vintage Festival again at Lime Rock in 2003. Photos on file document its exploits at the Coppa and Lime Rock in 1997.

Last raced about a decade ago, the B20 has been kept in dry storage since its last days on the track while a recent service by marque specialists Dominick European Car Repair in White Plains has gotten the car purring again. Eminently usable and the perfect entrant for any number of phenomenal events, this B20 is ripe for recommissioning and a continued life of enjoyment both on the track and off.
\$100,000 - 130,000



105

2014 100 point CCCA Senior First Prize winner

1939 CADILLAC SERIES 75 CONVERTIBLE COUPE

Coachwork by Fleetwood

Chassis no. 3290731

346ci Flathead V8 Engine

Single Carburetor

140bhp at 4,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- One of only 27 produced
- One of very few known survivors
- CCCA Senior Prize Winner
- Known ownership history since new



THE SERIES 75 CADILLAC

Cadillac introduced the Series 75 in 1936 as its top-of-the-line V-8 model, a step above the Series 60 line. Initially offered with both Fisher and Fleetwood bodies, by 1938 only bodies from the high end Fleetwood could be had. Nonetheless, the selection was vast with no less than a dozen different all-steel body styles offered in 1939 from formal and upright limousines to two and four door open cars.

Rebounding from a downturn in the 1938 economy, 1939 was a good year for the "Caddy". Sales were rising and as if in reply to the spirited upswing, GM cars, Cadillac included, tended to sport pointed frontends. All 1939 V-8 models displayed fine-pitch grille bars.

Styling was becoming more modern, with the truck neatly integrated into the body but major changes were still a few years off. No matter what the body style, a generous 141-inch wheel base provided ample space for people and luggage.

Powered by a steadfastly smooth 140bhp, 346 cubic inch monobloc V-8, the luxurious yet sporty Caddy benefited from steering column mounted selective synchro manual shifting. In 1939, only 2069 Series 75s of all types left the factory.



THE MOTORCAR OFFERED

This beautiful 1939 Cadillac Series 75 Fleetwood Convertible Coupe was sold new through Claude Nolan Cadillac in Jacksonville, Florida on December, 14 1938. The sale price was \$2605.85.

The Cadillac had been in the collection of a Mr. Swanson of Iowa from 1969 until 1997 when the Caddy was sold to a Mr. Bennet. Under Mr. Bennet's care the Cadillac received an engine rebuild during which time the cylinders were bored .030 over and new pistons fitted while the whole lower end was rebuilt. New timing chain, lifters, and valve guides were also all fitted. Both the starter and generator were rebuilt and the brake system was renewed. Mr. Bennet also had the car fitted with high speed rear end gears to improve its touring performance. During his ownership Mr. Bennet logged approximately 2000 miles.

In 2009 the car changed hands to a Mr. Richardson in California. Under his ownership the car and chassis were repainted and much of the chrome renewed. Additionally, the leather interior was redone and a new top and carpets were installed. At this time the running board rubbers were changed and new tires and wheel covers were fitted.

In 2013, Bill Miller of Indiana acquired the car and more work was performed to bring it to the highest standard. In 2014 the Cadillac was awarded First Prize at the Summer Grand Classic, receiving its CCCA Senior award badge and scoring a remarkable 100 points.

This stunning and extremely rare Cadillac is a great example of Cadillacs styling prowess in the late 1930s. Having recently received a 100-point score by the CCCA there is little more to say about this spectacular machine.

\$80,000 - 120,000



ACKNOWLEDGEMENTS

We would like to thank the following for helping produce the 2016 Greenwich Concours d'Elegance Auction:

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Dan Savinelli
Lucas Scarfone
Drew Shipley
Brad Sillars
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PHOTO CREDITS

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David Bush Photography: Lot 3
Jasen Delgado: Lots 6, 43, 55
Jonathan Harper: Lots 9, 15, 16, 42, 50, 54, 62, 64, 91, 104
Greg Keysar Photography: Lots 20, 27, 39, 65
Bob Masters: Lot 61
Calvin Miller: Lot 94
Scott Nidermaier: Lots 5, 93
Rasy Ran: Lot 41
Dan Savinelli: Lot 101
Lucas Scarfone: Lots 21, 22, 92
Drew Shipley: Lot 25
Brad Sillars: Lot 59
Sean Smith Photography: Lots 17, 29, 34, 35, 36, 37, 44, 45, 46, 47, 48, 49, 56, 63, 90, 100
Joshua Sweeney: Lots 11, 28, 32, 38, 57, 58, 89,

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GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors'
Motor Cars and Automobilia
Friday 24 June 2016
Chichester, Sussex

Final call for entries



*Right-hand drive, Ferrari Classiche Certified
and only 27,900 miles from new*

1972 FERRARI 365 GTB/4 'DAYTONA'
Coachwork by Scaglietti - Design by Pininfarina
£620,000 - 680,000

1981 BMW M1 COUPÉ
£280,000 - 320,000

Flat-floor and external bonnet lock example

**1961 JAGUAR E-TYPE SERIES I
3.8-LITRE ROADSTER**
£200,000 - 250,000

*Rare right-hand drive example and
fully restored to concours standard*

1960 MASERATI 3500 GT COUPÉ
Coachwork by Carrozzeria Touring
£180,000 - 220,000

One owner and 9,500 miles from new
2003 BMW Z8 ALPINA ROADSTER
£220,000 - 280,000

1970 FERRARI DINO 246 GT BERLINETTA
Coachwork by Scaglietti - Design by Pininfarina
£200,000 - 250,000

Bonhams is delighted to announce the 24th annual auction at the world-renowned Goodwood Festival of Speed.

1 of 48 right-hand drive examples built
1966 FERRARI 275 GTB/6C BERLINETTA
Coachwork by Scaglietti - Design by Pininfarina

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£1,600,000 - 1,900,000



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19 August 2016
Carmel, CA

Bonhams returns to the beautiful Monterey Peninsula for its 19th annual Quail Lodge Auction, featuring the world's finest and most exclusive collectors' motorcars displayed in a stunning setting on the grounds of the Quail Lodge & Golf Club

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1951 FERRARI 212 INTER CABRIOLET

Sold for \$2,200,000 - Quail 2015

1953 FIAT 8V SUPERSONIC

Sold for \$1,815,000 - Quail 2015

1987 PORSCHE 959 KOMFORT

Sold for \$1,457,500 - Quail 2015

QUAIL
LODGE
AUCTION

Consignments now invited



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THE CHANTILLY SALE

—03.09.16—

ENTRIES NOW INVITED

Exceptional Collectors' Motor Cars

Saturday 3 September 2016
Château de Chantilly, France

Bonhams is delighted to announce its return to the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

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PRESERVING THE AUTOMOBILE: AN AUCTION AT THE SIMEONE FOUNDATION AUTOMOTIVE MUSEUM

Monday October 3, 2016
Philadelphia, PA

Consignments now invited

*The F.C. Deemer, Honeymoon Roadster,
ex-Dick Teague and W.K. Haines*

1907 AMERICAN UNDERSLUNG 50HP ROADSTER
Sold for \$1,430,000

Bonhams is proud to return to the Simeone Foundation Automotive Museum for the fifth annual Preserving the Automobile Auction. Featuring some of the finest example of original and preserved vehicles next to beautifully restored examples that have hewed faithfully to how they left the factory, this auction has seen a variety of machinery achieve strong results and record prices. Occurring just prior to the Hershey Swap Meet and located just minutes from the Philadelphia Airport, the auction has become a must-attend event for enthusiasts going to Hershey.

Space is limited and consignments are now invited to this unique and special auction. Contact a Bonhams Motoring Specialist today to discuss including your vehicle today.

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**1962 JAGUAR E-TYPE SERIES 1 3.8-LITER
ROADSTER**
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International Auction Calendar 2016

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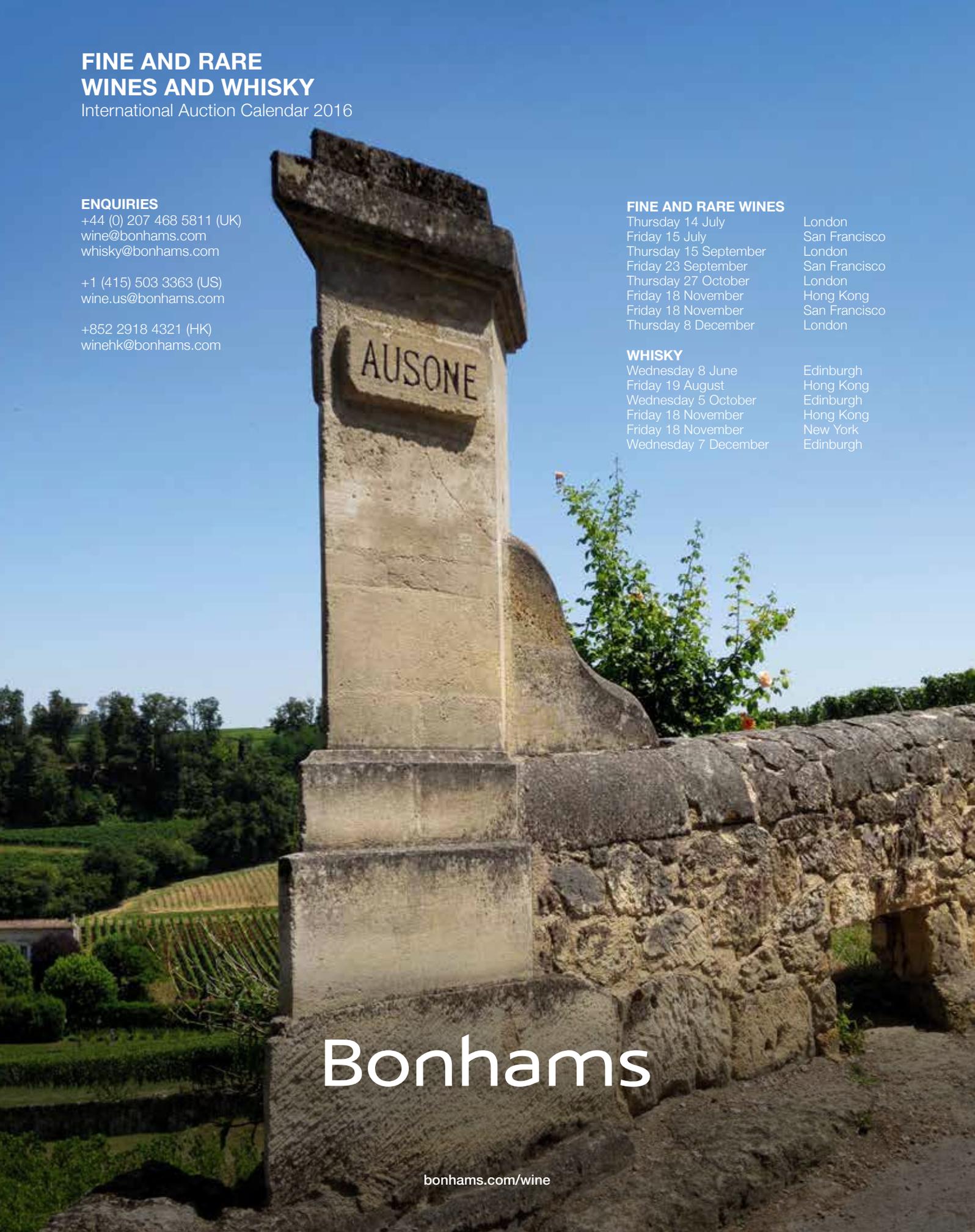
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Thursday 14 July	London
Friday 15 July	San Francisco
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Friday 18 November	San Francisco
Thursday 8 December	London

WHISKY

Wednesday 8 June	Edinburgh
Friday 19 August	Hong Kong
Wednesday 5 October	Edinburgh
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Friday 18 November	New York
Wednesday 7 December	Edinburgh



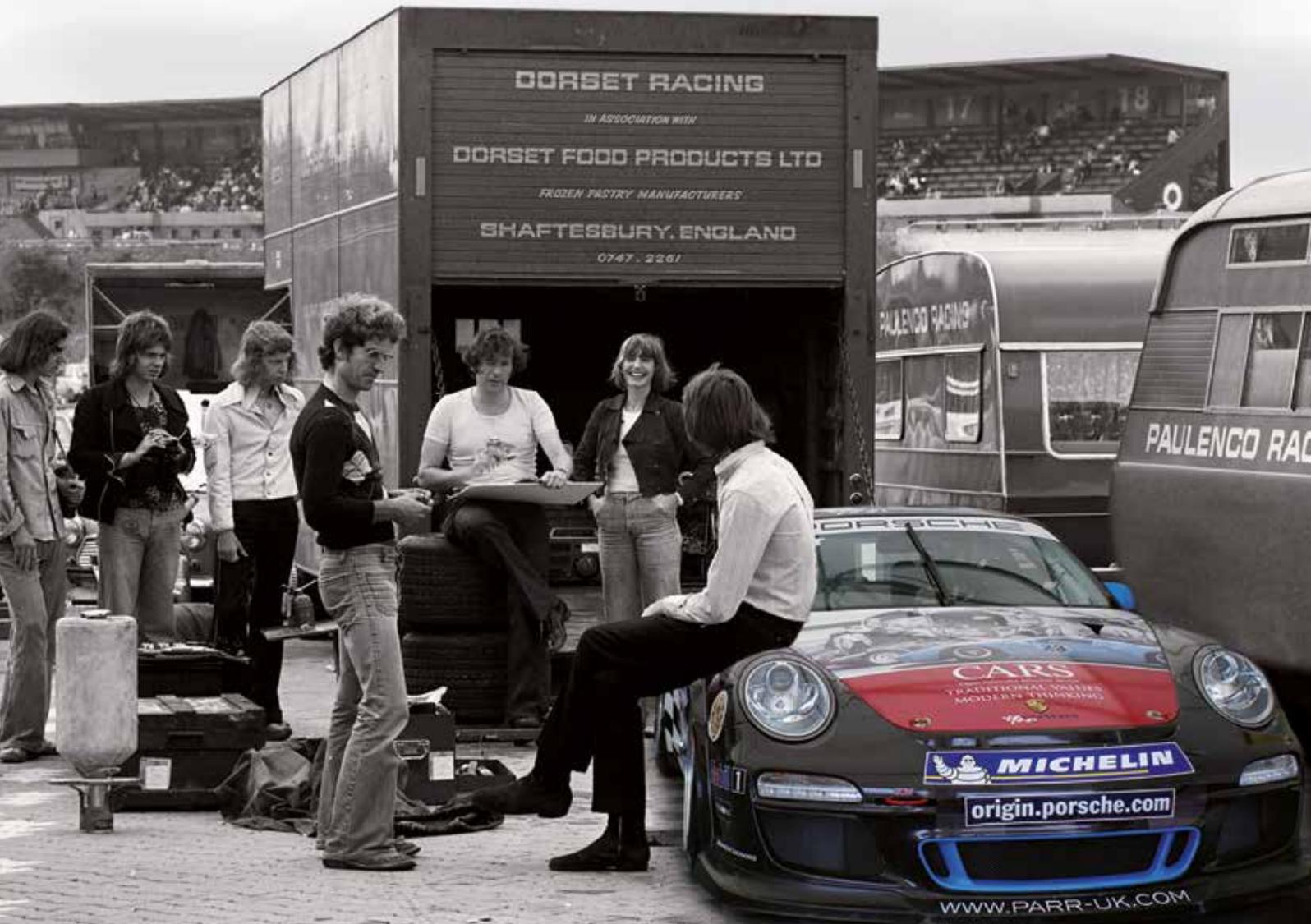
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1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

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.

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

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1.10 'Sale' means the auction held in conjunction with the Greenwich Concours d'Elegance in Greenwich, Connecticut on Sunday, May 31, 2015.

1.11 'Seller' means the person who offers the Lot for sale.

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8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-FIVE PERCENT (25%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Thousand Dollars (\$100,000) up to and including Two Million Dollars (\$2,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

9. CONTRACT OF SALE

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

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

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit card transaction made in person with a PIN, in United States currency, no later than 4:00 p.m. local Eastern Time on Monday, June 1, 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.

CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

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;
- (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 (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in New York City, New York or 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

CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

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 designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, Connecticut, or Florida or the Commonwealth of Pennsylvania or Massachusetts, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place 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 in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled '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 MERCHANTABILITY, 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 Greenwich Concours d'Elegance Auction on June 5th, 2016.

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' Greenwich Concours d'Elegance Auction on June 5th, 2016.

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.

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Lot No.	Year	Make	Lot No.	Year	Make
65	1987	AC Cobra MK IV	59	1938	Lagonda LG6 Limousine De Ville
22	1967	Alfa Romeo Duetto Spider	24	1989	Lamborghini Countach
21	1975	Alfa Romeo GTA 1300 Junior Stradale			25th Anniversary Coupe
49	1951	Allard P1 Competition Series	2	1960	Lambretta Li 150 Series 2
85	1967	American Motors Rambler	104	1952	Lancia Aurelia B20gt Series II Coupé
		Rebel SST Convertible	7	1986	Land Rover 110
102	1965	Amphicar Model 770 Convertible	97	1950	Lincoln Sedan
98	2003	Audi RS6 Sport Sedan	91	2007	Lotus Elise Type 72D
25	1963	Austin Mini Cooper Mark 1 Saloon	66	1962	Maserati 3500 GTI Superleggera Coupe
42	1954	Austin-Healey 100 BN1	27	1973	Maserati Bora 4.9
30	1964	Austin-Healey 3000 MKIII BJ8	23	1982	Maserati Quattroporte III Sedan
13	1998	Bentley Azure Convertible	31	1937	Mercedes-Benz
57	1957	Bill Frick Special GT Coupe	58	1959	Mercedes-Benz 190SL with matching
18	1941	Buick Roadmaster			Mini Tears Teardrop Trailer
60	1928	Cadillac V-8 Convertible Coupe	94	1961	Mercedes-Benz 190SL Roadster
105	1939	Cadillac Series 75 Convertible Coupe	17	1962	Mercedes-Benz 220 Seb Cabriolet
71	1913	Car Nation Model C Roadster	34	1971	Mercedes-Benz 280SL Roadster
16	1948	Chevrolet Fleetmaster 'Woodie'	20	1984	Mercedes-Benz 500SL
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87	1992	Chevrolet Camaro Z/28 Convertible	40	1949	MG TC Midget
75	1926	Chrysler G-70 Roadster	3	1955	MG TF Roadster
78	1941	Chrysler New Yorker Convertible Coupe	92	1958	MGA 1500 Roadster
88	2007	Chrysler Crossfire Roadster	103	1963	Morgan 4/4 Series IV Two Seater
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86	1976	Ford Bronco Ranger	47	1966	Shelby GT350 Coupé
39	2005	Ford GT	95	1966	Shelby GT350 "Carry Over Car"
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45	1954	Kaiser-Darrin Sport Convertible	99	1963	Volkswagen Beetle "Sun Roof" Sedan
70	1912	K-R-I-T Model A Roadster	89	1967	Volkswagen Type 2 Double Cab
			52	1979	Volkswagen Super Beetle Cabriolet
			72	1914	Warrick 6HP Tri-Car Motor Carrier
			5	1943	Willys Jeep With Trailer



LOT 24: 1989 LAMBORGHINI COUNTACH 25TH ANNIVERSARY COUPE

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