

August 18, 2017  
Carmel, California

# QUAIL LODGE AUCTION

20  
years



Bonhams



**LOT 38**

1956 MASERATI 300S SPORTS RACING TWO SEATER









IMPORTANT SINGLE-OWNER COLLECTION OF RALLY CARS  
OFFERED WITHOUT RESERVE



Friday August 18, 2017 at 10am  
Quail Lodge & Golf Club  
Carmel, California

# QUAIL LODGE AUCTION

**20**  
years

## BONHAMS

7601 W. Sunset Boulevard  
Los Angeles, California 90046

580 Madison Avenue  
New York, New York 10022

220 San Bruno Avenue  
San Francisco, California 94103

[bonhams.com](http://bonhams.com)

## PREVIEW

Wednesday August 16, 9am to 6pm  
Thursday August 17, 9am to 6pm  
Friday August 18, 9am to 10am

## PREVIEW AND AUCTION LOCATION

Quail Lodge & Golf Club's West Field  
GPS address 7000 Valley Greens  
Drive Carmel, California 93923

## ADMISSION TO PREVIEW AND AUCTION

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

## INQUIRIES

Jakob Greisen  
+1 (415) 480 9028  
[jakob.greisen@bonhams.com](mailto:jakob.greisen@bonhams.com)

Mark Osborne  
+1 (415) 503 3353  
[mark.osborne@bonhams.com](mailto:mark.osborne@bonhams.com)

Rupert Banner  
+1 (917) 340 9652  
[rupert.banner@bonhams.com](mailto:rupert.banner@bonhams.com)

Eric Minoff  
+1 (917) 206 1630  
[eric.minoff@bonhams.com](mailto:eric.minoff@bonhams.com)

Evan Ide  
+1 (917) 340 4657  
[evan.ide@bonhams.com](mailto:evan.ide@bonhams.com)

Michael Caimano  
+1 (929) 666 2243  
[michael.caimano@bonhams.com](mailto:michael.caimano@bonhams.com)

## Business Managers

Gordan Mandich  
+1 (323) 436 5412  
+1 (323) 850 5843 (fax)  
[gordan.mandich@bonhams.com](mailto:gordan.mandich@bonhams.com)

Gregory Coe  
+1 (212) 461 6514  
[gregory.coe@bonhams.com](mailto:gregory.coe@bonhams.com)

## Vehicle Documents

Stanley Tam  
+1 (415) 503 3322  
[stanley.tam@bonhams.com](mailto:stanley.tam@bonhams.com)

## BIDS

+1 (323) 850 7500  
[motors.us@bonhams.com](mailto:motors.us@bonhams.com)

From August 14 to 20, to reach us directly at the Bonhams Pavilion at Quail Lodge:  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

## AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

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

**AUCTION NUMBER:** 23977  
Lots 1 - 111

Please see pages 4-6 and 300-302 for bidder information including Conditions of Sale, after-sale collection and shipment.

## FRONT COVER

Lot 73 - 1995 McLaren F1



# BUYER INFORMATION

## CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

## IMPORTANT NOTICE

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

## ADMISSION TO PREVIEW & AUCTION

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

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

## BIDDER REGISTRATION FEE

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

Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Additional copies of the catalog can be purchased at the auction venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

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

## BUYER'S PREMIUM, TAXES & LICENSE FEES

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

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona, California and Florida, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and

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

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

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

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

## MOTOR VEHICLE CUSTOMS DUTY

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

## BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval by speaking 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 12pm on Sunday August 20.

## ESTIMATES

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

## RESERVES

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

## BIDDING AT AUCTION

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

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

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

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



## PAYMENT & COLLECTION OF LOTS

### ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (323) 750 6090, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 14 until sale day.

### TELEPHONE BIDS

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

### ONLINE BIDS AND BIDDING

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

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

### CURRENCY CONVERTER

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

### DAMAGE

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

### PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Sunday August 20. 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.

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

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

### PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Friday August 18. We will be open on Saturday August 19 from 8.30am until 5pm, and again on Sunday August 20 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 20; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

### COLLECTION OF LOTS

All Motor Vehicle lots must be paid for and collected from the sale venue by *12pm on Sunday August 20*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Sunday August 20. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

### TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Sunday August 20.

### REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 20, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

#### Domestic Motorcar Transport

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

#### International Motorcar Transport

CARS (Classic Automotive Relocation Services)  
Contact - Alistair Forbes +1 (310) 695 6403 or  
[info@carsusa.com](mailto:info@carsusa.com)

#### Domestic and International Motorcar Transport

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



## WELCOME

It is with great pleasure that we invite you to join us for our 20th annual Quail Lodge Auction, set in the beautiful grounds of the Quail Lodge & Golf Club.

This anniversary year's consignments represent one of the most important collection of cars we have ever been entrusted with globally. We are privileged to offer more one-owner cars than we ever have, and honored to have been chosen to handle these cars on behalf of their original owners.

A broad range of collecting interests, from the earliest days of motoring, to sports and racing machines, to modern supercars. Within these categories are some of the finest examples of the most renowned marques ever built, achieving iconic status for their advanced engineering, power, endurance and beauty.

We have the pleasure of offering some real 'once-in-a-lifetime' motorcars again this year. The one-owner McLaren F1 is really an opportunity to buy when many would consider the ultimate road car. The collection of exceptional motorcars from the late Theodore James 'T.J.' Day includes highly original examples of some of the finest

motorcars ever produced. The ex-Cunningham 24 Hours of Le Mans Jaguar E-Type Lightweight is an incredible competition machine, while the Maserati 300S must be the most iconic Sports Racer there is. And the Group B Rally car collection offered without reserve is unique in itself. We are excited to have you join us and we hope you will enjoy the fine selection of motorcars we have assembled.

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

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

With our best personal regards,

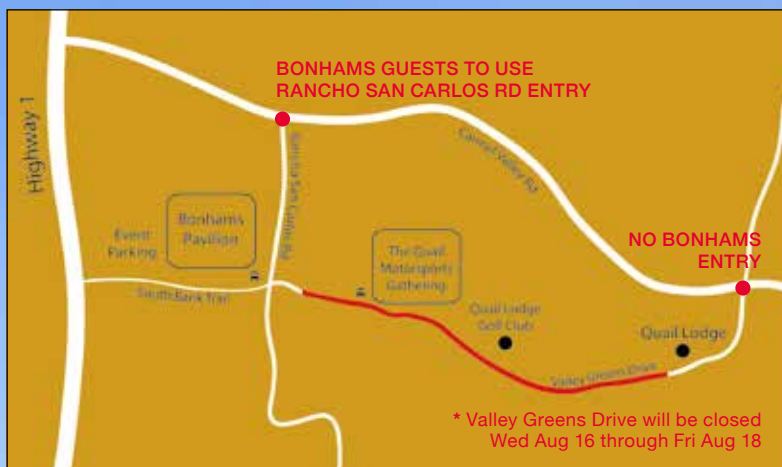
**The Bonhams Global Motoring Team**

## BONHAMS AT QUAIL LODGE & GOLF CLUB, WEST FIELD



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

From August 14 to 20, to reach us directly at the Bonhams Pavilion at Quail Lodge:  
+1 (415) 391 4000 | +1 (415) 391 4040 (fax)



### PARKING

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

**If you are attending the Quail Motorsports Gathering and the Bonhams auction, please park at Bonhams and shuttle to the Quail event.**

### SHUTTLES TO AND FROM THE QUAIL MOTORSPORTS GATHERING

On Friday August 18, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

## PLEASE JOIN US

*Bonhams Motoring department cordially invites you to a champagne breakfast and pre-auction viewing.*

**Friday August 18  
9am to 10.30am**



**BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM**

**WEST COAST USA**



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

**EAST COAST USA**



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

**ADMINISTRATION  
& SUPPORT**



Gordan Mandich  
Senior Administrator  
West Coast



Gregory Coe  
Senior Administrator  
East Coast



Stanley Tam  
Dealership &  
Compliance Manager



Jared Zaugg  
Press Officer  
USA

**UNITED KINGDOM**



Tim Schofield



Sholto Gilbertson



John Polson



Rob Hubbard



Richard Stafford

**EUROPE**



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Marc Sonnerly





**LOT 63**

1963 FERRARI 400 SUPERAMERICA COUPE AERODINAMICO



# MOTORCARS

August 18, 2017 at 10am

Lots 1-111

Additional images for each lot can  
be found at [bonhams.com/quail](http://bonhams.com/quail)



# 1.

## 1941 MERCURY MODEL 19A STATION WAGON

Chassis no. 99A-380723

239ci L-Head V8  
Single Downdraft Carburetor  
95bhp at 3,600rpm  
3-Speed Colum-Shifted Manual Transmission  
Solid Front and Live Rear Axle with Semi-Elliptic Transverse Leaf Springs  
4-Wheel Hydraulic Drum Brakes

- ★ *Top-of-the-line Mercury Woody Wagon*
- ★ *Restored to a high level in 2000*
- ★ *The perfect family hauler*
- ★ *Finished in its original color scheme*



### THE MERCURY STATION WAGON

When the Ford Motor Company entered the station wagon market, it quickly became the nation's acknowledged wagon-master. It was natural then that when the upscale Mercury line was introduced for 1939, a Mercury wagon would follow – this came to fruition in 1941. Although the basic wagon bodies were the same, the Mercury used higher grade finishes, color-coordinated top fabric and all-leather interiors, and of course it had the larger Mercury engine. Accordingly, it sold at a higher price, \$125 above the Super Deluxe Ford.

Wood for the station wagons came from Henry Ford's forests in northern Michigan. By 1940, Ford operations at Iron Mountain oversaw all body operations. It was there at Iron Mountain that the wood was cut, shaped, and assembled into the iconic bodies.

### THE MOTORCAR OFFERED

From the first year of production for the Woody Wagon, the top-of-the-line Mercury featured here is understood to have been delivered new to Oklahoma for use by a private school there. The vendor, whose family owned a similar Mercury Wagon during WWII, was searching for a bit of his youth when he came across this example in October of 1999. Painted black at the time, upon removal of a pair of incorrect parking lamps it was revealed to in fact originally have been painted Lochaven Green— one of the more desirable liveries as well as the same color as the Mercury from his childhood!

In February of 2000, an extensive restoration was started. Taken down to bare metal, the car was carefully restored with an eye toward correctness and maintaining as much of the original wood as possible.

Aftermarket items installed on the car over the course of its life were removed and replaced with correct-type units. The dashboard was newly wood grained and the steering wheel was restored. The original Iron Mountain wood was largely salvageable with only one segment needing replacing.

Showing beautifully today nearly twenty years after its restoration, this rare Woody is sure to bring smiles to the whole family!

**\$90,000 - 115,000  
WITHOUT RESERVE**



## 1959 AUTOBIANCHI BIANCHINA TRASFORMABILE

Chassis no. 012492

Engine no. 063054

- ★ Fiat 500-based two-seat micro-car
- ★ One of an estimated 1500 Bianchinas exported to the United States
- ★ Low mileage example
- ★ Recent cosmetic restoration

479 cc OHV Inline 2-cylinder Air-cooled Engine  
 Weber Single-choke Carburetor  
 27bhp at 4000rpm  
 4-Speed Manual Rear Transaxle  
 4-Wheel Hydraulic Drum Brakes  
 4-Wheel Independent Suspension



## THE AUTOBIANCHI

Bianchi's association with Fiat and Pirelli helped Eduardo Bianchi become a captain of Italian industry. The Autobianchi proved to be a dependable, reliable and economical means of transport for young, middle-class Italian families and small companies. The Bianchina was offered for only a few years beginning in the late 1950s into the early 1960s; it was essentially a customized Fiat 500, using that basic mass-produced unit chassis and its rear-mounted, sub-half-liter-inline air-cooled twin and a four-speed manual gearbox.

It was produced in several body configurations including a closed berlina, a station wagon, delivery vans in both high-roof and low-roof form, a full convertible, and the style offered here, the delightful "Bianchina" Transformabile. Designed by Luigi Rapi, the compact,

two-seat demi-convertible featured a sliding fabric roof that stretched over a folding metal framework and when retracted offered sporty motoring at modest speeds. With a price point, somewhat higher than the Fiat 500, it offered a higher standard of finish. Very practical in urban traffic, the Bianchina could deliver 50 mpg. Over its short lifespan, about 10,000 units were produced.

## THE MOTORCAR OFFERED

This very pretty red and white example is described by the consignor as having come from a large, private collection where it last spent several years and was properly maintained and cared for during that period. The current owner believes that the 13,000-plus miles showing on this car is indicative of its original and correct mileage. The car benefits from a recent cosmetic restoration including new paint, chrome and interior. The very simple seats – not unlike a beach chair with plastic webbing – are now covered in red leather, non-original but a nice upgrade. Overall, the car is described as being in good condition.

Here is a perfect summer-time choice for relaxed open-air cruising, and one certain to be the center of attention at any Cars-and-Coffee gathering.

**\$30,000 - 50,000  
 WITHOUT RESERVE**

### 3.

## 2001 BMW Z8 ROADSTER

VIN. WBAEJ13451AH60489

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

- ★ *Exquisite, low-mileage example of the Z8 Roadster*
- ★ *Rare Topaz Blue Metallic over Black interior*
- ★ *Extremely well-kept condition inside and out*
- ★ *Complete with factory hard top, books, tools and service records*



### THE BMW Z8

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



The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taut bodywork was all wrought in aluminum, as was the space-frame chassis.

The 4,941cc V8 engine was aluminum as well, a 400-horsepower power-plant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

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





## THE MOTORCAR OFFERED

This splendid example of BMW's limited-production retro-inspired Roadster was completed at the Munich based Bayerische Motoren Werke in January of 2001. Built for the US market, the new BMW was finished in the rare and desirable Topaz Blue Metallic, and trimmed in Black. The new Z8 came to Charleston, SC later in January of 2001, and was sold to its first owner in February 2001, a Florida based enthusiast. The car is believed to have remained in Florida until the late 2000s, clocking up just over 11,000 miles. It should be noted, that the CARFAX picks up an extra digit on the odometer reading in 2012; surely a clerical error. The consignor – a Southern California based enthusiast with a taste for fine European sports cars - purchased the Z8 in 2012, with less than 12,000 miles on the odometer, and has since maintained the car and shown it at local Concours events. Except for a scratch down the driver's side that was painted,

the car's exterior and interior remains in original and beautiful condition.

With fewer than 15,300 original miles, this well cared for example is in wonderful condition throughout. The smart aluminum bodywork presents beautifully, and the 507-inspired interior is in similarly excellent condition, with its luxuriant hides showing minimal wear.

This is a wonderful and well-sorted example of one of the 2,543 units produced for the US market. The BMW comes complete with factory hard top, books, tools and service records. In the desirable 6-Speed manual configuration, with the potent 32-Valve V8 engine out front, this Z8 would be an easy-to-use Sunday morning driver. This Z8 is a highly collectible BMW, with outstanding performance and gorgeous aesthetics.  
**\$180,000 - 250,000**

## 4.

### 1955 FORD THUNDERBIRD

Chassis no. P5FH230958

292ci OHV V8 engine  
Single Holley four-barrel carburetor  
193bhp at 4,400rpm  
Ford-O-Matic Automatic Transmission  
Independent Front Suspension - Live Rear Axle  
4-Wheel Drum Brakes

- ★ *Subject of a comprehensive restoration*
- ★ *International Classic Thunderbird Club Award winner and AACA Senior status*
- ★ *Ready for further concours judging or driving events*
- ★ *1950s Americana at its finest*



#### THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the classic Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models produced with Ford's new overhead-valve V8 engine. In '56 Thunderbird configuration, the latter displaced 292ci (4.8 liters) and produced 200bhp, while the optional Special V8 displaced 312ci (5.1 liters) and delivered 215bhp.

Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected, and the production run over three years exceeded 53,000.

Apart from mounting the rear wheel on the trunk and adding porthole windows to the hardtop, Ford left the 'T-Bird' fundamentally unchanged for 1956 before a more thoroughgoing restyle for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the trunk, a move that greatly improved the handling.

Despite its success, the original concept soon was abandoned and a larger - and slower - four-seat version introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight. Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles.

#### THE MOTORCAR OFFERED

This classic Thunderbird began life on July 6th, 1955, with the order placed through the Ford District Sales Office in Detroit, Michigan. It was ultimately built at Ford's Dearborn, Michigan plant. This Thunderbird received a total frame-off restoration by the premier Thunderbird specialists at Hill's Automotive/Classic Cars, in Racine, Ohio. The restoration was comprehensive from fore to aft, bringing the Thunderbird to factory Ford, OEM-correct specifications. Since being restored, this handsome Thunderbird has been stored safely inside a climate-controlled facility in the warm and sunny state of California. The result of this meticulous restoration and subsequent care, is a beautiful Thunderbird that is ready for both display at show and motoring.

**\$50,000 - 70,000  
WITHOUT RESERVE**



# 5.

## 1988 FERRARI 328 GTS

Design by Pininfarina

VIN. ZFFXA20A6J0075109

Engine no. 01842

3,185cc DOHC V8 Engine

Bosch K-Jetronic Fuel Injection

270bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Few owners and less than 16,000 miles since new
- ★ Classic Rosso Corsa over Tan livery
- ★ Beautiful original condition
- ★ Offered with owner's manual and CARFAX report



### THE V8 FERRARIS

Introduced as a replacement for the V6-powered 246 Dino, the 308 GT4 received an all new, DOHC V8 engine, with a displacement just under three liters. The new engine powered a model-range of Ferraris that still runs to this day at the Maranello works, the current 488 being the latest iteration. With the power-plant placed transversely above the rear axle, these cars proved to be agile handlers, and their relative affordability makes them a great entree to the world of Ferrari ownership. Many V8-models have come and gone over the past four decades; most memorable being the 288 GTO model of the mid-1980s, the supercar of its day, and the more usable 308 and 328 models of the same era.

### THE MOTORCAR OFFERED

Completed at the Ferrari works in 1988, this low-mileage example of the elegant 328 GTS remains in highly original and well-kept condition. The new 328 GTS was covered in classic Rossa Corsa exterior paint, with interior in tan and the optional Contrast Colored Dashboard, along with many other exclusive amenities and options. The car was destined for the US market, where it appears to have been delivered new to Colorado.

According to the CARFAX report, the red Ferrari remained in the Silver State until 2010, at which time it had occurred just 12,625 miles, and was serviced at Lamborghini of Houston, Texas. Later that year, a new owner was reported in the state of Maryland, before the 328 GTS traveled north to Pennsylvania, where it appears to have been kept until 2016, when the car passed through California Emissions in Santa Monica, CA.

Today, this highly original and preserved Ferrari reads less than 16,000 miles on the odometer, a figure that is indeed believed to be the original figure and is documented by the CARFAX report. The car shows beautifully inside and out, and is accompanied by an owner's manual. This beautiful 328 GTS offers open top Ferrari touring in elegant Pininfarina style, at an affordable and attractive price when compared with its older and younger siblings.

**\$80,000 - 120,000  
WITHOUT RESERVE**

## 6.

### 1923 PIERCE-ARROW MODEL 33 7-PASSENGER SEDAN

Chassis no. 337585

Engine no. 337-597

415 ci T-Head 6-Cylinder Engine

70bhp

T-head Inline 6-Cylinder Engine

3-Speed Manual Transmission

Live Axle Suspension

Rear Wheel Mechanical Drum Brakes

- ★ Beautifully restored example
- ★ Striking color combination
- ★ Well equipped with many period amenities
- ★ Full CCCA classic



#### THE PIERCE-ARROW MODEL 33

Pierce-Arrow's progress from its first deDion-engined Pierce Motorettes through the Great Arrow, its record of success in five consecutive Glidden Tours, and the esteem in which the marque has been held by for over a century is well established. But in the early Twenties a postwar recession hit America's economy hard. Even Pierce-Arrow was not immune to its effects.

In response, in 1922 Pierce-Arrow adopted a single model policy. It was powered by a mighty 415 cubic inch T-head six with a single piece cylinder block and detachable head, a more robust crankcase, dry-plate clutch and new 3-speed transmission.

#### THE MOTORCAR OFFERED

The 1923 Pierce-Arrow Model 33 offered here is the embodiment of Pierce-Arrow style, elegance and quality. The enclosed coachwork stands tall. The seven-passenger tonneau has black leather for the chauffeur. The rear compartment is lavishly trimmed in striped beige broadcloth and appointed with jump seats, a folding footrest, smoker's kit and vanity compartments, fine wood moldings, bud vases and pulldown shades on all five windows, all of which would have been specified in some detail by the first owner.

On the other hand, the integrated fender mounted headlights characteristic of Pierce-Arrows were not chosen, instead being the conventional drum style. The owner eschewed the Pierce-Arrow "archer" mascot in favor of a MotoMeter style radiator cap. The vehicle taken as a whole implies a highly conservative, traditional first owner

more concerned with quality, elegance and opulence than in the latest fashion. It has been beautifully restored with a light grey body, black fenders. Turn signals have been added for safer driving. The engine compartment is similarly well turned out, as is the undercarriage which rides on body color wood spoke wheels and whitewall tires.

The Model 33 returned Pierce-Arrow to preeminence among American manufacturers and reversed the company's seven-figure losses into substantial profits in one of the most dramatic turnarounds in the history of the American automobile.

Whether on the road or on the show field it is a source of pride.

**\$50,000 - 70,000  
WITHOUT RESERVE**



# 7.

## 1966 LOTUS CORTINA MK I

- ★ Lotus' saloon car racing legend
- ★ Icon of the Swinging Sixties
- ★ Striking Alan Mann Racing colors
- ★ Comprehensively restored

Chassis no. BA74FM59709

Engine no. S29773 (see text)

1,558cc DOHC Inline 4-Cylinder Engine

Mechanical Fuel Injection

Approximately 120bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Rear Leaf Springs

Front Disc Brakes – Rear Drum Brakes



### THE LOTUS TYPE 28

The immortal Lotus Cortina by Ford of Dagenham, in England, is one of the most charismatic, best loved and universally successful high-performance cars ever to represent the great globalized American company's famous blue-oval badge. Production began in February 1963, with homologation being achieved in September 1963 despite production not yet having reached the FIA's 1,000-off minimum. Jim Clark, Graham Hill, Jackie Stewart, Vic Elford, Jack Sears, Sir John Whitmore, and Jacky Ickx all raced Cortinas. Jim Clark – multiple F1 World Champion and Indy 500 winner, also won the 1964 British Saloon Car Championship in his works version.

### THE MOTORCAR OFFERED

This left-hand-drive Cortina was always a street car, and while its early history is not documented, it is believed to have been a west coast car from new as it was discovered here in 2006. Soon after, the decision was made to restore the aging Cortina in the legendary red and gold livery of Alan Mann racing. When stripped for paint, the body was determined to be very solid, with no obvious evidence of accident damage. The original bumpers were re-chromed, while other brightwork was left original. Weather-stripping was replaced, and rally stop-watches and Carello driving lights were installed for a sporting period appearance.

Inside, the seats and headliner were restored to original specification, as were instruments, carpeting, and the heater. Many mechanical aspects of the car have been carefully restored or renewed, including the engine, a proper Lotus L-type block yet not the original one to the car.

It is fitted with forged pistons, and additionally features fuel injection in place of the original carburetors, although carburetors accompany the sale of the car. The correct transmission was also rebuilt with all new bearings and seals. Suspension, rear axle, braking and steering systems were refurbished.

In 2015 and 2016, much service and maintenance work was performed by Bonsall, CA based Racing Industry Specialists and the consignors own restoration facility. Many receipts can be found in the history file describing this work. Unquestionably one of Britain's icons of the Swinging Sixties, the Lotus Cortina remains a saloon car racing legend and a memorable 'giant killer' capable of far more than its modest looks would suggest.

**\$70,000 - 110,000  
WITHOUT RESERVE**

## 8.

### 1904 PREMIER MODEL F 16HP REAR ENTRANCE TONNEAU

Chassis no. NOT KNOWN

4-Cylinder L-Head Air Cooled Engine  
2-Speed Sliding Gear Transmission  
Full Elliptic Leaf Spring Suspension  
Rear Mechanical Brakes

- ★ *Veteran Car Club dated*
- ★ *Eligible for the British Bonhams London to Brighton Run*
- ★ *A thorough restoration, followed by museum storage*
- ★ *One of very few survivors of the brand*
- ★ *Great Indianapolis brand with racing history*



#### THE PREMIER

Indianapolis, Indiana has always been the heart of American motorsports. Known today for the 500, Indianapolis was home to some of the greatest sporting car manufacturers in America, such as the Stutz and Premier. Like Stutz, Premier used racing to help develop its road cars. Best known for having a sensational air-cooled machine produced for the Vanderbilt Cup Race, the Premier was barred from competition for being 60 pounds overweight. However, they still ran three entries in the 1916 Indianapolis 500, achieving excellent results with their road going cars. Premier also received a perfect score in three consecutive Glidden Reliability tours.

Premier was a technically advanced car from the outset. In an era of single-cylinder planetary-transmission cars, the first Premier model in 1903 featured an over-head valve

four-cylinder engine and a sliding gear transmission, initially favoring air-cooling for its designs.

Contemporary advertisements described the Model F's four-cylinder air-cooled motor as being of 16hp, offering a speed range of 5-40 mph and they promoted the fact that on its 10-gallon tank capacity it could cover one hundred and eighty two miles. Power to weight ratios are nothing new and they would boldly claim "More horsepower per hundred pounds than any car built in America", the quoted price was \$1,400 F.O.B. Indianapolis.

#### THE MOTORCAR OFFERED

This very handsome Premier automobile is one of two survivors from this early period of the marque, the other a twin cylinder example appropriately resides in the Indianapolis Motor Speedway Museum. It was brought to the attention of its current owner in the late 1980s having been found in tired but substantially complete order.

True to the passion of its owner, the car was restored in an exacting standard based on the information available on this little-known era of the brand. The stated schemes for the model were a Brewster Green body, with 'maroon or canary running gear', the latter being chosen. A new body was constructed in keeping with period images of these cars choosing a rear entrance tonneau body over its original side entrance tonneau.





On completion of its restoration in 1999 an application was made to the Veteran Car Club of Great Britain for its dating and by June 2000 a date of 1904 was confirmed. Since that time, the Premier has seen only modest use and ultimately did not travel to the U.K. to take part in the run. That opportunity now awaits its next owner or to be enjoyed on the numerous excellent events run by the Horseless Carriage Club of America.

**\$175,000 - 250,000**

Please note, that this car carries a State issued VIN.



## 9.

### 1974 MASERATI BORA 4900

Design by Bertone

Chassis no. AM117/49-US762

Engine no. AM107/11/49 762

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 Boras produced
- ★ Offered with history file, books and tools
- ★ Beautifully presented inside and out
- ★ Striking Oro Kelso paintwork



#### THE MASERATI BORA

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

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

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

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

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





## THE MOTORCAR OFFERED

This 1974 Maserati Bora 4900 has great presence and typifies '70s style. Sporting Oro Kelso paintwork and Cromadora alloy wheels with striking concave polished steel hubcaps, and a stainless-steel roof, this Bora is a very well presented and an attractive example of Maserati's iconic supercar. Prior to 2016, this car was owned by a collector for many years, who kept fastidious records throughout the term of his ownership, which have been compiled and accompany the car. The consignor acquired this handsome Bora in early 2016 shortly after it received a service to ensure its drivability.

Cosmetically, the Giorgetto Giugiaro-designed bodywork is very straight with nice panel gaps and overall fitment. The eye-catching Oro Kelso Gold Metallic paintwork has a nice surface and retains a vibrant luster. The brushed stainless-steel roof is

in great condition as well, without visible etching or incongruous scratches. The rest of the brightwork and wheels are in similarly good condition. Inside, the inviting saddle leather interior has a nice, even patina and the unique sectioned bucket seats have good loft. Mechanically, systems remain in their original configuration, aside from extra provisions taken to make the innovative hydraulic systems more robust through a custom-made reservoir system. This Bora is in beautiful overall condition, and ready to be enjoyed by its next owner for its performance, innovation, and style.

**\$130,000 - 170,000**

# 10.

## 1958 DUAL-GHIA CONVERTIBLE

Coachwork by Ghia

Chassis no. 197

315 CID Dodge D-500 "Red Ram" Hemi V-8 Engine

Single Carter 4-Barrel Carburetor

260bhp at 4,800rpm

PowerFlite Automatic Transmission

Independent Front Suspension – Live Rear Axle

Hydraulic 4-Wheel Drum Brakes

- ★ Extensive restoration by Dual-Ghia expert, Joe Morgan
- ★ 2010 Pebble Beach Concours d'Elegance Award Winner
- ★ Award Winner and Cover Car at the Fairfield Concours d'Elegance
- ★ Powered by the Optional D500 "Red Ram" Hemi Engine
- ★ One of the most exclusive automobiles of the post war era



### THE DUAL-GHIA

The word 'exclusive' scarcely does justice for the Dual-Ghia. Handcrafted to the highest standards and luxuriously appointed in a manner guaranteed not to disappoint even the most sybaritic of customers, the L6.4 model was priced in the US at \$13,500, making it twice as costly as the equivalent Cadillac! Dual-Ghia owners included Frank Sinatra, Peter Lawford, Eddie Fisher, Sammy Davis Jr., Debbie Reynolds, Hoagy Carmichael, Sterling Hayden, Richard Nixon, Ronald Reagan and Lyndon Johnson.

The brainchild of Eugene Casaroll, proprietor of Automobile Shippers Incorporated, the Dual-Ghia had been inspired by Virgil Exner's Dodge Firebomb/Firearrow show cars. Chrysler's decision not to proceed with production gave Casaroll the opportunity to purchase the original Firebomb show car, which was suitably re-

engineered for public sale by designer Paul Farago who increased both passenger and luggage space. Complete Chrysler-supplied chassis were shipped to Turin for bodying in steel by Ghia craftsmen (builders of the original Firebomb body) before returning to Detroit where Dual Motors installed the drivetrain and interior trim.

First-series production lasted from 1956 to 1958, by which time just 117 cars had been built, all but two being Convertibles. In 1961, Casaroll revived the concept with a new series. Built entirely in Italy, the second-series Dual-Ghia L6.4 employed its own bespoke chassis (Chrysler having gone unitary construction, Imperial excepted) and Chrysler's 383ci (6.4-liter) V8 engine - hence the 'L6.4' model designation - was offered only in hardtop coupé form. Casaroll doubled the price, but the problem of escalating

overhead costs persisted and just 26 of these fabulous cars were made before production ceased in 1963.

Exclusive, handsome, strongly built and fast (top speed was around 120mph) the ultra-rare Dual-Ghia is a landmark car in the continuing saga of US-Italian cooperation in automobile design.





## THE MOTORCAR OFFERED

With Dual-Ghia production numbers beginning with 100, number 197 is one of the last cars built at the end of the famed production run. Number 197 is said to have been purchased new for the daughter of the family who owned the Washington Post. After enjoying the coach built cruiser for a number of years, in the early 1970s, it was gifted to an employee of the Post. The car would then find its way to Greenville, South Carolina where it was cared for by both Marvin Gregory, and then by Mark Bueker. In 2004, Mark Bueker would sell the rare Dual-Ghia to Joe Morgan of Hampton Falls, New Hampshire.

Mr. Morgan, who has owned close to 20 Dual-Ghias, commissioned a full nut-and-bolt restoration of the car. During the restoration, the body and paint was entrusted to Jimmy Lowrey, the interior was done by Petter Davidsen, and the drive train was handled by New England Engine and Machine.

Shortly after the completion of the restoration, number 197 was purchased by Michael and Bebe Schudroff of Greenwich, Connecticut. While under the Schudroff's ownership, number 197 was honored with an invite to the 2010 Pebble Beach Concours d'Elegance. At the Concours, the Dual-Ghia was a star in the "Class P: Ghia Styling" and garnered a very commendable Second Place award. That year, the Dual-Ghia was also awarded the People's Choice award at the Fairfield County, Connecticut Concours d'Elegance and would go on to be selected from over 250 entries as the official "Poster Car" for the 2011 edition of the Greenwich, Connecticut Concours d'Elegance.

Since its award winning days at the worlds most coveted automotive events, the Italian-American has been fastidiously maintained to the highest of standards. Thanks to its

incredible upkeep, this 1950s icon will surely continue to collect awards wherever it goes. Number 197 presents a rare opportunity to acquire a best-of-breed example of the few surviving 1950s icons.

**\$300,000 - 375,000**

# 11.

## 1939 HORCH 930 V PHAETON

Chassis no. 931591

3,823cc Horizontal-Valve V8 Engine  
2 Solex Carburetors  
92bhp at 3,200rpm  
4-Speed Manual Transmission with Overdrive  
Front Independent Suspension - De Dion-Type Rear Axle  
4-Wheel Drum Brakes

- ★ *Single-family ownership for 36 years*
- ★ *Exhibited twice at the Pebble Beach Concours d'Elegance*
- ★ *Final evolution of unique V-8 engine*
- ★ *Elegant and extremely Horch Phaeton*



### THE HORCH 930 V

Best known today for its elegant large-displacement 850-series touring automobiles of the late 1930s, Horch was not immune to the economic challenges of its era. After conglomerating with three other concerns to form the Auto Union in 1932, the company further responded to market upheaval by introducing a junior model at the 1933 IAMA exhibition in Berlin, the 830.

Employing a newly designed 3-liter V-8, the 830 was developed over the ensuing years and ultimately succeeded in January 1937 by the 930 V. With more flowing coachwork care of stylists Günther Mickwausch and Georg Hufnagel, the 930 V was upgraded with the final evolution of Horch's V-8 in 1938, featuring an increased displacement of 3.8 liters. Approximately 1,991 examples of the 830 were built through 1940, of which relatively few exist today.

### THE MOTORCAR OFFERED

This beautiful 930 V is believed to be one of approximately 795 chassis built in 1939, and one of just a handful of phaetons remaining in existence today. Chassis no. 931591 was imported to the United States by the mid-1970s, and offered in 1976 by Classic Car Investments of Smyrna, Georgia, from whom it was purchased by Ethel Spencer of Cincinnati, Ohio.

In September 1981, the Horch was sold to a collector from Central America, and he retained Bob Espenson of Arvada, Colorado, to perform a sympathetic freshening in 1982. The owner presented the 930 V at the 1999 Pebble Beach Concours d'Elegance, where it participated in the Auto Union Anniversary Class, and ten years later the phaeton returned to Pebble Beach as a non-judged entry. The car was also exhibited for some time at the Auto Collections in Las Vegas, Nevada.

Claiming extreme rarity today, this Horch would make a fantastic addition to any gathering of prewar cars or Auto-Union-focused collections. It currently displays 42,945 kilometers, and abounds with fascinating details like the period speedometer (which commences at a two-o'clock position), wood-surfaced dashboard and doorsills, classic interlocking four-ring badge, and prominently raked V-grille.

Given the surge of prominence that the senior 850 series has experienced in recent years, it is reasonable to expect future growth in the 930 V as a collectable. In any event, with its unique engine design and highly original coachwork, this remarkable phaeton promises a singular presence at regional concours d'elegance or German automotive events.

**\$150,000 - 200,000  
WITHOUT RESERVE**



# 12.

## 1969 AUSTIN MINI COOPER S MK II

Chassis no. U5GF165121

272ci OHV V-8 Engine  
Single 2-Barrel Carburetor  
162 BHP at 4,200 RPM  
Automatic Transmission  
Independent Front Suspension - Live Rear Axle  
4-Wheel Drum Brakes

- ★ *Tastefully prepared to Monte Carlo Rally specifications*
- ★ *Desirable top-of-the-line 1275 Cooper S model*
- ★ *Low mileage example with over 30,000 in receipts*
- ★ *Offered with history file and Heritage Trust Certificate*
- ★ *Just 56,100 miles on the odometer*



### THE MINI

The Austin/Morris Mini was in production for 40 years, and today remains the most enduring icon of the British motor industry. To many though - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous.

### THE MOTORCAR OFFERED

According to the British Motor Industry Heritage Trust Certificate issued, this sporty Austin Mini was completed at the factory in January of 1969. The new Mini was built to the desirable, top-of-the-line Cooper S specifications, which included the 1275cc engine. The car was painted Island Blue over a Snowberry White interior, and was specified as a left-hand drive car for the Canadian market. Although the Cooper S' early history remains unknown, the history of the past decades is documented, and the history file reveals many invoices totaling more than \$30,000 worth of restoration and maintenance work performed.

The car has been tastefully upgraded with period-looking rally features, to mimic the car Patrick 'Paddy' Hopkirk famously won the 1964 Monte Carlo Rally winner with. This charming Austin Mini Cooper S retains its

matching numbers engine and transmission, and is offered with its Heritage Trust Certificate, a comprehensive history file, owners handbook and many spare parts. A beautifully presented example of an automotive icon, this Mini is believed to have just 56,100 miles from new.

**\$30,000 - 40,000  
WITHOUT RESERVE**

# 13.

## 2006 FORD GT

VIN. 1FAP90S76Y400150

Engine no. 1FAP90S76Y400150

5,408cc DOHC Supercharged V8 Engine

Electronic Fuel Injection

550bhp at 6,500rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Extremely well-kept example with less than 4,300 miles from new*
- ★ *Highly-optioned example in desirable Tungsten Grey Metallic*
- ★ *Very collectible and extremely powerful Supercar*
- ★ *Offered with FoMoCo Certificate and copy of original Certificate of Origin*



### THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

The ultra-high performance Ford GT showcases the finest in advanced

technologies, constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power.

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

### THE MOTORCAR OFFERED

This stunning 2006 model year Ford GT is offered in incredible condition with fewer than 4,300 total miles since new. The car finished assembly by hand, at the Wixom, MI based Ford plant during December of 2005. This capable American supercar was finished in the smart optional color of Tungsten Grey Metallic, a color that highlights the design and curves of its muscular lightweight bodywork. Adding to its desirability, this GT was specified with desirable four factory options- the luxurious McIntosh stereo system, lightweight alloy rims, painted calipers, and the bold painted 'Shelby-stripes down the center of the car.

A copy of the official Ford-issued Certificate of Origin on file reveals that the rare and hard to get Supercar was slotted for delivery through Carthage Ford-Mercury, Inc of Carthage, Missouri. According to the CARFAX issued for this car, the GT was sold to the first owner in





January of 2006, a Newport Beach, California based enthusiast, and would remain in this ownership until September of 2007, when it sold to a Tucson, Arizona resident with just under 3,000 miles recorded. The Ford GT is believed to have remained in the Copperstate ever since, and has resided in a prominent collection of sports and performance cars for the past handful of years.

great opportunity to add a low mileage and well-specified example to any collection.  
**\$275,000 - 350,000**

Today, this potent supercar has less than 4,300 miles, and shows impeccably well in original condition throughout. The Ford GT is part of a rare class of modern cars that instantly became collectible and have become more and more sought after. Given its inimitable heritage, prolific performance, stunning design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a

# 14.

## 1939 CADILLAC SERIES 75 CONVERTIBLE SEDAN

Coachwork by Fleetwood

Chassis no. 29836

Engine no. 3291832

346ci Flathead V8 Engine

Single Carburetor

140bhp at 4,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ *The last of just 37 examples built in 1939*
- ★ *One of very few known survivors*
- ★ *Recipient of recent refurbishment work*
- ★ *Known ownership history since new*
- ★ *Accompanied by copy of factory built sheet, owner's manual, tool kit, jack, and sales brochure*



### 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. Sales were rising and as if in reply to the spirited upswing, GM cars, Cadillac included, tended to sport pointed frontends.

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.

### THE MOTORCAR OFFERED

This beautiful 1939 Cadillac Series 75 Fleetwood Convertible Sedan was the last of just thirty-seven examples that were produced that year. A copy of the shipping order from the Cadillac Motor Car Division dated May 4, 1939 accompanies the car, and it is believed that five or fewer examples remain today. The car's first owner was the mother of Harrison A. Williams who was to become a Congressman and eventually the first four-time Senator in the history of New Jersey. The Williams family would own the car for approximately 20 years, before selling it to a family in New York State.

Thereafter there were three more owners, until the consignor acquired the Cadillac in June 2011, who soon began a comprehensive refurbishment of the car. Renowned specialist Tim Krehbiel of Krehbiel Motor Works in Los Angeles, California

rebuilt the engine and other mechanicals. In addition to the mechanical restoration, the Convertible Sedan has been almost completely repainted (in its original Carolina Green), and re-chromed where needed. Inside, the radio and both clocks have been restored to working condition by North Hollywood Speedometer and the carpeting was replaced. Approximately \$50,000 was spent. The Cadillac drives beautifully and the engine is very quiet with great oil pressure, and low operating temperatures. In May of 2015, the elegant Cadillac won "Best Cadillac" in the "All GM Car Show" in Woodland Hills, California.

**\$70,000 - 90,000  
WITHOUT RESERVE**

Please note this car is titled under the engine number



## 1960 AUSTIN-HEALEY 3000 MKI BN7 TWO-SEATER

- ★ *Rare and desirable two-seater 3000 BN7*
- ★ *Beautifully restored by Kurt Tanner*
- ★ *Excellent car for Healey concours judging or rallies*
- ★ *Offered with restoration photo album, books, tools, tonneau cover and side screens*

Chassis no. HBN7L 743  
Engine no. 29D U H915

2,912cc OHV Inline 6-Cylinder Engine  
2 SU Carburetors  
132bhp at 4,600rpm  
4-Speed Manual Transmission with Overdrive  
Independent Front Suspension – Live Rear Axle  
Front Disc – Rear Drum Brakes



## THE AUSTIN-HEALEY 3000

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

In 1960, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des Dames in Geneva and the Tulip Rally.

## THE MOTORCAR OFFERED

Offered here is arguably the most desirable model of the six-cylinder model range; a left-hand-drive BN7 two-seater. California registration records dating back to the mid-1970s confirms that this Healey has remain in the Golden State since then, and possibly from new. The car is reported to have been purchased by the second owner in 1973, whom would keep the car in his garage for nearly 40 years, before selling the car to noted Austin-Healey restorer, Kurt Tanner. Mr. Tanner soon embarked on a full, nut and bolt restoration of the rare, two-seater 3000. The work is neatly documented in the accompanying photo album, and it is evident that the car was fully restored, both mechanically and cosmetically.

Upon completion in 2014, the car was purchased by the consignor, a Northern California based collector of exceptional

sports cars. Finished in Old English White over a red interior, the sporting Healey is equipped with an appropriate wood-rimmed steering wheel, yet the original wheel is accompanying the sale of the car, along with an owner's manual, the photo album of the restoration, a knock-off hammer and side curtains. A wonderful Healey, ready for rallies or concours events, this rare two-seater example benefits from long-term owners in the dry state of California, and a beautiful Kurt Tanner restoration.

**\$90,000 - 120,000  
WITHOUT RESERVE**

# 16.

## 1965 FERRARI 275 GTB ALLOY LONG-NOSE

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 07927

Engine no. 07927

3,286cc SOHC V12 Engine

3 Weber Carburetors

280bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Rare factory test far allotted to compete in the Monte Carlo Rally*
- ★ *Retains matching numbers engine*
- ★ *Desirable alloy bodied, long-nose example*
- ★ *Well-documented history and provenance*
- ★ *Offered with books, tools and Ferrari Classiche Red Book once issued by Ferrari*



### THE FERRARI 275 GTB

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

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

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

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

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

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

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

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





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

The most desirable 275 GTBs today are the few that received lightweight, aluminum coachwork. Within Ferrari, improvements were regularly incorporated as the 275 GTB evolved given experiences and suggested refinements. On the aesthetic front, the biggest change was made about a year into the production run in 1965 with the re-design of the nose. It was found that the early cars had a tendency to create front-end lift at high speeds, so the nose was

slightly lengthened and made slimmer, a look even more evocative of the 250 GTO. 275 GTBs have since been categorized as short or long-nose cars.

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





## THE MOTORCAR OFFERED

This beautifully restored 275 GTB - chassis no. 07927 - is one of as few as 60 examples of the celebrated two-cam model clothed in lightweight alloy coachwork. Stunning indeed, this 275 GTB drove out of the Carrozzeria Scaglietti atelier in Modena in late 1965, with the alloy coachwork dressed in Celeste blue paint over blue upholstery, it went straight back to the Ferrari factory.

According to noted Ferrari historian Marcel Massini, this alloy bodied 275 was used as a 'Prova' or test car for several months before being sold to the first customer. In the 11th edition of the 1991 Ferrari World magazine, rally driver Giorgio Pianta, describes his experience with two factory test 275 GTBs being prepared for the 1966 Monte Carlo Rally. One of the cars was 06003, and the other car is believed to have been 07927. Mr. Pianta describes in the article:

'The testing period, though long (12,000 km), was nonetheless the most exciting, because we had two vehicles; one yellow which eventually became the race car, and the other metallic blue, made of aluminum, which we unfortunately ruined because the studs which came out of the tyres at high speed perforated the mudguards'. So, what Ferrari did, they took the engine out of 07927 and stuck it in 06003 for the race. Presumably, 07927 had a stronger engine. For scrutineering purposes, '06003' was over stamped on the engine pad, while the internal number was left alone. After the Monte Carlo Rally, 07927 was re-fitted with its original engine, and was in May 1966, 07927 sold new to the Ferrari dealer, Romeo Pedina of Perugia, Italy.

Documentation suggests that in 1970 the car went to the States and N. Randall Thomas of Orlando, Florida purchased it three years

later. Thomas exhibited his beloved 275 GTB at several events, including the 2nd Annual Ferrari Club of America Regional Meeting and Concours in Gainesville, Florida, in 1975. At some point the car underwent a color change to the traditional, but less eye-catching, Ferrari Red with black interior. Eventually, the 07927 was acquired by Tom Lafortune - a Ferrari aficionado and resident of Long Beach, California, who kept the car for 14 years, during which all systems were expertly maintained or rebuilt.

Lafortune sold the Ferrari in 1992 to David Amar, son of Daniel Amar, who kept it at his residence in Geneva, Switzerland. Amar drove the Ferrari with dedication and verve and in November, 1999, shipped it to Modena, Italy, where at 38,000kms the engine was overhauled by Giuseppe Garuti, and the coachwork redone by Bachelli & Villa





(Carrozzeria Auto Sport) in Bastiglia, at a total cost of 51,750,000 Lire. Following further improvements to the tune of \$7,000, at DK Engineering commissioned by Brian Classic & Co. of Manchester, England, the car was bought in 2005 by Edward Nigro, a collector who spent time between his homes in Oregon and Carmel, California. In the following years Nigro exhibited his superb red and black 275 GTB at both the Concorso Italiano and Concours on the Avenue in Carmel, California, adding 2nd in Class to the car's numerous accolades.

In 2011, Nigro felt the car warranted a wardrobe change and commissioned an open-wallet cosmetic restoration. It was delivered to Ferrari specialist John Bagioli's Forza Motors of Monterey, and emerged two years later resplendent in its original Celeste on blue color scheme. Fresh out

of Forza, Nigro presented the Ferrari at the XXIII Palm Beach Cavallino Classic in Palm Beach, Florida, in 2014 - the car's first sortie in its magnificent factory correct garb. Flush with success, Nigro sold the 275 GTB to the current owner - a highly respected Ferrari expert and collector, who immediately entered the car into the 51st Annual Ferrari Club of America National Meeting and Concours d'Elegance at Leesburg, Virginia, and was rewarded with the Trofeo Gran Turismo Award for the Most Outstanding Pre-1975 Ferrari Regularly Driven.

Most recently, this splendid Ferrari revisited the Forza shop in Monterey for a complete engine overhaul. The engine was then shipped back to Maranello, Italy, where Ferrari Classiche correctly re-traced or stamped the original factory engine with number 07927, noting that the internal

engine number, 810/64 was always correct and unchanged. 07927 was inducted in the full Ferrari Classiche program at the same time, and the Red Book Certification book will be available for the new owner once it has been issued by Ferrari.

Now sporting factory correct blue paint and interior over the factory original engine stamped with correct identification numbers, this stunning alloy bodied 275 GTB will impress both mechanically and cosmetically, and is accompanied by an exhaustive chronology of ownership, concours appearances and awards. As a former test car, it is recognized by marque specialists as a unique example of the celebrated model, and represents an extraordinary opportunity to own a superlative car from a superb era of Ferrari.

**\$2,700,000 - 3,000,000**

# 17.

## 1959 ALFA ROMEO GIULIETTA SPIDER VELOCE 750F Coachwork by Pinin Farina

Chassis no. 1495.06373

Engine no. 1315.32565

1,490cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

Approximately 105bhp at 6,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Exquisite restoration of a factory Spider Veloce 750F*
- ★ *Eligible for numerous driving events*
- ★ *Italian coachbuilt thoroughbred*
- ★ *One of the best driving 1950s sports cars*
- ★ *One of just 2,796 Spider Veloces produced*



### THE ALFA ROMEO GIULIETTA

"The Alfa, in a few words then, is a small car with a rev-happy DOHC engine that can carry two people from point A to point B over all types of roads quicker than most cars twice its size. It does this not with blinding speed but with a wonderful combination of roadholding, compact size and sheer willingness" – Car & Driver on the Giulietta.

With the introduction of the Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterize its finest offerings from that point on. The Giulietta's arrival caused a sensation; demand quickly outstripped supply, causing Alfa Romeo to rethink its production strategy and become a high-volume manufacturer. Designed by Pinin Farina on a modified Sprint Coupe chassis, the Alfa Romeo Giulietta Spider was the company's second post-war model. The little two-seat Sports Spider was

introduced in 1955 at the insistence of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving, all-alloy, 1.3-liter twin-cam four, mounted in a steel unibody chassis that weighed less than 1900lbs at the curb. The design was unmistakably Pinin Farina – very elegant, sporting and lithe.

From the time of their introduction, both the Sprint and Spider provided an exhilarating combination of character and performance, within the limits of what was possible with the well-designed twin-cam engine. However, as with pre-war Alfa Romeos, the dealers soon saw a demand for an updated version for buyers with competition in mind. In 1956, the Giulietta Sprint and Spider Veloces duly appeared, with

high-performance engines and modified bodywork. High-crown pistons raised the compression ratio to 9.1:1 which, with a pair of twin-choke Weber carburetors and peakier camshaft profiles, raised the power by about 15%. Performance was certainly improved, with a top speed of 115mph and a more responsive engine through and through. Just 2,796 Giulietta Spider Veloces were produced, and they remain among the most collectible of the model today.





## THE MOTORCAR OFFERED

Bonhams is pleased to offer this outstanding example of the rare and ultra-desirable Giulietta Spider Veloce 750F. This fine example was completed at the Milanese Alfa Romeo plant in 1959, as a left-hand-drive Spider in full Veloce trim. This car is unique in that it is the last year of the Type-750 Veloces (750F), which are sought after for their nimble-handling short wheel base. This particular example also features fixed wing windows, which are rare and seldom seen on a Type-750.

The Alfa Romeo, which carried a high-performance twin-cam engine with dual Weber carburetors, was believed to have been delivered to the US, possibly to Kentucky, where it has spent the majority of its life. In the late 2000s, the Alfa Romeo Spider Veloce was found by the consignor having lost its drive train. After an exhaustive search, the consignor was able to secure a correct type and series Veloce spec

engine and transmission. The Veloce was soon after treated to a comprehensive restoration. The complete engine and transmission rebuild was performed by Glenn Oliveria of Oliveria Engineering in Berkeley, CA. The body, chassis, suspension, and brakes were completely refurbished, restored, and installed by Bill Gillham of Hooligan Racing in Jefferson, OR. The lithe Pinin Farina bodywork was stripped to the bare metal and painted in its correct shade of white by Nick's Rods & Rides, in Salem, OR. The interior was fully restored as well, re-trimmed in the original red. The car retains a complete portfolio of receipts and photographs to document its restoration process.

This complete, 2-year, no expense spared restoration was undertaken with the goal to return the car to factory specs; however, two updates were adopted to ensure the car's future longevity, namely stainless steel bumpers and

fuel tank; aside from these, the mechanics, livery, and materials remain faithful to those employed by the factory on a 750F Spider Veloce. The car's original steel bumpers are included with the sale, as is an original jack and owner's manual. Having formed part of the consignor's California-based Alfa Romeo collection, it has covered less than 150 miles since the completion of the restoration.

This rare, top-of-the-line Spider Veloce is eligible for exclusive driving events around the globe, and will surely provide its driver with many smile-inducing experiences. A fine example of open top motoring with excellent road holding and high-revving twin-cam performance, the Spider Veloce rightly claims the moniker "sports car" and one would be hard-pressed to find a near competitor at double the investment.

**\$125,000 - 150,000  
WITHOUT RESERVE**

# 18.

## 1986 FORD RS 200 EVOLUTION

Coachwork by Tickford - Design by Ghia

VIN. SFACXXBJ2CGL00084

2,137cc DOHC 16V Turbocharged 4-Cylinder Engine

Fuel Injection

550-650bhp at 8,500rpm

5-Speed Manual Transaxle - All Wheel Drive

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ One of just 24 RS 200 Evolution examples ever produced
- ★ Mind-boggling performance with over 600 horsepower and 0-60 under 3 seconds
- ★ Highly original example in same ownership for more than 25 years
- ★ The ultimate Ford Group B car



### THE FORD RS 200 EVOLUTION

Masterminded by its European Motor Sports boss, Stuart Turner, the RS 200 was Ford's ambitious attempt at producing a championship winning Group B rally car. Immediately prior to the project's inception Ford's frontline rally car had been the front-engined, rear-wheel driven Escort RS1800, while its intended replacement – the Fiesta-based RS1700T – was another rear-wheel-drive design. However, by this time Audi's Quattro had convincingly demonstrated the efficacy of four-wheel drive in rallying, prompting a drastic rethink at Boreham.

Overseen by Ford Motor Sports Chief Engineer, John Wheeler, the RS 200 project commenced in 1983 with production of 200 cars planned in order to meet Group B requirements, hence the name. The design, by Tony Southgate, eventually crystallized as a compact mid-engined Coupe powered

by a turbo-charged version of the 1.8-liter 16-valve Cosworth BDA engine (the BDT) and equipped with four-wheel drive. This engine produced 250bhp in road-going trim with up to 500bhp available in rally tune. Ford's Italian subsidiary, Carrozzeria Ghia, was entrusted with the styling, producing a purposeful yet elegant design that has stood the test of time like few of its contemporaries. Aston Martin-owned Tickford built the composite body-shells at Newport Pagnell.

The RS 200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire. Its first World Championship event was that year's Swedish Rally where the car driven by Kalle Grundel

finished 3rd overall, a most promising debut. The RS 200 went on to achieve a total of 19 wins and 32 podium finishes at international level before the year's end, securing several national championships along the way. Sadly, that would be the limit of its rallying achievements, as FISA pulled the plug on the Group B supercars at the end of a season blighted by a number of fatal accidents, some involving spectators. Seeking to recoup some of the £10 million rumored to have been spent on the project, Ford stripped down 120 RS200s and rebuilt them as road-legal supercars to be sold at around £50,000 apiece.

Reportedly, Ford had built just RS 200 models before the FIA pulled the plug on Group B rallying. Of these, just 24 were converted by the factory into higher-performance Evolution trim. The Evolution







## THE MOTORCAR OFFERED

RS 200 was able to run with (and most times ahead of) more prestigious and expensive supercars of the day.

Evolution models received a 2.1-liter turbocharged four-cylinder, rated at a minimum of 600 horsepower in “stock” trim, though the use of larger turbochargers, bigger intercoolers, a variable-boost controller and updated tuning could produce outputs up to 900 horsepower! Torque could be split three different ways, including 100-percent rear; 63-percent rear and 37-percent front; and 50:50, depending upon road conditions and driver preference. Performance of Evolution models, even in stock form, was impressive, with the run from 0-60 MPH taking just three seconds and the run from 0-100 MPH taking a mere five. Today, the RS 200 Evolution remains a sought-after collectible among Ford performance enthusiasts, especially those with a passion for WRC history.

According to the Ford Motor Company issued Manufacturer’s Statement of Origin on file, issued by the Boreham, UK based Ford Motorsport Department, this RS 200 is one of the rare and desirable factory Evolution models; one of just 24 cars ever produced with staggering performance on tap. The car came into the current ownership in 1989, when it was purchased from the founder of the Colorado Grand Rally, the late Mr. Robert ‘Bob’ Southerland in nearly new condition.

The RS 200 Evolution has remained in the US ever since, and was on static display for the past decades at the well-known Auto Collections in Las Vegas, Nevada. It is recommended that a thorough mechanical check-up and service is performed, including replacement of the timing belt, before running this potent, Group B competition car. The car has not been started for the past decade.

Today, this rare RS 200 Evolution presents in highly original state throughout, and does not appear to ever have been used much. The exterior is trimmed with the iconic Evolution decals in blue, and does not appear to have been disturbed since applied at the factory. A full array of spot and fog lights are mounted up front, ensuring proper visibility on a night stage.

The all-out racing interior appears to be in equally original condition, and feature the red bucket seats with 4-point Sabelt harness and matching red steering wheel. The front compartment still contains the factory tool kit. The engine compartment is a treat for any fan of racing cars. Everything is high-tech even by today’s standards, with pipes and hoses running everywhere, dry sump tanks, and the massive intercooler bridging over it all.





With just 24 examples built and outrageous performance on tap, this RS 200 Evolution is among the most sought after competition cars of all time. They are featured in many books, and held the record for the fastest accelerating car in the Guinness Book of World Records for many years. Offered here is the opportunity to acquire what must be one of the most original examples of the RS 200 Evolution, out of singular ownership for 28 years.

**\$500,000 - 600,000  
WITHOUT RESERVE**

Offered on a Bill of Sale



# 19.

## 1964 MERCEDES-BENZ 230SL

Chassis no. 113042.10.03626

Engine no. 130980.10.012147 (see text)

2,778cc SOHC Inline 6-cylinder

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- ★ Beautifully restored 230SL
- ★ Desirable manual-shift transmission
- ★ Timeless Paul Bracq design
- ★ Offered with copy of Mercedes-Benz factory records and restoration receipts



### THE MERCEDES-BENZ 230SL

Launched at the Geneva Auto Salon in March 1963, the 230SL – or W113 in Mercedes-Benz language – was a very different sort of sporting car than its fire-breathing predecessors. Intended as the replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six-cylinder SOHC engine. The Paul Bracq-penned body was an all-new, stylish design which became an instant classic.

Beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension, disc front/drum rear brakes, and the choice of a four-speed manual or automatic transmission. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the most-loved sports-tourers of their day and continue to be highly sought after by collectors.

### THE MOTORCAR OFFERED

According to a copy of the factory build sheet on file, this elegant 'Pagoda' 230SL was completed at the Stuttgart-based Mercedes-Benz plant in May of 1964. The new Roadster was finished in black, with the interior being trimmed in '2401 Natural', and is believed to have had a 4-speed manual transmission fitted. Invoices found in the comprehensive history file attest to \$47,860 spent on freshening and reconditioning over the past five years.

The Mercedes-Benz was stripped and refinished in medium red, and new rubber trim and a Hartz soft top was fitted. Most recently, the engine was rebuilt; that being a later 2.8-Liter unit, carrying a Original Mercedes-Benz Tauschaggregat plate, indicating that it was a dealer or factory replacement engine. Just 300 kms ago, \$15,356 was spent on sorting the car

mechanically by Mercedes-Benz of Canada. A new exhaust system has also been installed.

This handsome manual-shift Pagoda is offered with copies of the Mercedes-Benz factory built sheets, tools and the aforementioned history file, containing many receipts. This beautiful car would make a great addition to any collection, and is ready for spirited drives or local concours displays.

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



## 1986 FERRARI TESTAROSSA MONOSPECCHIO

Design by Pininfarina

VIN. ZFFSA17A4G0065813

Engine no. 00402

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

- ★ *Ferrari Classiche certified and FCA Platinum Award Winning example*
- ★ *Desirable early 'Monospecchio' single mirror model*
- ★ *Comprehensive service history*
- ★ *A 1980's icon in exceptional condition*



## 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, while 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 new design managed to combine high downforce with a low coefficient of drag with the absence of extraneous spoilers and other such devices.

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

This desirable, early Monospecchio (single mirror) model, was sold new in the US in 1986 by Algar Ferrari. The first owner was a Ferrari enthusiast, who spared no expense maintaining his collection. As the service records demonstrate, each year the owner would have this Testarossa trailered to Algar Ferrari, with the instruction to service the car and address any needs it may have. The car remained in the first ownership for the next 26 years, until acquired in 2011 by the second owner. The new owner commissioned a comprehensive service by Algar, who resealed the engine and transmission, as well as carrying out the Ferrari Classiche Certification. The car continued to be used sparingly, and serviced regularly with the timing belt replaced in July of 2013.

With less than 19,000 miles from new, this fine Testarossa shows beautifully throughout.

The Ferrari is complete with books (including window sticker and radio info), service records, tools, keys, accessories, and luggage - even the factory decal is still affixed to the rearview mirror. One of an estimated 300 Monospecchio Testarossas produced for the US, this exceptional example boasts multiple FCA Platinum Awards, and is the only Testarossa ever be invited to the Prestigious 100 Cars of Radnor Hunt, where it won Best Post 1970 Ferrari. This must be among the best examples on the market today of the iconic model.

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

# 21.Ω

## 1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.7500299

Engine no. 198.9823/0000107 (see text)

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Kienle rebuilt engine
- ★ Original color combination
- ★ Present ownership for 18 years
- ★ Eligible for some of the finest tours and driving events
- ★ Offered with FIA Passport



### THE MERCEDES-BENZ 300SL

Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300 SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300 SL was on its way to becoming part of motor sporting legend. The Mercedes-Benz importer for North America, Max Hoffman, believed there would be a market for a road-going version, and managed to convince the factory that such a car would be a success.

The first racers were open-topped but before the '52 season's end the distinctive gull-wing doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the gull-wing doors.

Launched in 1954, the production 300 SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear.

Tested by the highly respected American magazine Road & Track in 1955, the 300 SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph - outstanding figures for its day. Half expecting the long-awaited 300 SL to provide an anticlimax, R&T were delighted to find the new car, 'far beyond our wildest expectations.

In fact, we can state unequivocally that in our opinion the 300 SL coupé is the ultimate in an all-round sportscar. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible. Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300SL can make a very acceptable showing in any type of sportscar competition. Yet the car is extremely tractable and easy to drive in traffic. Comfort? The fully enclosed 300SL is the most comfortable (and safe) high-speed 'cross-country' car built today.'

Its racing parentage notwithstanding, the 300SL was and remains a thoroughly practical automobile, as civilized in city driving as it is exhilarating on the highway.





Clearly the 300 SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Built with conventional doors, the 300 SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'jet set' including royalty, actors and socialites. The production of an open 300SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles. The 300 SL Roadster sold well for a car that cost more than a Ferrari 250 GT California Spyder, and would out-live the 300 SL Coupé by several years.

The Roadster's neutral steering characteristics received fulsome praise from

Road & Track in its 1958 road test. 'With the low-pivot rear suspension and more adhesive tires, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard.' A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300 SL Roadster one of the fastest convertibles of its time. R&T concluded: 'There is no doubt that the 300 SL roadster is a truly great dual-purpose sports car, equally at home in traffic and the open road, or on the track,' words that remain equally true today. Roadster production ceased in 1963 after 1,858 cars had been built, and today the model is both rare and highly sought after.









## THE MOTORCAR OFFERED

First sold in the United States according to factory records, there is little known of the early life of the example of the iconic 300SL Roadster offered here, until it was disassembled and restored in 1989 by its then-German owner. A two-year undertaking to original specification, it included a repaint in silver and new red leather upholstery as well as a re-plate of chrome pieces as necessary. At some point in the car's history a later model aluminum engine block of 1962 vintage was installed. This powerplant was reputedly rebuilt in 1991 at a cost of DM90,000, or about \$52,000, although, unfortunately, there is no documentation to substantiate the claim.

From restoration, the car, having allegedly covered only 400 run-in Kilometers, was offered for sale at the Brooks Sale at The Oldtimer Grand Prix at the Nürburgring,

Germany on August 7th, 1999, where a condition report confirms the cosmetic and mechanical condition. The car sold to a collector in the UK, where it has been meticulously maintained since.

Upon receipt of the car, it was delivered to specialist, Chris Shenton for minor adjustments to ready the car for a perfect driving experience. Chris maintained the car from that day forth. Various and sundry receipts, part of the accompanying file, offer insight to the maintenance history of the car while in the custodianship of our vendor, including a transmission rebuild in 2001. In October of 2011, in the hands of marque specialist Kienle of Heimerdingen, Germany, the engine was treated to a full rebuild with replacement head at a cost in excess of \$70,000. The 300SL has occurred minimal miles since.

Enjoyed for nearly 18 years, the owner has been an active participant in tours and concours events, acquiring several trophies along the way.

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

## 22.

### 1951 HUDSON HORNET CONVERTIBLE BROUGHAM

Chassis no. 7A109578

308ci Inline 6-Cylinder Engine  
Twin H-Power Carburetors  
160bhp at 3,800rpm  
Hydramatic Dual-Range Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Drum Brakes

- ★ *Expertly restored by marque-specialists 21st Century Hudson*
- ★ *Sinister Black over Maroon color combination*
- ★ *Loaded with period-correct accessories and Twin H-Power induction system*
- ★ *A classic and iconic piece of open top Americana*



#### THE HUDSON HORNET

Hudson was among the first of the Detroit automakers to introduce new models after World War II, and they were without question the most dramatically different of all of the new designs.

Hudson's innovation for 1948 was the "step-down" chassis with the foot wells recessed between the widened chassis rails. This was an early expression of the "unit body" concept, which merged the body and frame in a single, welded unit. The rear chassis rails passed outside the rear wheels, which was in contrast to the other American automobiles of the era. Rather, the Hudson's rear fender skirts were functional, they were not just a stylistic embellishment. The model was marketed as the step-down Hudson, and the cars were only five feet high. They were among the fastest, best handling cars around, combining Hudson's competent 6-

and 8-cylinder engines with the low center of gravity and relatively light weight of the step-down design.

Hudson highlighted the 1951 model year with a new Hornet model, which empowered the already dramatic step-down design with a larger engine. At the heart of the Hornet was an evolution of the new Super Six engine which had been introduced in the step-down model in 1948, but enlarged to 308ci. The most powerful Six on the market, it was soon campaigning on the stock car tracks, rolling up six first-place finishes on the competitive NASCAR circuit.

#### THE MOTORCAR OFFERED

This beautiful Hornet Convertible Brougham emerged from Hudson's Detroit facility with its iconic step-down body in 1951. Believed to have been a California car when new, the iconic automobile made its way to Hudson expert Al Saffrahn of Maricopa, Arizona in the late 1990s. It was in 2008 sold to Mark Whalen of Fenton, Michigan, and finally bought by the consignor - a well-known Hudson aficionado - in 2012.

Recently, this stylish convertible was carefully and thoroughly restored by Hudson expert Russell Maas of 21st Century Hudson in Heyworth, Illinois. Stripped down to bare metal, this elegant convertible was repainted in black with a reupholstered Maroon leather interior by Twin City Upholstery to match. Featuring maroon carpeting, correct leather-grain dash, and a new smart black convertible top protecting the new hides





from the elements. The extensive bright work received similar attention, with stainless pieces brought to a high polish and re-plated chrome pieces.

Exacting work was carried out on mechanical systems of this rare Hudson. The powerful 6-cylinder engine was refurbished, and now delivers great performance thanks to its Twin-H Power intake and dual carburetors, a period correct feature, that has not been confirmed to have been on the car from new though. Hudson specialist Gus Souza was tasked with refurbishing the Dual Range Hydramatic transmission, which smoothly shifts through the gears, driving the rebuilt rear end. The suspension and braking systems were addressed as well, with new brake lines, cylinders, springs and kingpins introduced. The car's electrical systems were attended to as well, and a new wiring harness was installed.

All told, this classic Hudson is in wonderful condition throughout and is fitted with many desirable period accessories, including Kelsey Hayes wire wheels, a paint-matched sun visor, driver side spotlight, and Hudson's venerable Twin-H Power intake.

Low production numbers, era-defining style, and class-leading performance, the Hudson Hornet Convertible is a highly desirable automobile from one of America's greatest firms. With exceptional restoration work throughout its 208-inch footprint, this Hornet offers an excellent combination of rarity, quality, and performance in one stylish package.

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

Please note this car is titled under chassis no. 109578

23.Ω

## 1985 AUDI SPORT QUATTRO S1

Coachwork by Baur

VIN. WAUZZZ85ZEA905131

2,133cc DOHC 20V Turbocharged 5-Cylinder Engine

Fuel injection

302bhp at 5,700rpm

5-Speed Manual Transmission – All Wheel Drive

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Just one owner from new who took factory delivery
- ★ Highly original condition with less than 18,400 kms on the odometer
- ★ Offered with much original documentation including factory invoice and Tourist Pas
- ★ First All-Wheel Drive Rally Car



## THE AUDI SPORT QUATTRO

The early 1980s is often thought of as the “golden era” of rally racing. The principle governing body for motorsports, the Federation Internationale de l'Automobile (FIA), introduced a new category called Group B in 1982 to replace the rear-wheel drive Group 2 and the sportscar class Group 4 categories. Group B permitted all-wheel drive drivelines and near limitless horsepower output. With relatively low production numbers needed to satisfy homologation requirements, this class prompted the development of some of the fastest and most powerful rally cars in the history of the motorsport.

One of the manufacturers that responded to the opportunity to compete in Group B was Audi, who campaigned the first all-wheel drive vehicle in rally racing. In a field dominated by rear-wheel drivelines, Audi engineers effectively pioneered and implemented an all-wheel driveline into the Audi Quattro 80 A1 (urQuattro, or “original”

Quattro). With rally drivers such as Michèle Mouton, Hannu Mikkola and Stig Blomqvist behind the wheel, the Quattro dominated. Audi won the constructors' title in 1982, and second place in 1983, validating the effectiveness of all-wheel drive.

Despite its innovations, the Quattro was not without its weaknesses. Excessive length and weight became apparent when compared to its peers in the class, Ford, Lancia and Peugeot. Audi furthered its development of the Quattro, leading to the eventual introduction of an even higher performing Audi contender, the Sport Quattro S1, in 1984. In the hands of Blomqvist, Mikkola, Walter Röhrl and Mouton, the Sport Quattro S1 raised the bar once again. Audi was at the top of the constructors' podium once again 1984. In addition to Group B competition, the Sport Quattro S1 proved formidable on the mountain. With Mouton behind the wheel, it

won the 1985 Pikes Peak International Hill Climb and set a hill climb record.

Manufactured in Ingolstadt, Germany, the Sport Quattro S1 was shortened from behind the doors by 320mm compared to a standard Quattro. For added weight reduction, Audi employed cutting edge automotive technology to reduce the amount of steel it employed, substituting lightweight materials like aluminum, fiberglass and even carbon-Kevlar composites into the body construction, further shedding pounds without sacrificing strength or rigidity. Under the hood, Audi's all aluminum, turbocharged 5-cylinder engine boasted the latest in innovation and technology. At peak output, the homologation model produced 302 horsepower. Employing a 5-speed manual transmission, the Quattro's all-wheel driveline established a new standard for power delivery and vehicle handling that left a lasting impression that is evident even today.





## THE MOTORCAR OFFERED

As Audi's homologation hero, the Sport Quattro S1 was sold to consumers with one purpose in mind, to satisfy the minimum production requirements to qualify for racing in the class. Thus, just 200 units (although production numbers differ) were manufactured enabling the Sport Quattro S1 to be raced in Group B Rally competition.

This highly original 1985 Sport Quattro S1 is one of these rare cars (model number 859115, construction completed on June 4, 1985) and was ordered by the car's sole owner from new - a noted lifelong car enthusiast - on April 7, 1987. Given the nearly two-year gap between manufacturing and delivery, it's quite possible that the Sport Quattro S1 was under appreciated, despite its six-figure window sticker. This collector had a particular passion for Group B Rally cars and driving. So much so that he made the

trip to Germany to take factory delivery of this Sport Quattro S1. With equipment package 711 725, this Sport Quattro S1 includes power windows, power door locks, a right-side mirror and anti-theft device.

This rare Sport Quattro is in largely original condition, including the interior and most of the paint. The odometer reads just 18,400 kilometers (11,500 miles). A full service, including the replacement of the timing belt, would be recommended before use. Meticulously kept records chronicle the purchase and maintenance of this incredible homologation car. The factory owner's manual, original insurance documents, marketing pamphlets, tourist PAS documents (for factory delivery), original un-used spare tire, tools, and the Sabelt racing 4-point seatbelt harness in its bag all accompany the sale of this highly original, one-owner car.

Group B legend Walter Röhrl has signed the steering wheel, which just adds to the cache of this incredible homologation car, which must be one of the lowest mile and most original examples in existence.

**\$450,000 - 550,000  
WITHOUT RESERVE**

## 24.

### 1964 SHELBY COBRA 289

Chassis no. CSX2328

Engine no. PA4539

289ci OHV V8 Engine

Single Four-Barrel Carburetor

306bhp at 6,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Well-kept Cobra retaining its original drivetrain and body*
- ★ *Desirable rack and pinion steering*
- ★ *Recent comprehensive restoration to factory specifications*
- ★ *Known ownership history since new*



#### THE SHELBY COBRA

The Shelby Cobra story is quite well known, although depending who you ask, people tell it differently. A.C. Cars, Ltd., was a boutique British automaker whose heritage descended from 1908. Originally makers of small delivery vehicles (the initials came from Auto Carrier), the company got into sports cars in the 1920s. After World War II, there was a sports car hiatus while the company built some invalid cars, but in 1954 the Ace debuted, a new tube-frame car with all-independent suspension by John Tojeiro. From 1956, A.C.'s own engines were supplemented with outsourced units from Bristol and Ford of England.

Meanwhile, Carroll Shelby, a chicken farmer turned racing driver, approached A.C. about putting American V8s into the Ace chassis. Shelby had initially been interested in Chevrolet's small block engine, but General

Motors turned him down, no doubt because of concerns over competition for the Corvette. A.C.'s Charles Hurlock expressed interest in the proposition, and shortly thereafter, in October 1961, Shelby learned of Ford's new small block V8, slated for introduction in the 1962 intermediate Fairlane model. Ford was more than eager to do business for the exact reasons that Chevrolet declined.

An example of the new engine was sent to England, where A.C. found it an easy fit, in part because of their experience with the British Ford six. This prototype chassis, number CSX2000, was then shipped to the United States, sans engine. The first 75 Cobras, a name that reportedly came to Shelby in a dream, were built with 260 cubic inch high-performance Ford engines. The later cars used the 289-cubic inch unit with similar high performance upgrades. The Ace's differential had been upgraded to

a stronger Salisbury unit, as used in E-Type Jaguars, and the steering box, a worm-and-sector design, was moved outward to clear the engine. Disc brakes were used all around.

Production ramped up slowly during 1962, and in October the first competition Cobra contested the Los Angeles Times Grand Prix. It retired with a broken hub, but not until showing the Corvettes that it would be a force to be reckoned with. Toward the end of the year, A.C.'s chief engineer, Alan Turner, redesigned the front end to take a more precise rack-and-pinion steering arrangement. The new chassis became effective early in 1963 with car CSX2126.

Rightfully regarded as one of the all-time great classic sports cars, the Shelby Cobra remains one of the most iconic and collectible cars ever made.







Nearly new CSX2328, 1965.



## THE MOTORCAR OFFERED

This 1964 Shelby Cobra 289 is a striking example of Carroll Shelby's potent intercontinental sports car. At first glance one immediately notices the sporty red paint, correctly painted wire-wheel, and appropriate white sidewall tires - all of which are described in the original specifications and early pictures of CSX2328. According to this Cobra's extensive history file, Mr. Dodge Olmstead purchased CSX2328 on October 29th, 1964 from Cherner Motor Company in Washington, DC. As the copy of the original invoice states, the Roadster was very well optioned, including white sidewall tires, a luggage rack, wind wings, seatbelts, a radio, and an external rearview mirror, totaling \$5791.75. Mr. Olmstead kept his red Cobra for about 2 years before trading it in February of 1966 towards a 429 Cobra, CSX3173, through Archway Motors in Baltimore, Maryland.

The next owner, Army Lieutenant Robert Whittaker, brought CSX2328 to Florida and painted the car a flamboyant metallic green before 1972, when it was acquired by Michiganander Mr. Ray Angus, who chose a demurer silver for this Cobra. In the spring of 1974, noted Cobra expert and restorer Mr. Bill Kemper acquired this Shelby and returned it to its original red paintwork. Over the next decade, this car passed through several collections before finding a long-term home in 1986.

In 1986, Mr. Seymour Levin acquired this special Shelby Cobra and kept it in his collection in Pennsylvania for 24 years, before finally parting with it in 2010. That year, this car was given a sympathetic mechanical refresh before being sold to another enthusiast. The consignor purchased CSX2328 and made the decision to restore the very authentic Cobra to its

original splendor. Importantly, the Cobra remained in original condition and there are no records or signs of damage or misuse. The original aluminum bodywork was returned to bare metal and repainted in the original red over a new black interior, complete with seatbelts, Stewart Warner gauges, and the original, unrestored steering wheel.

The original drivetrain operates wonderfully, mated with rebuilt suspension and braking systems, lending to the drivability of this fine Cobra 289. Being a late production 289, this car is equipped with more desirable, robust rack and pinion steering, factory side vents, Ford electrics with Stewart Warner gauges, a combination considered the most desirable of all 289 Cobras. As one might imagine given the extent of the restoration, this car is beautifully presented throughout. The aluminum body is very straight and the vibrant



[illegible]

red paintwork envelops the curvy lines beautifully with a great luster. The exterior is capped off by the car's original accessories, resplendent with an external rear view mirror, wind wings, wire wheels, front bumper, and white sidewall tires.

CSX2328 is an excellent, numbers-matching example of the iconic Cobra, complete with an extensive history file, including: picture of the car brand new with its original owner, Shelby American order sheet specific to this car, original customer copy of the bill of sale, canceled check for payment in full, original factory brochure, factory invoices, and is noted in the Shelby American World Registry. Few cars have the iconic status of the original Cobra, and combined with the drivability and condition of this example, this 289 is a great opportunity to acquire a timeless classic.

**\$1,050,000 - 1,250,000**





## THE T.J. DAY COLLECTION

Theodore James "T.J." Day came by his automobile fascination the old fashioned way: he was born to it.

T.J. Day's grandfather was William M. Keck, founder of the Superior Oil Company, an independent oil exploration and production company that was in 1984 the largest independent producer in the United States.

T.J. Day's uncle, Howard B. Keck, entered his first car in the Indianapolis 500 in 1948, backing Jimmy Jackson's front wheel drive Offy-powered Deidt. Keck's Mauri Rose-driven entry was third in 1950. 1953 brought Howard Keck the first of two consecutive Indianapolis 500 victories with Bill Vukovich who led all but five laps.

The Day family moved to Reno, Nevada in 1967 to enjoy its Western style and T.J. lived his life in accordance with the code of the West. His word was his bond whether in his business ventures in industrial and commercial property development or in his community activities. He was an enthusiast for many things: locomotives, automobiles, ranch life and aviation among them.

Even with his many personal and business interests T.J. was a philanthropist and a tireless supporter of Reno and Nevada. Blending his interests in aviation and the community, he was a longtime director of the Reno Air Race Association. He was Commissioner of the Nevada State Athletic Commission, being appointed by three different Nevada Governors. Appropriately, he was a director of the National Cowboy and Western Heritage Museum.

Cars came and went, but were never ignored or dismissed. Each was treated as a cherished possession, given the finest restorations and continuously maintained in show-quality condition. Most were owned for decades, giving pleasure to the family and shared at shows and *concoours*.

T.J. Day and his wife Debbie shared their cars with family and show attendees with pride, taking pleasure in sharing the cars' history, style and quality. T.J.'s dedication and meticulous, honest approach to life in general is apparent in the quality of his cars.

Bonhams is honored to offer select cars from the Theodore James "T.J." Day Collection.





## 25.

*From the Collection of T.J. Day*

### 1930 PACKARD DELUXE EIGHT 745 CONVERTIBLE VICTORIA Coachwork by Maurice Proux

Chassis no. 179019/179021

106 horsepower  
385 cubic inch Inline 8-Cylinder Engine  
4-Speed Manual Transmission  
4-Wheel Mechanical Drum Brakes  
Live Axle Suspension with Semi-Elliptical Leaf Springs  
145½ inch wheelbase

- ★ *Optional Pilot Ray Headlamps*
- ★ *Restored to Concours Quality*
- ★ *French built coachwork by Proux*



#### THE PACKARD DELUXE EIGHT

Packard was not bound by the conventions in the auto industry. It, with great justification, set its own standards both in its automobiles and in the way it presented them.

Packard didn't have model years, that was for the mass market manufacturers hoping to entice car owners to trade up for the newest, if little different, models to keep production lines running. Packard presented its cars in Series, not model years. It created the impression that Packard made changes to its prestigious automobiles only when Packard thought they were important enough to be warranted.

By the late Twenties, however, Packard was making annual changes. They were still presented as new Packard series but they came annually. It did preserve the illusion, however, by choosing its own introduction dates, usually in summer. That had the

advantage of giving the new Packard series a period without competition from other marques' new models. In 1929 for the introduction of the Seventh Series it had one further advantage. The August 20 formal introduction gave Packard's Seventh Series models two months more time in the market before the stock market crashed in October and the new car market, even for luxury cars like Packards, began its Depression plunge.

Packard's Seventh Series comprised four models, the 726 Standard Eight offered only with factory sedan coachwork, the 733 Standard Eight on a longer 134 ½ inch wheelbase with a variety of catalog coachwork, the 740 Custom Eight had a 140 ½ inch wheelbase and the 745 Deluxe Eight topped the line with 145 ½ inches between the axle centerlines. The 740 and 745 had 385 cubic inch 106hp inline eight-cylinder

engine and now had a 4-speed transmission with an extra-low first gear. It was particularly useful when caught in the morning rush to Wall Street or in evening traffic on the way to the opera or a popular soirée.

Eleven catalog bodies were offered on the 733, 740 and 745 models, all designed by Raymond Dietrich and built in Packard's own coachworks which turned out coachwork equal to or better than that of the prestige custom coachbuilders. A further offering of fifteen catalog customs were offered in the 745C Individual Custom line from LeBaron, Brewster, Rollston and Dietrich. Curiously, the standard 745's extra five inches of length was added to the hood, with the engines moved back five inches to preserve a common driveline with the 740. Packard built just under 1,000 Seventh Series Deluxe Eight 745 chassis.





It was an embarrassment of choice to which Packard in September added another model, Col. Jesse Vincent's 734 Speedster with a high performance engine making 125 horsepower, 140 horsepower with a 6:1 high compression cylinder head. Only 112 Speedsters are believed to have been built, but some of their engine upgrades were carried over to the Eighth Series.

Curiously, among the plethora of bodies offered by Packard there was no Convertible Victoria. This attractive, practical and discrete style combined seating for four with the full weather protection of rollup windows, a thick padded top folding top usually with three positions and blind quarters for privacy.

A client in France apparently recognized this oversight and determined to have what Packard had overlooked, turning to Maurice

Proux whose carrosserie was in Courbevoie, Paris.

Proux was prolific, but during only a short period, appearing with some fanfare at the 1929 Parc des Princes Concours d'Elegance with a rather astounding seventeen well-received creations on prestige chassis including a 20CV Panhard with faux Cabriolet coachwork which won 1st Prize in its category, another Panhard with four-door sedan body and an Hispano-Suiza H6B. Where he had been before is unknown but from the quality of chassis with which he was entrusted, and the quality of the coachwork created in his atelier, it is apparent he was highly regarded and trusted when he set up shop. In 1930 a French journal of coachwork, *l'équipement automobile*, commented "Maurice Proux, to all appearances at the top of his profession, has lofty and correct ideas about form."

After 1932, Proux's ambitious undertaking disappears, probably a casualty of the Depression.

Based on an early Packard 745 chassis with its characteristic extended radiator fan shaft the Proux-bodied Convertible Victoria is conservative while still being elegant and distinctive. Elements of Packard coachwork from a Packard Club Sedan were incorporated in the passenger compartment but with all new steel panels. The firewall tag's number, 179021, is different from the frame's number, 179019 and Proux may have used the Club Sedan's firewall tag. A luggage trunk nestles between the rear fenders, magnificently extended by dual rear-mounted spare wheels and tires, accentuating the length of the 745 chassis and conferring a decidedly Continental look to the coachwork.



Proux created new fenders with a pronounced beaded edge that emerges from the peak of the front fenders, follows the sweep of the fender before disappearing again before the fender joins the running boards. A similar bead is applied to the rear fenders. The cowl and hood also are the work of the Proux carrosserie with the accent along the top of the body carefully shaped and not carrying the then-characteristic Packard "downtick" motif at the radiator join. The body line runs straight through from the radiator break to the back of the passenger compartment but Proux gave the doors a pronounced bottom curve in formal carriage style.

The interior appointments are entirely the creation of the Proux carrosserie including the window mechanism with exposed gear teeth on the window edges. Proux utilized

the stock Packard dash and instruments but trimmed the interior is hand-finished walnut and burl beautifully outlined in a thin line of contrasting lighter wood.

#### THE MOTORCAR OFFERED

Maurice Proux's Packard 745 Convertible Victoria creates an impression that is surprisingly conservative for the period, but also elegant and distinctive, appropriate to former owner Frank Miller, Jr.'s belief that it was built for a concours d'elegance in Cannes. Miller believed it was then purchased by the French ambassador to Argentina where it remained until the 1980's when it was purchased, sight unseen, by the Millers who brought it to the States and entrusted it to Packard expert and World Championship driver Phil Hill's Hill & Vaughn for a complete restoration. It took four years but when completed it was displayed at the 1984 Pebble Beach Concours d'Elegance where it was judged First in its Class and awarded the prestigious Most Elegant Open Car. Later awards included first in class at the 1986 Classic Car Club of America Grand Classic.





'T.J.' Day with the Packard at the Pebble Beach Concours d'Elegance.

It was featured as Editor Dennis Adler's Collector Car of the Month in the December 1986 issue of Car Collector Magazine and in J.M. Fenster's 2005 Automobile Quarterly book "Packard The Pride".

Then in the late 90's it was acquired by T.J. Day for whom a comprehensive new restoration was immediately undertaken to bring it to 100-point condition. Completed in 2000, it has a new livery with Indian Yellow body sides and Siena fenders and hood top that highlights many of the subtle details of the coachwork. The luggage trunk is covered in complementary Umber while the cloth top and covers for the spare tires are a light Ochre. The interior is upholstered and trimmed in Beige leather with matching carpets. All Maurice Proux's intricate interior woodwork is highly polished and mirror finished. Gauges are bright and crisp and the exterior chrome is brilliant.

Equipment includes a Packard Adonis mascot atop the triangular radiator cap that was unique in 1930 to the Packard 745 and 743, basket weave chrome radiator stoneguard, Pilot-Ray lights and chrome wire wheels. Proux retained the Packard headlights with their crest in the shape of the top of the Packard radiator and a single Packard combination taillight that displays the same radiator top motif. Chrome wire wheels frame the Indian Yellow brake drums and are themselves set off by subtle blackwall tires that don't distract from appreciation of the body's lines.

T.J. Day was justifiably proud of this Packard and showed it on several occasions. Pictured with it on the show field his pride is reflected in his beaming face and his recognition that, as J.M. Fenster observed in "Packard The Pride", "The Packard convertible Victoria is

typical of Proux in its stubborn refusal to rely on distractions to correct problems in form." It is a magnificent, meticulously restored, lovingly maintained example that has, in some views, hints of the style of Bugatti's Type 41 Royale in its erect windshield, curved door bottoms and balance of its coachwork's volumes.

A rare, probably singular, example of Maurice Proux's subtle, volume-sensitive, coachwork on Packard's prestigious, fast and comfortable Seventh Series 745 chassis, it is in excellent condition, ready to bring T.J. Day's satisfaction with it to a new owner.

**\$400,000 - 600,000**

## 26.

*From the Collection of T.J. Day*

### 1967 FERRARI 275 GTB/4

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 10507

Engine no. 1886

3,286cc DOHC V-12 Engine

Six Weber Carburetors

300bhp at 8,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Three owners from new
- ★ Full service records
- ★ Assembly sequence: no. 232
- ★ Just over 500 miles on engine rebuild



#### THE FERRARI 275

To the Ferraristi, those who revere the stable of the prancing horse above all other marques, so admired is the GTB/4 that mere mention of "four-cam Ferrari" invariably evokes outbursts of acclaim for the car's exquisite symmetry of visual and mechanical potency.

To those fortunate enough to have driven a GTB/4, the sensation of being pulled toward a limitless horizon by the V-12's refined muscle will forever be engraved into their memories. Noted automotive journalist David E. Davis once said, "I firmly believe that everyone who is worth anything at all should own a 12-cylinder car before they die." It was likely he had a Ferrari V-12 in mind. Even a young Enzo Ferrari came to appreciate the V-12's alluring combination of power and smoothness. While recalling his first sight of a V-12, in a Packard in 1919, he remarked, "From that moment I married the V-12, and I never divorced it."

More aggressive in appearance, the GTB's long hood, plexiglass-covered headlamps, laid-back cockpit, integrated rear spoiler and side vents were a vivid tribute to the all-conquering GTO race car. Its higher belt- and fender lines and rounded contours gave the 275 a commanding yet aerodynamic presence that conveyed its ability to slice powerfully through the atmosphere.

Beneath the gorgeous body, penned by Batista Farina himself, was a tubular steel frame and mechanicals that reflected thirty years of racecar development. The first road Ferraris to have fully independent suspension, a rear-mounted transaxle for near 50-50 weight distribution, and the use of lightweight cast alloy wheels to reduce unsprung weight, its chassis and gearbox innovations were a direct adaptation of the developments that brought so much success

to Enzo Ferrari with his sports/racing cars. The 5-speed rear-mounted transaxle had been utilized on the single-seat F1 and then on the sports/racing cars in the 1950s, and the 7x14-inch cast light alloy wheels recreated the design used on the 156 Formula One car of 1963.

The 275 GTB/4 made its public debut at the 1966 Paris Auto Salon; thereafter, according to Ferrari, only 331 examples were built during the short production run that ceased in March of 1968 (it brought to an end by U.S. emissions standards that effectively eliminated Ferrari's most lucrative market). Model serial numbers range from no. 09007 to no. 11069; all were numbered in the odd chassis number road-car sequence; each chassis was identified with reference no. 596; and the car was offered in both left- and right-hand drive. Most GTB/4s were





constructed of steel with aluminum doors, bonnet, and boot lid; a few were built entirely of aluminum. When new, a 275 GTB/4 cost between \$16,000 and \$17,000.

Its overall shape was almost identical to preceding 275s, including the long nose, designed to reduce front-end lift, which was first introduced to the GTB in 1965, though with a flat bonnet instead of the first GTB's slightly raised profile. Thus the only easily seen visual difference from the 275 GTB (which was produced through 1966) was a slim and shallow central blister to accommodate a larger air filter housing. A second pair of vents, echoing those on the fenders, was cut into the sail panels to evacuate cabin air. European-spec models had different rear light lenses (an orange upper section for the turn signal and central circular reflector) from those bound to

the U.S. (full red with a central horizontal rectangular reflector).

Behind the angled windscreen was an interior that emulated other Ferrari-badged grand tourers of the era. Simple but elegant, the cabin's design featured a wraparound dashboard connected with the door panels, which featured aluminum inserts at the bottom. Four gauges fronted both the instrument panel and the center stack area, and the driver faced a classic three-spoke wood-rimmed steering wheel. The conservatively bolstered seats, without headrests, were designed more for grand touring than fighting extreme side loads. Of course, Ferrari offered buyers options for customization, so the 275 GTB/4's interior could be altered by choice, with colors and trims ranging from basic black to lighter shades or even to red, blue or yellow.

Under the hood, however, was to be found the reason for the /4 in the GTB's nameplate: the first version of the Colombo short-block V-12 to utilize double overhead camshafts. Derived from the 3.3- and 4.0-liter engines of the 275 and 330 P2 prototypes of the 1965 racing season, this new Tipo 226 engine had the same dimensions of the earlier 275's Tipo 213 but incorporated some significant differences: a reduced valve angle for more compact heads; valves directly actuated without the intermediary rocker arms; six twin-choke Weber 40 DCN carburetors (for remarkable mid-range torque and flexibility); and a dry sump oiling system as used on the earlier competition 275 GTB/C, crucial for a high-revving engine in order to reduce windage losses and increase cooling capacity. Oil capacity itself was raised from 11 quarts to 17 quarts. Twin-coil ignition sparked a single spark plug per cylinder.



What did all these refinements deliver? Listen to Dick Irish, an American gentleman racing driver from Kansas City who campaigned a 375 Ferrari in SCCA events against Bill Spear, Carroll Shelby and Jim Kimberly. Dick had finally saved enough money to afford a four-cam and arranged in October 1967 to stay in Maranello to personally oversee production of his 275 GTB/4. He recounted the many interesting experiences in the Ferrari Club magazine *Prancing Horse*. His final factory thrill was riding with the test drivers: "Would you believe we traversed Modena and the surrounding country side at never under five grand in any gear.

He left the factory with his "new" Ferrari showing 119 miles of road testing. When leaving Italy after 5,000 miles he told his factory friends, "It is all I had hoped for except it is much more civilized than I had

imagined." In the first year he drove it 42,000 miles on two continents. As he said, the car is a true Gran Turismo in every way. With a 400-mile range, he went 398 on one tank; long distances can be covered quickly. He did have problems with "loose" undercoating. It was too brittle for three-digit driving on roads sanded to combat ice and snow. In 1970 he drove from Tulsa to Canada and Niagara Falls and back via Detroit and Chicago — with his yellow Labrador wedged behind the seats. By June 1971 the four-cam had 82,462 miles on several sets of tires. Several minor problems had arisen, but a clutch pressure plate at 79,000 miles was about the only major repair. As he contemplated his four-year odyssey, he said, "The voluptuous, almost animalist lines Scaglietti gave the 275 GTB/4 made me realize that Ferraris are the ultimate in Grand Touring."

## THE MOTORCAR OFFERED

Ferrari 275 GTB/4 with chassis 10507 was manufactured in 1967, beginning with a June 20 delivery of the chassis to Carrozzeria Scaglietti in Modena. Assembly of its type 226 engine no. 1886 was completed on October 5 and dyno-tested the following day while awaiting the October 12 delivery of the completed chassis/body.

Late in 1967 the GTB/4, in its original metallic maroon paint, was delivered to William F. Harrah's Modern Classic Cars, the official U.S. West Coast importer, in Reno, Nevada. In 1985, second owner David C. Anderson showed it at the 15th Annual Ferrari Club of America National Meeting in 1977 at Watkins Glen, where the car earned third place in class. In July 1991 Anderson advertised the car for sale indicating it was 250 miles into an engine rebuilt, and in 1992 it was sold to Theodore J. Day of Nevada with 42,000 miles on the odometer.





With a current odometer reading of 42,360 miles at the time of cataloging, which is believed to be original and correct, this magnificent and highly original Ferrari 275 GTB/4 was a noteworthy part of T.J. Day's exemplary collection of classic automobiles and presents very well indeed, its shark-like front fender gills and covered headlights echoing those of Ferrari's competition models. The car shows excellent panel fit and original Rosso Cordoba (106-R-7) exterior color, original full-leather beige seats (VM 3218) and dark brown carpets, and it rolls on the original optional Borrani wire wheels. Stored in a climate-controlled facility, it was very lightly used after an engine rebuild commissioned by the previous owner.

Full purchase and service records and a complete tool set are included with today's sale. These four-cams are eligible for many

international driving events such as the Tour de France, the Copperstate 1000, and the factory-sponsored tours. As a factory spokesman said about the 2004 275 Italian tour organized to celebrate the 40th anniversary of one of its most iconic models: "The idea of holding a rally for the Ferrari 275 stemmed from this model's successful past, on both road and track, especially in hill climbs and endurance races. In fact, it represents the essence of Ferrari at that time: a car designed for road use, but built with totally sporting pretensions."  
**\$2,500,000 - 3,000,000**

## 27.

*From the Collection of T.J. Day*

### 1938 CADILLAC 38-90 V-16 IMPERIAL SEDAN

Coachwork by Fleetwood

Chassis no. 5270245

431 ci L-Head V-16 Engine

185 horsepower 135-degree L-head V-16

3-Speed Manual Transmission

4-Wheel Hydraulic Brakes

Independent Front Suspension - Live Rear Axle

141-inch wheelbase

★ One of 95 built in 1938

★ Comprehensive frame off restoration

★ Concourse quality



#### THE CADILLAC 30

Between 1930 and 1937 Cadillac built a steadily decreasing number of its first series 452 V-16 ending with 50 in 1937. Cadillac was mired in losses. General Motors seriously considered closing it. But for 1938 Cadillac announced a new V-16.

Why did Cadillac develop, tool and produce an entirely new V-16 in 1938? The answer to that is still debated, but without debate is the fact that it was a genuinely fresh and thoughtful design.

The new V-16 was of cast iron construction with compact cylinders with "square" dimensions of 3¼ inches bore and stroke, 431 cubic inches. Its unique cylinder arrangement had a 135° v-angle. For simplicity and ease of servicing it employed side valves. Manifolds and dual carburetors within the wide-v and a pair of eight-cylinder

distributors likewise were easy to service. It was 115 pounds lighter than the V-12 and 250 pounds lighter than the 452 V-16. By placing the back cylinders behind the firewall line under the toe board, it fit in the place of the V-8 in the 141-inch wheelbase chassis.

It was triumph of imaginative engineering and production design, delivering 185 brake horsepower and powering the Cadillac 38-90 to honest 100 mph top speeds in almost imperceptible silence and smoothness.

During its three years in production Cadillac built just 514 second generation V-16s and not surprisingly most of them were large sedans intended to be chauffeur driven, like this example with body style 38-9033, the 7-passenger Imperial Sedan by Fleetwood.

#### THE MOTORCAR OFFERED

One of 95 built in 1938, it is equipped with a rollup division window, rear compartment footrest, ash trays, electric cigar lighters, a rear compartment clock and dual side-mount enclosures with mirrors. Restored in the mid-80s with further restoration work performed after T.J. Day's acquisition of it in 1992, it is finished in dark blue with blue-grey broadcloth upholstery in the rear compartment and black leather in the front.

It is a strong statement for a successful businessman, banker, judge or politician in 1938, projecting success, influence and comfort with every mile. It still does today as it comes to a new owner from the T.J. Day Collection.

**\$80,000 - 130,000  
WITHOUT RESERVE**



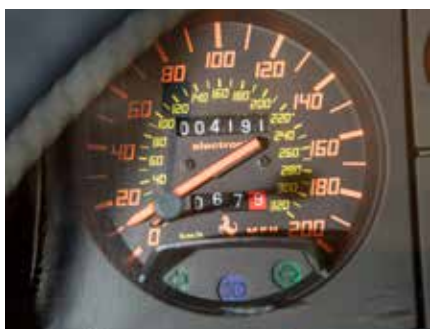
**28.**

*From the Collection of T.J. Day*  
**1987 FERRARI TESTAROSSA**  
 Design by Pininfarina

VIN. ZFFSG17A1H0070225  
 Engine no. 040 00612

4,942cc DOHC flat 12-cylinder engine  
 390bhp at 6,300rpm  
 5-speed manual transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ One owner from new
- ★ Only 4,191 miles on odometer
- ★ Exceptionally well-kept example
- ★ Complete bespoke Schedoni luggage (unused), tools, books



#### THE MOTORCAR OFFERED

Part of the superlative T.J. Day Collection, Ferrari Testarossa 070225 is a stunning example of the 315 imported to North America in 1987. Purchased at Hollywood Sport Cars in 1987 with an MSRP of \$121,150, standard equipment included Marelli Microplex ignition, Bosch KE-Jetronic fuel injection, air conditioning, Connolly leather interior, electric windows, electric door locks, heated rear window, quartz clock, stereo speakers and antenna, and limited slip differential. The car today retains its original running gear of single-bolt light alloys, 8x16 inches in front and 10 x 16 inches at the rear, shod with replacement Goodyear high-performance radials, size 225/50 in front and 255/50 at the rear.

Clad in its original Rosso Corsa paint and beige leather interior, this gorgeous, original Testarossa has accrued just over 4,000

miles during a pampered life stored in a climate-controlled facility. The excellent condition reflects the scrupulous care and maintenance by the single owner, and the interior is as new except for slight wear on the driver's seat leather. Included with the sale is a complete set of bespoke Schedoni luggage, set of tools, booklets and manual, original spare tire, car cover, spare parts manual, a European-spec exhaust system (car has stock exhaust), and all paperwork.

This Testarossa would make an excellent addition to any collection, and it epitomizes why there's a renewed enthusiasm for the model among both rising and veteran collectors. As automotive historian and author David Sparrow wrote, "...make no mistake, this red head is a real Ferrari. Despite the comfort, into the Testarossa go all

[Ferrari's] years of tears, determination and victory. In short, it has a soul...."

**\$125,000 - 175,000**  
**WITHOUT RESERVE**

## 29.

### 1941 MERCEDES-BENZ 540K CABRIOLET B

Coachwork by Mercedes-Benz, Sindelfingen

Chassis no. 408429

5,401cc, Supercharged OHV 8-Cylinder Engine

115/180hp

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

Coil Spring Independent Front and Rear Swing Axle Suspension

Wheelbase 3290mm (129.5").

- ★ *Comprehensive, Frame-off Nut & Bolt Restoration*
- ★ *Retractable Soft Top*
- ★ *Fabulous Coachwork by Sindelfingen*



#### THE MERCEDES-BENZ 540K

It took Mercedes-Benz 6,000 man hours to build a single 540K. Even by the standards of the Thirties, when automotive mass production techniques had been in place for barely twenty years, it was a massive commitment of skilled manpower. The cars that were built in those 6,000 hours justified every hour.

Mercedes-Benz maintained its factories and income with small and medium sized cars, but it catered to the market's most demanding clientele with a limited offering of the finest motor cars ever built. It gathered the finest craftsmen, engineers, machinists and assemblers from among its large organization. It gave them state of the art facilities, the finest machinery and the best tools. Mercedes-Benz had access to the best materials from Germany's renowned metallurgical industry and it lavished them on the 540K. Every aspect of the 540K was designed, built, constructed

and finished to exceed the expectations of the most demanding customers in Europe, Asia and North America.

That it succeeded in meeting these expectations has been established beyond all doubt. Mercedes-Benz 540Ks were bought by leaders in industry, finance, politics and society. Their judgment has been endorsed by generations of subsequent owners who have preserved, valued and maintained the 540Ks they have been privileged to own. It has always been acknowledged as one of the world's great cars.

Based on a strong and rigid chassis these pioneering automobiles introduced coil spring four-wheel independent suspension using parallel wishbones at the front and swing axles at the rear. They featured synchromesh on the top three gears of their four-speed gearboxes,

12 volt electrical systems, central lubrication and vacuum-assisted hydraulic brakes. These massive high speed automobiles owed little to the S, SS and SSK machines of the Twenties except one glorious attribute: each was fitted with Mercedes-Benz's driver-controlled supercharger that boosted engine output by about 60% in short full power bursts.

With a bore of 88mm (3.46") and a stroke of 111mm (4.37") the 540K's big inline eight cylinder engine displaced 5,401cc (329.6 cubic inches). Its size and power had been designed from inception to cope with the massive chassis that underpinned its luxurious coachwork. The 540K accomplished two competing goals in one magnificent engine. Designer

Hans Nibel and his successor, Hans-Gustav Röhr, employed its large displacement, long stroke and even-firing eight-cylinder layout





for maximum smoothness and relaxed performance at low speeds and sustained rapid cruising. The supercharger, engaged automatically when the driver pressed the accelerator pedal fully to the floor, upped performance in bursts, kicking the 540K's output from 115 horsepower to 180 horsepower for maximum acceleration and hill climbing with a full load of passengers and luggage.

It also made a fearsome noise from the tortured, compressed air and fuel mixture and shriek of the supercharger rotors and their drive gears. The sound and the press of acceleration that accompanied it was overwhelming, a rush of Wagnerian sensation that personified sturm und drang and left no doubt among passengers and those nearby that this was the king of automobiles.

They were capable of cruising all day long at speeds approaching 90 miles per hour and would, with their superchargers screaming, easily exceed 105 miles per hour. Mercedes-Benz built fewer than 400 540Ks during the four years it was in production. Fabulously expensive, they were outfitted with all the luxuries of the Thirties, from elaborately fitted and finished interior wood moldings to electric cigar lighters. Most were bodied with the work of Mercedes-Benz's own coachbuilders at Sindelfingen, and Sindelfinger-built 504Ka are the benchmark for quality and style.

#### **SINDELFINGEN**

The Mercedes-Benz coachworks at Sindelfingen developed the Cabriolet style to an art form. While each cabriolet built on the legendary supercharged 5.4 liter

115/180hp 540K chassis was essentially different, with Teutonic efficiency Mercedes-Benz categorized its cabriolet offerings in six different configurations, designating each variant alphabetically.

There were three separate four-door styles, the cabriolets D, E and F, which accommodated up to seven passengers in comfort and luxury. More importantly for today's collectors, three two-door cabriolets combined luxury, tight weather protection and sporting style in beautiful, subtle coachwork for anywhere from two to five people. The Cabriolet B and Cabriolet C had rear seating, the B with rear quarter windows while the C had blind quarters on the folding top. The Cabriolet A had blind rear quarters and accommodations behind the front seats only for the two privileged occupants' luggage.



Sindelfingen, where this exclusive coachwork was built, had started out as an aircraft production facility which employed as many as 5,600 people during The Great War. Production of civilian aircraft continued for a short time after the war but soon Sindelfingen was designated as Daimler's production facility for Mercedes bodies. In this role it continued to follow the high standards of quality and finish which had been essential when building aircraft, a tradition which continued through the Second World War.

Sindelfingen's function expanded after the merger with Benz in 1926. New equipment was added, including huge 1,000 ton presses capable of forming steel sheets 200 x 150 cm in size. By the end of 1934 employment at Sindelfingen had returned to over 5,000. It built coachwork also for other manufacturers, constructing 20,000 bodies for BMW and many for Wanderer. Fifteen different trades were employed in

building the wood-framed bodies constructed at Sindelfingen, all of whom were craftsmen, skilled and dedicated to producing the finest coachwork in the world. Costs were high and Sindelfingen's supervisors worked constantly to streamline and refine the process to minimize handling and inventory. Beech and ash heartwood were used exclusively, naturally dried in huge sheds at the factory which held a year's supply of wood before sending each piece to one of the twelve drying kilns. Metal panels were stamped out on the giant presses, then individually fitted and welded together into subassemblies. Final assembly took place on a moving assembly line.

The finished bodies were extensively and repeatedly hand-finished to ensure that before paint was applied the coachwork was as flat, smooth and neatly joined as the most dedicated and skilled German artisans working in the finest

materials attainable and with the best machinery, equipment, supplies and gages could make it.

While most coachwork built at the Mercedes-Benz karosserie at Sindelfingen was taken to the Mercedes-Benz factories at Untertürkheim or Mannheim to be installed on their chassis, the most exclusive vehicles, such as the 540Ks, were assembled at Sindelfingen where their assembly, finish and trimming could be perfected by the company's best workers. At each step along the way the master craftsmen who had created the framing and panels and finished them returned repeatedly to inspect the way their work was being assembled and to rectify any damage inflicted during assembly and testing.

540K production ended in 1938 or 1939 but a few 540K chassis were held in reserve for later completion, reserved for those with particular importance to Germany.





## THE MOTORCAR OFFERED

This 540K Cabriolet B was completed in 1941 on Commission N°. 396152 with chassis number 408429. According to the copy of its build documentation from Mercedes-Benz it was delivered to the Ministry of Foreign Affairs in Berlin on February 12, 1941. It is with little doubt one of the last 540Ks built and was destined for an important official or functionary.

After the cessation of hostilities it was sold in 1946 by Kurt Nitschky of Motorradhaus in Karlsruhe to Viktor Reuter. Nitschky's invoice claimed "Lager sämtlicher Ersatzteile für Kleinmotorräder" ("Stock all spare parts for small motorcycles"). Three months later it sold to Severn Loyd of Jackson, Tennessee, then disappeared for twelve years until it was owned in 1958 by Thomas Brothers in Phoenix (one might wonder if "Brothers" isn't a misread of "Barrett".) In 1977 it was owned by William A. O'Brien III in Reno.

William O'Brien sold it to T.J. Day on October 15, 1985 and Mr. Day began a comprehensive concours quality restoration that was completed in 1988.

It was judged third in class at the July 1988 Farwest Grand Classic and is today still in nearly pristine condition. Finished in red with chrome wire wheels, it has wide whitewall tires, dual exposed sidemounts with strap-on mirrors, dual spotlights, Bosch headlights and dip beam light, integrated trunk and dual taillights. The interior is upholstered in dove grey leather with grey carpets. The magnificent instrument panel is mother of pearl with sharp, crisp gauges. There are tinted glass sun visors, an opening windshield and beautiful contrasting wood trim on the dashboard and around the windows.

Piling up the folding top and engaging the supercharger with two friends in the back seats will capture a spine-tingling experience that caught the attention of T.J. Day who spared no expense to realize it.

**\$900,000 - 1,300,000**

## 30.

*From the Collection of T.J. Day*

# 1971 FERRARI 365GTB/4 DAYTONA BERLINETTA

Coachwork By Scaglietti - Design By Pininfarina

Chassis no. 14207

Engine no. 251

4,390cc DOHC V12 Engine

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ One-owner car
- ★ Documented history by Ferrari historian Marcel Massini
- ★ Original exterior paint
- ★ Original interior
- ★ Rare tool kit



## THE FERRARI 365 GTB/4 DAYTONA

It is a thankless and essentially meaningless task to create a hierarchy among the motorcars to have worn a Ferrari badge, but if one were to restrict the selection to front-engine GTs, there's little doubt the 365 GTB/4 — or Daytona as it was informally dubbed in homage to the Ferrari 330P4's podium sweep at Daytona in 1967 — would dominate that particular assemblage of exceptional road cars.

This successor to the 275 GTB/4 made its debut at the Paris Salon in 1968, and though public reaction to the dark blue metallic prototype was instantly favorable, some critics felt Ferrari had missed the opportunity to build a mid-engine supercar in order to maintain technological pace with Lamborghini and its new mid-engined Miura. Ferrari, however, always had placed its engines in front of the driver since

Maranello's first production model, the 125S in 1947, and the success of the preceding 275 series provided little reason to change course.

History would prove the decision to be entirely appropriate, as the 365 GTB/4 enjoyed a six-year production run that resulted in 1,284 coupés, 122 spiders (365 GTS/4), and 15 competition versions in three series of five cars each.

The production 365 GTB/4 was the final Ferrari to be constructed of hand-hammered steel and aluminum hood, doors and trunk. To help meet U.S. side-impact regulations, later cars received steel doors and internal bracing. Its all-alloy, four-cam, V12 engine displaced 4,390cc with maximum output of 352bhp at a lofty 7,500rpm and 318lb/ft of torque at 5,500rpm. Dry-sump lubrication

enabled it to be installed low in the oval-tube chassis, while shifting the five-speed transmission to rear transaxle form delivered the 50/50 weight distribution that made the Daytona such a pleasure to drive. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed unbecoming in a pursuing high-performance GT. Power four-wheel discs were standard, though air conditioning and power windows were optional. With its spacious cabin and well-formed seating, the Daytona was a comfortable drive, but make no mistake. Throughout the process of development, the Daytona's developers remained singularly focused on delivering superlative performance.





With a top speed, close to 180 mph, the 365 GTB/4 was the world's fastest production car in its day. It also displayed the quickest acceleration when pitted against the chief rivals at the time, Lamborghini Miura, Mercedes-Benz 350SL, Jaguar V12 E-Type and the De Tomaso Pantera. It was also the final Ferrari with a 12-cylinder engine to be sold new in America until the Testarossa in 1984.

The concept of manufacturing a four-cam V12-engined Berlinetta with considerably greater power output than the successful 275 GTB/4 model began in 1967, concurrent with the 3.3-liter variant's triumphant launch. A daunting amount of development work ensued, as the new model would have to meet newly developing U.S. federal regulations for both emissions and safety.

Ferrari's first known prototype for such a car was first seen late in 1967, built by Pininfarina (production versions were by Scaglietti) with bodywork presaging the final design. It used a three-valve-per-cylinder 4.0-liter V12 that never went any further. Instead a Tipo 251 power unit was adopted, which was a more conventional 4.4-liter with hemispherical combustion chambers in its twin-cam heads and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the Tipo 245's engine, which already powered the 365 GT 2-plus-2, GTC and GTS models.

The new 4.4-liter unit was lubricated by a dry-sump system with a 14-liter oil tank. The compression ratio was 8.8:1, and with six Weber 40DCN carburetors the engine delivered a muscular powerband that one

English technical writer of the time described as being "...more than enough to pull your house down."

The mechanical configuration, comprising engine, torque tube and rear-mounted 5-speed transaxle was attached to the tube chassis at four points — two on the engine and two on the transaxle — and the familiar 2.4-meter wheelbase was retained, which dated back in unbroken line to the 250 GT SWB. Standard wheel fitment was a 15-inch five-spoke "star" pattern alloy with a knock-off spinner on a Rudge hub, but, in certain markets including America, it was replaced by a large central nut. As usual, Borrani wire wheels were optional.

Shortly after the release of the gorgeous GTS/4 Spider (first shown at Frankfurt in 1969), a number of important revisions



were introduced on both the Berlinetta and Spider versions, brought about by newly imposed federal safety legislation in the U.S. that, among other rules, deemed covered headlights illegal, which included the full-width transparent panel covering the 365's headlamps. Ferrari and Pininfarina subsequently penned a mild front-end makeover that saw the Daytona equipped with retractable headlights early in 1971. American cars also were fitted with several emissions devices, including fast idle control and exhaust manifold air-injection.

Road testers of the day were unremittingly smitten with the Daytona's road manners. From *Car and Driver*, January 1970, "It's a hard-muscled thoroughbred, the Daytona — easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The

Daytona isn't fast — it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph — or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the peace of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings — you would sell your soul for it."

No more lurid example of the Daytona's ability to sweep aside the miles with utter aplomb was offered than by the Dan Gurney and Brock Yates victory in the 1971 Cannonball Baker Sea to Shining Sea Memorial Trophy Dash. Running a Daytona coupe borrowed

from car dealer Kirk F White, the duo "dashed" from New York to the Southern California coast in 35 hours, 54 minutes, defeating seven other lead-footed teams.

Perhaps the most succinct praise of the Daytona came from British journalist and automotive historian L.J.K. Setright — who never suffered a foolish car gladly — writing in a 1993 *Supercar Classics*, "The Daytona has been called the last great front-engined supercar. For one who has thought about it, it is not difficult to see why; for one who has driven it, it is very easy to see why. A supercar must prove its superiority on ordinary roads; the Daytona did."





### THE MOTORCAR OFFERED

The exceptional 1971 Ferrari 365 GTB/4 offered today is one of a collection of cars from the estate of Theodore J. Day. The iconic coupe enjoyed the care of Mr. Day since he purchased it new in 1971 at William F. Harrah's dealership in Reno, Nevada. When not stored in climate-controlled conditions, the Daytona accrued 29,090 careful miles while providing its drivers with an unparalleled motoring experience.

According to a report from Ferrari expert Marcel Massini, chassis 14207 left the Maranello assembly line on March 27, 1971, with assembly sequence number 435 and Scaglietti body number 445. Clad in original Rosso Chiaro (20-R-190) over an interior of Nero (VM 8500), and riding on optional Borrani wire wheels, today's gem also comes with all documentation, service records, owner booklets, and the rare tool kit.

Finding such a well-kept and unrestored example of the 365 GTB/4 is extremely uncommon, and the T.J. Day Daytona to this day presents unusually well, especially for a car that was never sequestered behind velvet ropes but instead was used as intended on romps throughout the Great American West.

**\$750,000 - 1,000,000**

# 31.

## 1931 PACKARD 840 DELUXE EIGHT DUAL COWL SPORT PHAETON

Chassis no. 190397

385 CI Inline 8-Cylinder Engine

120 hp 4-Speed Manual Transmission

4-Wheel Drum Brakes

Live Axle Suspension with Semi-Elliptical Leaf Springs

Wheelbase 140½"

- ★ *Ultra-Rare Factory Radio Car*
- ★ *Pilot Ray Headlight Option*
- ★ *Nut & Bolt Restoration From The Frame Up*
- ★ *1980 CCCA Winner*



### THE PACKARD 840 DELUXE

In 1931 the Great Depression's grip on America and its automobile industry tightened into a stranglehold. Packard still stood at the top of the luxury market but its future like that of its competitors was tenuous. Response to the economy's torment was slow throughout the auto industry and the course that Alvan Macauley had set for Packard during the flush years of the late Twenties was pursued resolutely.

Despite Packard's success in providing high quality chassis for custom coachbuilders Macauley advocated bringing custom coachbuilding in-house and 1931 was the year his plan was implemented. His logic was impeccable – Packard's body-building capabilities were second to none and the quality of its in-house work was equal to, if not better than, independent coachbuilders. Better coordination between chassis construction and

custom coachbuilding, brought economies of scale that would increase Packard's efficiency and operating margins. Behind this change, and routine rationalization of models and designations, Packard brought its full technical, managerial and financial power to bear on the dramatically different market of America in Depression. Development of the lower-priced Light Eight was rushed ahead while its polar opposite, the new Twin Six V12, was aimed at the pinnacle of Packard clients. Both, would debut as Ninth Series 1932 models. The 1931 Eighth Series duration was opportunistically truncated as only Packard, could do.

Packard's Eighth Series may have had only ten months, but its automobiles were exceptional. The Seventh Series 734 Speedster's innovations included a high compression cylinder head, a dual throat Detroit Lubricator updraft carburetor and a performance

rear axle ratio. A horsepower race was on and the Eighth Series Packards adopted the 734's modifications across the board giving the DeLuxe Eight's strong and quiet nine main bearing 385 cubic inch engine 120 horsepower. Packard's big eight was then, and remains today, the paradigm for quiet, luxurious, unobtrusive power, more than adequate to propel even the day's heaviest and most lavishly appointed formal coachwork.

When fitted with the more sporting and lightweight open bodies such as the refined dual cowl sport phaeton offered here Eighth Series 120hp DeLuxe Packards are steady performers fully capable of cruising at today's highway speeds. The sport phaeton body combined style, comfort and Packard's exceptional build quality to achieve one of the most attractive, well-balanced and practical designs of the Classic Era.





## THE MOTORCAR OFFERED

The example offered here was meticulously restored in the Seventies to concours-quality standards. It was acquired by T.J. Day in 1984 who had additional restoration work done to bring it to its present marvelous condition. Beautifully presented in correct lacquer paint with beige body sides, grey fenders and hood and an orange beltline accent, it has a light beige cloth top and matching cover over the rear-mounted luggage trunk, its interior is sumptuously trimmed in orange leather. It is lavishly equipped with chrome wire wheels, dual sidemounted spare tires with chrome rings, grey panels and mirrors, dual taillights, hood-side trumpet horns, dual windshields with front wind wings, dual spotlights, radiator stoneguard, Adonis radiator cap mascot and Pilot-Ray driving lights.

It was a 1980 CCCA winner, shown at Pebble Beach in the 1980's, at the Silverado

Concours in 1984 and swept the North Lake Tahoe Antique and Collector Car Show in 1986, winning its class, Best of Show and People's Choice.

The Packard's exceptional condition is apparent throughout, particularly notable in the clean and drip-free engine. The underhood presentation is fully detailed to show-quality standards with polished aluminum, chrome details and excellent paint. The exterior paint is strong and the upholstery and interior trim are better than new.

The Eighth Series Packard ended an era grounded in the ebullience of the Jazz Age and few automobiles of the early Thirties so eloquently embody the combination of sporting style and opulence as the Packard 840 DeLuxe Eight Sport Phaeton. Whether this wonderful examples continues to be

fastidiously maintained in show-quality condition or becomes a standout participant in the tours and events for which its power and luxurious open coachwork are so well adapted, this rare and handsome Packard is an unusual opportunity to acquire one of the finest examples of the premier American luxury marque of the era from a dedicated and sophisticated long term collector owner.

**\$225,000 - 325,000**

## 32.

*From the Collection of T.J. Day*

## 1956 LINCOLN CONTINENTAL MARK II COUPE

Chassis no. C5613262

368 cubic inch pushrod overhead valve V-8  
300bhp

3-Speed Automatic Transmission

4-Wheel Power Assisted Hydraulic Drum Brakes

Coil Spring Independent Front Suspension

Live Axle with Semi-Elliptical Leaf Springs

Wheelbase 126"

- ★ Less than 20,000 miles from new
- ★ Power steering, brakes and locks
- ★ Comprehensive, frame-off restoration
- ★ Spare, tool and jack to accompany



## THE LINCOLN CONTINENTAL MARK II

Edsel Ford returned from Europe in 1938 having toured the automobile salons of the Continent and brimming with ideas. Edsel had quietly, subtly, influenced Ford's design since his father bought Lincoln from Henry Leland and, basically, given it to Edsel to make a sales success of the superbly engineered, but conservatively bodied Leland Lincoln.

The first Continental was built as a Zephyr-based one-off for Edsel in 1939 embodying his thoughts on Continental concepts. Its long hood, streamlined fenders, enclosed rear wheels, absence of running boards and generous 4-place passenger compartment had Edsel's society circle clamoring for copies. It went into production in 1940 and was continued with only detail changes after the war. Production ended in 1948 and dealers clamored for a similar halo car to draw attention to their showrooms.

In 1952, a Ford committee approved a project to create another Continental. 26-year old William Clay Ford was placed in charge with a 50-week timeline to develop a design. Special Product Operations, as the team was known, took six months to develop its first proposal. It was summarily rejected by Henry Ford II. They then brought in four independent design consultants, all recognized talents with connections to Ford.

Presented to Ford's board in April 1953 with identically colored, identically presented and scaled views, one winner was unanimously selected by the Ford hierarchy: the Special Product Operations concept. It epitomized the long hood, compact passenger tonneau, short deck of the original Continental, transformed by a decade of new technology, materials and production methods.

Unlike its predecessor in 1940, the Continental Mark II was a completely new automobile based on little or nothing in Ford Motor's inventory. It shared Lincoln's 368 cubic inch overhead valve V-8 slightly boosted to 300 hp and the proven 3-speed automatic transmission. Nearly everything possible was standard equipment: power brakes and steering, speed sensing front shocks, power windows and seat, automatic headlight dimmers, signal seeking radio. The sole option was air conditioning, with outside air intakes in the rear fender projections, a feature credited to Bill Ford's sensitivity. The A/C ducts ran through the headliner evenly distributing cool air to front and rear seats.

The seats dropped within the circumferential frame lowering the roofline to a fragile 56 inches. Continental's flanks were smooth, its fender line straight through except for the





### THE MOTORCAR OFFERED

small rise at the C-pillar. Chrome was limited to necessary trim items. The only concession to Continental styling was the subtle spare wheel projection on the rear deck.

Listed at a few dollars under \$10,000, a Continental Mark II cost nearly half as much as a new house in America in 1956, well over double the average American's annual income. It wasn't for everyone, but its style, design, quality and features accomplished exactly what Ford Motor Company intended, focusing attention on the style, performance and quality of Lincoln, Mercury and Ford automobiles. Just under 3,000 were built in the two years it was offered.

Did Ford lose \$1,000 on every one built? Probably, but it made it back several times over in publicity and prestige.

The Keck/Day Continental was won in a raffle in the Fifties by Willametta Keck Day and is believed to have been new at the time. It has never left the family's possession, passing first to T.J. Day's sister, then to T.J. Day. It is completely unrestored and original, showing a believed original 19,964 miles on the odometer. It is a remarkably and affectionately preserved example of one of the most prestigious but also meticulously designed, styled and built automobiles of the Fifties, or any other era.

It is fully equipped, as all Continentals were, with everything except air conditioning and is beautifully presented in white with light blue Bridge of Weir leather. Having always lived in California or at the edge of the desert in Reno it has never been exposed to adverse conditions nor driven on corrosive salted winter roads and is truly a Preservation Class

automobile. It has recently been fully serviced and is ready to be driven and enjoyed.

Turn on the Town & Country radio, and it probably plays Frank Sinatra.

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

# 33.

## 1965 PORSCHE 356SC 1600 COUPE

Coachwork by Reutter

Chassis no. 131727

Engine no. 821665

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-choke Weber Carburetors

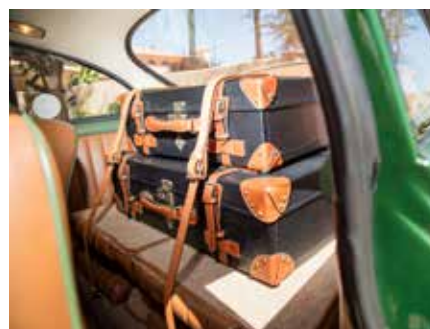
95bhp at 5,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Final and fully evolved version of the 356*
- ★ *Lovely original color combination of Irish Green over Black and Grey Corduroy*
- ★ *Powerful and sporting SC version*
- ★ *Offered with Porsche-issued Certificate of Authenticity*



### THE PORSCHE 356C

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's greatest sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful autobahn burner.

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. Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting four-wheel disc brakes, among numerous detail improvements, notably a new ZF steering gear and a more 'calm' 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 potent 356SC Coupe first emerged on December 14th, 1964, clad in the stunning combination of Irish Green paint over a black leatherette interior with mouse grey Corduroy inserts. The top-of-the-line 95-horsepower SC was handsomely optioned with ventilated chrome wheels shod on Dunlop tires, and a luggage rack on the back. The new Porsche is believed to have been delivered new to the US, and remained here ever since.

Although the car's history remains largely unclear, it is known to have been owned by a realtor from Seattle before being purchased by the consignor; a Bay Area and Phoenix-based collector, with a taste of the finest performance cars around. The SC has received much restoration and maintenance work over the years, much of which has been done by Ted Blake of Sacramento, California. The interior has

been beautifully re-trimmed in saddle, with matching custom luggage fitted to the rear shelf. Performance work performed includes installment of a big-bore kit and performance exhaust system. The level of craftsmanship is impressive indeed, and the car is a proven tour-car having been exercised on the Texas 1000 rally twice.

Close inspection reveals the last 3 digits of the chassis number stamped on the bonnet, and the matching numbers crankcase still in situ. This stunning 356SC Coupe is offered with the Porsche-issued COA and an owner's manual, original jack, tool kit, original restored radio, and represents the final and fully evolved iteration of the legendary 356 Porsche.

**\$130,000 - 160,000  
WITHOUT RESERVE**



## 1998 FERRARI F355 BERLINETTA

Design by Pininfarina

VIN. ZFFXR41A4W0111485

Engine no. 48861

3,496cc DOHC 40-Valve V8 Engine

Bosch Motronic Fuel Injection

375bhp at 8, 250rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Fitted with the desirable gated manual transmission
- ★ Exciting silver over cuoio livery
- ★ Elegant and timeless 'no-frills' Pininfarina design
- ★ One of the best sounding Ferraris of the modern era



## THE FERRARI 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 246 GT.

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. A semi-automatic paddle shift or six-speed manual gearbox ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

## THE MOTORCAR OFFERED

This stylish F355 Berlinetta was finished the Maranello Ferrari works in January of 1998, trimmed in the elegant color scheme of silver over a cuoio (caramel) leather interior. While the new semi-automatic F1 gearbox was now available in the F355, 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.

Delivered new to Michigan in May of 1998, the Ferrari is believed to have remained there until 2001 when the CARFAX picks up in Pennsylvania. It remained here until recently 2009, receiving regular service by Algar Ferrari. The silver Ferrari is reported to have gone to South Carolina in September of 2009 with 14,161 miles on the odometer, but then back to Pennsylvania where it has remained until now.

Now showing just under 26,300 miles on the odometer, this beautifully kept example remains in largely original condition throughout. 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 F355 Berlinetta is ready to snick through twisty mountain roads with a smile inducing driving experience and beautiful music erupting from the quad tailpipes.

**\$90,000 - 120,000  
WITHOUT RESERVE**

# 35.

## 1957 PORSCHE 356A 1600 SUPER SPEEDSTER

Coachwork by Reutter

Chassis no. 83366

Engine no. 81007

1,582cc OHV Flat 4-Cylinder Engine

2 Carburetors

75bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Less than 30,000 kms (18,700 miles) from new*
- ★ *Delivered new to Switzerland*
- ★ *Matching numbers example with extensive history file*
- ★ *Exquisite restoration by recognized specialists*
- ★ *Factory equipped with radio*



### THE PORSCHE 356 SPEEDSTER

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 Coupe at its old base in Stuttgart. The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. In 1951, a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

Constant development saw the 356's engine enlarged first to 1.3 and then to 1.5 liters;

the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. A cabriolet followed hot on the heels of the original 356 Coupe and then in 1952 a trial batch of 15 roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model.

The roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954. The Speedster's inspiration is also credited to John von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built Coupe in the late 1940s to create a lightweight competition car. Explaining such a car's appeal Neumann once said: 'Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow over the door and the girls can see them in the car.' Plus ça change ...

Instantly recognizable by virtue of its low, wraparound - as opposed to V-shaped - windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats - all of which served to emphasize its sporting image - the Speedster was, in effect, an 'economy' model intended to compete with the cheaper British sports cars.

The Speedster was powered initially by the 1.5-liter version of Porsche's horizontally opposed four, gaining the new 1.6-liter, 60bhp engine with the introduction of the improved 356A for 1955. In the optional and rare Super tune, the Speedster put out a good 75bhp; 25% more than the standard 1.6-liter motor. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied









to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.

Testing the Speedster alongside its Coupe sibling in 1956, Road & Track magazine declared, "A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupe". Its combination of style, performance and value for money made the Speedster deservedly popular - 4,822 examples being constructed between 1954 and '58 - and today this most handsome of the 356 variants enjoys iconic status.

#### THE MOTORCAR OFFERED

This low-mileage, 1600 Super Speedster must be among the best examples available anywhere. Not only does the Porsche retain its original matching numbers Super engine, but with less than 30,000 kms from new (18,700 miles) it is in a category of its own. Furthermore, this Speedster was delivered new to Switzerland – quite unusual for a European Sportscar aimed towards the American market like the sporty Speedster.

Used sparingly and surely only during the summer time, the Speedster is believed to have remained in Switzerland until the 1970s, when it was owned by a Mr. Joseph Nash. By 1987 the Speedster was in the hands of Porsche enthusiast Jerry Manna, who would bring the car to many PCA sanctioned events, including the Porsche parade. Renowned Porsche collector Bob McDowell owned the Speedster between 2006 and





2009, when the car was acquired by the consignor from renowned marquee specialists Road Scholars of Raleigh, NC. At this point, the mileage was just 26,747 kms (16,619 miles); a figure claimed to be the actual mileage by Road Scholars, and later verified by several other Porsche aficionados.

Soon after taking possession of the rare Speedster, the consignor embarked on a comprehensive restoration by Essex, UK-based Clark and Carter. The work performed was very extensive, and covered both mechanical and cosmetic aspects of the car. Clark and Carter are known to show cars at the most prominent concours, including Villa d'Este and Pebble Beach. The car's history file has all the work carefully documented. Retaining its original, matching-number Super engine, and with such low mileage and devoted ownership from new, this Speedster

stands out at the top. Furthermore, the bodywork and panels are original, with the last three digits stamped in many areas. The original steering wheel is still in situ, and the wheels are correctly date coded. The car has never been altered or modified, and is still left in the factory-delivered livery of white over a red interior - matching the flag of its country of origin; Switzerland. The car's history file is very impressive, and deserves close examination. Further accompanying items include the Porsche-issued Certificate of Authenticity, books and tools, and a lovely period radio is installed in the dash. One of the absolute best optioned and lowest-mile Speedsters we have had the pleasure to offer, this exceptional example is ready for further PCA judging or use on collector car rallies such as the Mille Miglia or Colorado Grand.

**\$475,000 - 550,000**

# 36.

## 1959 CADILLAC SERIES 62 ELDORADO BIARRITZ CONVERTIBLE

Chassis no. 59E 004429

390ci OHV V-8 Engine  
Single 4-Barrel Carburetor  
345bhp at 4,800rpm  
4-Speed Hydra-Matic Automatic Transmission  
Independent Front Suspension, Live Rear Axle

- ★ Rare, top of the line convertible
- ★ In the present ownership for more than 20 years
- ★ Originally a 'triple black' car
- ★ Older restoration



### THE '59 CADILLAC ELDORADO

The unchallenged icon of its era, the 1959 Cadillac is testament to the mantra of the 1950s: more is better, too much is not enough. The story of the revamped General Motors lineup is well known. A sneak peak at Chrysler's radical 1957 line convinced GM bosses that their planned '59 cars would be left in the dust, so a crash program was instituted for a corporate-wide revamp. All five car lines got new bodies, Cadillac's, with fins more than four feet tall, being the most dramatic.

Under the skin, however, changes were much more modest. Cadillac's overhead valve V8, very much the industry trendsetter at its 1949 introduction, had matured very well. A displacement increase to 390 cubic inches and 10.5 to 1 compression resulted in 325 bhp. With three carburetors, the Eldorado engine made 20 more and could be had in other models as an option. As befit a luxury car, Hydra-Matic

transmission, power steering and power brakes were standard; for convertibles power windows and two-way power seat were included as well. Air suspension, the great hope of 1958, was on the wane and few cars were so-equipped.

By the time 1959 was over, however, that unbridled optimism was waning, so for 1960 Cadillac's tall tailfins were trimmed to vestigial little blades. Model year sales for 1959 and 1960 held steady around 142,000, a big increase from the recession year of 1958, but nothing like the levels that the late sixties would bring. But like the 1957 Chevy, whose greater fame came once it entered the collector realm, the 1959 Cadillac is today the much-preferred model.

Within the 1959 Cadillac population, convertibles are the most sought after of course and the Biarritz is at the top of that tree.





## THE MOTORCAR OFFERED

This striking red Biarritz trim convertible would have left the .. plant in . Its data plate decodes a particularly desirable earlier guise for the car, that it was delivered as new with black paintwork, trim and top, aka 'triple black' scheme. In addition to that, its specification included Autotronic eye and heater.

The start of its career is uncharted at present, but it was acquired by the present private owner 'decades ago' in Los Angeles and by that point had already been refurbished to the livery its sports today of red with white interior. As a collector and passionate advocate of design, the rocket age Cadillac was a natural acquisition.

In the course of this ownership it as been used periodically and kept maintained on an annual basis, more often than not being enjoyed in the summer months in western

Pennsylvania. Its most recent work included attention to the exhaust manifold. Today, the older restoration has faded a little, the interior shows some wear and there are some paint blemishes, but of course the overall design draws one's attention away from those details...

Either as a fun driver, or the basis for a concours restoration back to its original colors, this offers lots of opportunity and the chance to experience the top of the line Biarritz.

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

# 37.

## 1909 THOMAS FLYER MODEL K 6-70 "FLYABOUT"

Chassis no. K 179

Engine no. 1675/1667

748 cu in, T-Head Inline 6-Cylinder Engine

Single Carburetor, 70hp

4-Speed Manual Transmission with chain final drive

Semi-Elliptic Leaf Suspension

2-Wheel Brakes

- ★ Well-known example of this iconic behemoth model
- ★ Extremely rare 'Big Thomas'
- ★ AACA Award-winning condition
- ★ The Ultimate in Brass Era Touring cars



### THE THOMAS COMPANY

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

E. R. had bigger things in mind however, and the first Thomas automobiles were introduced in 1903; small runabouts described in the catalog as the happy

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

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

either by ship or by ice to Siberia. To be certain that the Yukon and the Bering Strait would be covered in ice, the race purposely began in the winter. Many of the dirt-covered trails had never been traveled by a motorcar.

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

The following year Thomas moved into 'six-cylinderism', the territory which luxury manufacturers were now pushing as the ultimate in performance and refinement, Napier, Pierce-Arrow, Rolls-Royce to name but a few. For Thomas, they simply extended their existing four with two extra cylinders, but owing to their mammoth 5½ inch bore,







this pushed the engine size out to 12.9 liters and provided more than 70 horsepower. At this point, this was by far the largest engine available and remains one of the largest engine ever to be fitted to an American production automobile.

The new 'six' commanded the designation Model K or 6-70 for logical reasons and Thomas priced it at \$6000 in Touring form, with options of Seven Passenger Touring, 'Tourabout' or 'Flyabout'. Of the handful of options for these chassis, the Flyabout was by far the most sporting and effectively a Thomas branding for a 'Toy Tonneau'. Sitting on a 140 inch wheelbase, it was a gargantuan car even among its peers. Yet, despite its scale, the 'square' engine dimensions of 5½ by 5½ inches and with four speed transmission provided a very tractable and lively engine performance,

the engine revving higher and with a broader power band than many of its longer stroked contemporaries. Perhaps owing to lessons learned on their trials around the world, ignition came from a 'belt and braces' system of coil and magneto.

In the 6-70, Thomas had truly created a large and sporting car, in terms of performance it was hard to eclipse and for this reason it has remained one of the 'Greats' in folklore ever since. They have long been the ultimate for the serious collector and are prized for their looks, size, charisma and greatly appreciated for their driving characteristics.

## THE MOTORCAR OFFERED

Very few original Thomas motorcars have survived to this day, particularly of the larger horsepower earlier models, and a number of those that have were delivered by Thomas for commercial purposes, invariably for the fitting of fire apparatus. As with many big horsepower cars of this era it was the power plants that carried the longest lives, having second or third careers in different applications to which they were born.

Largely because of their iconic status gained from the around the world conquest, Thomas cars have been restored and revived since the early days of the hobby and one of the most passionate exponents of them was Bill Harrah, who of course owned the famous circumnavigating car.

According to information provided by the seller, this car was restored using the basis of a





rolling chassis that had come from the spares hoards at the Harrah collection, and with the power plant of a big horsepower 6-70 sourced from Wolfgang Gawor, as well as other period components from other sources. Pieces that proved to be more elusive were carefully re-cast using surviving cars for their templates. Atop the monster running gear, an exquisite lightweight Flyabout body body built by Stan Francis, completing the brilliant combination of power and weight in Thomas inimitable style.

The restoration was completed in 1993. The car has been shown on numerous occasions since including at Amelia Island for the 2008 reunion of surviving Thomases and at AACA Concoors level. In the case of the latter it received a Senior Award in 1994 and Grand National Winner in 2012.

Six cylinders, 70 horsepower, chain-drive, sports coachwork, from the original legendary American manufacturer of pre-teen era, this fabulous Thomas Flyer quite literally as they say today, ticks all of the boxes...  
**\$750,000 - 1,100,000**



# 38.

*Ex-Juan Manuel Fangio 1957 Grand Prix of Portugal and Brazil Winning, Ex-Michel Seydoux*

## 1956 MASERATI 300S SPORTS RACING TWO SEATER

Chassis no. 3069  
Engine no. 3058 (see text)

2992.5cc, DOHC Inline 6-Cylinder Engine  
245bhp at 6,200rpm  
4-Speed Manual Transaxle  
Front, Independent Suspension by Coil Springs, Rear, Transverse Leaf Spring  
4-Wheel Hydraulic Drum Brakes

- ★ *Legendary sports racer, raced by legendary driver*
- ★ *Documented in definitive model history by Walter Baumer*
- ★ *Eligible for numerous events on road or track*
- ★ *In the present ownership since 1998*



### THE MASERATI 300S

Stirling Moss – Maserati's number 1 driver in 1956 described the 300S Maserati as "one of the easiest, nicest, best-balanced sports-racing cars ever made..." He would note the 300S in his personal diary as the race car that he had his greatest drive in and one of his favorite cars of all time. It is one of the greatest and most rare 1950s sports racing cars ever made and helped solidify Maserati as one of the greatest race car manufacturers of all time.

The Maserati brothers of Bologna founded their racing car manufacturing company in 1926. The company was pure-bred, real racers building real racing cars for a racing-orientated specialist clientele. And so they remained for many years. After the Gruppo Orsi organization bought the company in 1937, and the brothers finally completed their service contracts and left in 1947-48

– founding OSCA – Maserati as a marque continued its dedication to competition, with a road car production line only slowly beginning to emerge.

Racing customers found Maserati generally more helpful than other manufacturers, more willing to do a deal with its racing customers, and its line of 2-liter A6GCS sports-racing cars earned many friends into the early 1950s. The 6-cylinder twin overhead camshaft engines were powerful within their class and the chassis – developed by engineer Vittorio Bellentani – proved relatively light but – most importantly – good handling and nimble. Maserati in fact proved more effective within the smaller capacity classes, up to 2-liters, than their rivals and neighbours, Ferrari at Maranello.

But the Maserati management team

visualized an entry in the larger capacity class of sports car competition, for in 1954-55 Vittorio Bellentani developed the 300S 3-liter 6-cylinder model – combining in effect the best attributes of the 2-liter A6GCS with those of the latest 2.5-liter Formula 1 Maserati 250F.

From 1955 to 1959 at least 26 Maserati 300S sports-racing cars would be manufactured, emerging in three broad variants, each one more effective than its predecessor. Maserati's first prototype 2.5-liter sports car engine building towards the full 3-liter 300S delivered some 240bhp at 7,200rpm on one of the Modena company's dyno test beds. Juan Manuel Fangio and Onofre Marimon co-drove the prototype upon its debut in the Supercortemaggiore Grand Prix at Monza Autodrome.







Of the first batch of five 300S cars to be constructed, three were destined for the American market – all ordered by Briggs Cunningham. The first three frames were considered too flexible and so modifications were made to numbers four and five. The definitive Maserati 300S sports-racing cars then emerged with what was rated by many world-class drivers as being the best handling of all mid-1950s sports-racing cars.

From 1956 to 1958 the British superstar driver Stirling Moss started 13 races in Maserati 300S cars and he took them over in three further races having started in different models. From that total of 16 events, the Maserati 300S gave him nine race wins, three second places, a third and a fifth and only two retirements.

He described the 300S as being “...

strong and dependable, also quite like an Aston Martin DB3S in its general feel and responsiveness, but it was even better balanced and, in my experience, almost unburstable. Today, people rave about Ferrari’s fantastic reliability. True, they used to spread it wider across the board amongst all their customers, but a decently-prepared 300S had a chassis which was infinitely superior to any front-engined sports Ferrari and although it lacked their wonderfully smooth and powerful V12 engines, its 6-cylinder was always man enough for the job...”.

Stirling Moss wrote in his diary after a particularly challenging Buenos Aires 1,000Kms race in Argentina in which he started in a 450 S Maserati but finished in a 300S when the 450S had mechanical failure: “It had been a wonderful race for me which

I enjoyed enormously...This was my greatest drive. Car (300S) fabulous – 6,400rpm and I braked at 250 metres, in 450S braking at 500 metres...”. This is a most personal testimonial from one of the greatest drivers of all time which absolutely underlines the fabulous Maserati 300S’s stature within racing at that time, and within the Historic and Vintage scene today.







Fangio – winner, Brazilian Grand Prix 1957 – © Walter Baumer Collection



Fangio in the pits, Brasil – © Walter Baumer Collection



Fangio en route to victory in the Portugal Grand Prix 1957

## THE MOTORCAR OFFERED

If the Maserati 300S was one of Moss's favorites to drive, he is also on record as having described Fangio as the greatest of them all, and this remarkable 60 year old sports racing car brings together all of those characteristics and this mythical driver.

Historian Walter Baumer is an acknowledged expert on Maserati sports racing cars, and penned the definitive reference work on the model in 2008. That Maserati book is being updated and Bonhams consulted with Mr. Baumer in advance of the new updated publication in an effort to chart the history of 3069 in its most up to date form. Mr. Baumer feels that it is highly likely that 3069 was a factory works car in 1956, but it has not been possible for him to chart specific results as a result of famously poor record keeping at Maserati at races, nor with its first privateer owner, Italian Armando Zampiero,

who bought the car from Maserati in 1957. However the sale of the car in 1957 brought the greatest driver of all time into the cockpit of 3069.

The car was upgraded by the factory to the latest and most up to date specifications for the 1957 race season and the factory sold 3069 to Marciello Giambertone, for the use by the legendary racing driver Juan Manuel Fangio. For the 1957 season, Fangio joined the Maserati team for Formula 1, and famously would pilot their 250F Single Seaters, but he was not contracted for the factory for sports racing cars and raced for private teams.

In 1957, #3069 won its first documented race at the Mansanto race track in Portugal being driven by Juan Fangio, and entered under Giambertone's Scuderina Madunina.

Faced with some formidable competition including Masten Gregory in a Ferrari 290MM, Fangio not only won the race he took fastest lap.

By the fall, Giambertone exported this Maserati to South America, where it would be used again by Fangio. On successive weekends at Sao Paolo and Interlagos in dual heats, the team of Fangio and #3069 proved undefeatable... despite a one minute penalty for jumping the start of the second heat! Not surprisingly, the locals loved the sight of their home driver winning on his own continent and the event itself generated some \$751,000 of income, a vast amount of money for its time. The win was good for Maserati too.

It is likely that its original engine which today resides in chassis 3062, a 300S also then





owned and shipped to Brazil by Giambertone was switched in this period of its life. At this point the team parted with the car and it would begin a series of ownerships by wealthy South American privateers. Fangio's wins in #3069 had drawn the attention of Brazilian playboy Severino Gomez-Silva who acquired it from Giambertone, he was famously proud of owning 'Fangio's car' in addition to the 200S he already owned (#2408). Industrialist and racing Privateer Henrique Casini exercised it at the inaugural Barra da Tijuca race in September 1958, where he again showed its prowess and won. Fernando Barreto was the next to saddle up, running it at the Triangular Tournament in Interlagos and 1000km of Buenos Aires among other races.

Amazingly, its career would continue throughout the 1960s and into the 1970s,

giving it one of the longest careers of all 300S Maseratis. The car's long racing life saw its body reconfigured a number of times, latterly resembling a 330TRI.

In the 1970s the car came to the attention of noted car historian and restorer Colin Crabbe. He was well known for car forays into the Southern Hemisphere and he retrieved numerous important racers. Crabbe acquired the car in August 12, 1978 from a Brazilian named Adolfo Netto for \$13,700. The Brazilian export documents and the UK import documents describe a car Chassis #3069, less bodywork skin but with original chassis, body hoops and frames, engine, gearbox and wheels. By 1983 it was fully restored and would pass through the hands of a series of noted UK and European racers.

Ultimately, it would arrive in the stable of

Michel Seydoux. From Seydoux the car was sold publicly at auction to noted racer Lord Laidlaw in the UK.

The present owner, who is an excellent driver in his own right and a two time class winner of the 24 Hours of Le Mans, acquired #3069 in 1998. He used it extensively in historic racing and particularly to compete in the Ferrari/Maserati Shell Historic Challenge, which from the late 1990s allowed Maseratis to race alongside Ferraris. In this race car the current owner acquired the perfect vehicle to compete at the highest level and #3069 became a regular sight on many of the grids of European historic races in this period. Over the course of the next 10 years, the Maserati won and competed in a great many races and enjoyed another wonderful chapter in its racing career, including being raced at the Le Mans Classic, winning numerous







Continued racing in South America - 3069 - Fernando Barreto in the 1000kms of Buenos Aires - © Cris Bertschi



Ferrari/Maserati historic races as well as being raced at Goodwood, Laguna Seca, Monza, Silverstone, Pau, Nuremburg as well as campaigned in numerous Mille Miglias.

It was restored by the current owner at DL George & Son in Pennsylvania and the engine was rebuilt by the brilliant engine builder Paul Lanzante in England.

Recently, the car's use has been more limited, leading to the decision after some 19 years of ownership to part with it. 3069 is presently refitted with Maserati original engine # 3058, numero interno 31, which has been with the car for probably 50 years at least, which according to Baumer was the first engine fitted to Parravano's 3058 car, prior to the factory supplying a spare, which is also correct and resides in 3058 car today.

One of the great definitive sports racing cars of all time, a 300S offers eligibility to almost every major retrospective historic event, including the desired tickets of circuit meetings including Goodwood Revival, endurance events such as the Le Mans Classic, and of course, the Mille Miglia, thereby enabling it for spinoffs such as the Colorado Grand. 3069 presents a fabulous opportunity to compete and to be competitive as proven by an active racing career for almost all of its life. That journey began with Fangio, has been continued passionately by others including its current custodian and you could be the next person on that join that roster...

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

*A separate spares package including a modern Cyril Embry engine, spare transaxle and other components may be available through separate negotiation. For further information contact Bonhams.*

# 39.

## 1990 FERRARI 348 TB

Design by Pininfarina

VIN. ZFFFA35AXK0082673

Engine no. 20773

3,404cc DOHC V8 Engine

Bosch Motronic Fuel Injection

300bhp at 7,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Less than 11,200 miles from new*
- ★ *Special order 'Blu Medio' over Grey livery*
- ★ *Meticulously serviced and maintained example*
- ★ *24 years in single ownership*



### THE FERRARI 348

First seen in prototype form in 1987, the Ferrari 348 entered production in 1989, replacing the immensely successful 328 GTB/GTS. Mid-engined like its predecessor, the 348 differed by mounting its four-valves-per-cylinder, quad-cam V8 engine - now enlarged to 3.4-liters - longitudinally, enabling it to be positioned lower in the chassis. Another new feature was the transversely mounted five-speed gearbox - a spin-off from Ferrari's contemporary Formula 1 technology - that enabled weight to be concentrated within the wheelbase. This combination of a lower center of gravity and better weight distribution addressed one of the perceived shortcomings of the 328: a lack of composure when cornering hard. Initially typed 'tb' and 'ts' - trasversale berlinetta and trasversale spyder - the 348 reverted to Ferrari's traditional GTB/GTS nomenclature part way through production.

### THE MOTORCAR OFFERED

Stunningly elegant in its Pininfarina garb with less than 11,200 miles on its odometer, this Ferrari 348 is an exquisite representative of the much acclaimed 348 Berlinetta model. Special ordered in Blu Medio - or Medium Blue - with grey upholstery, this 348 was purchased new in March, 1990, at Monterey Jaguar/Rolls/Ferrari of Seaside, California. Fastidious in the upkeep of his favored Berlinetta, the owner ensured the car received regular maintenance by experts for 24 years, its most recent engine-out service at 10,680 miles being commissioned in 2014 and completed by Forza Motors of Monterey, just prior to its sale to the current owner. Since then this Ferrari has received yet another service at the hands of Sphere Motorsports of Houston, Texas.

Today, we offer a true pure-blood Ferrari 348 TB - unmodified, in its original configuration. The original grey leather upholstery shows beautifully,

and paint meter readings suggest this car sports its original paint. Both the mechanicals and most of the cosmetics are in good fettle, as one might expect on a truly pampered automobile. The car comes with a well-documented file of service records and receipts, plus a set of original manuals, books, tools and emergency accessories. In preparation for auction preview, the 1990 Ferrari 348 TB has received a thorough detailing, and presents with a clean CARFAX, verifying its limited ownership and stringent service record.

Considering the Ferrari pedigree, special order color combination, meticulous service history and minimal ownership, this exceptional 1990 Ferrari 348 TB must be one of the best ones on the market, and a worthy accomplice on the open road.

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



40.Ω

## 1992 NISSAN SKYLINE R32 GT-R

Chassis no. BNR32-221085

2,568cc DOHC Twin-Turbo Inline 6  
ECCS Multi-Point Electronic Fuel Injection  
276bhp at 6,800rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Power-Assisted Disc Brakes

- ★ A beautifully kept,  
unmolested example
- ★ 6,700km from new
- ★ A two-owner car
- ★ Japan's most faulted  
'Forbidden Fruit' supercar  
now on American shores



### THE NISSAN SKYLINE

Routinely voted by the classic car magazines as one of the greatest Japanese cars of all time, Nissan's high-tech Skyline GT-R burst onto the motoring scene in 1989 to universal acclaim. Built specifically to contest Group A, the original R32 GT-R Skyline dominated the Australian racing scene, earning the nickname 'Godzilla' and ultimately, banishment from the ATCC. Debuting at Mallala in June 1990, the R32 race program was run by Gibson Motorsport and from the outset it was clear the car had the potential to be a race winner but it wasn't until 1991 that everything came together for the team and drivers Jim Richards and Mark Skaife crushed the opposition, including a win at the all-important Bathurst enduro. Despite increased minimum weight and reduced boost bar for 1992, the Skyline continued its winning ways, famously scoring a repeat win at Bathurst in the toughest condition - and a hostile reception from the crowd when Richards and Skaife took the podium.

### THE MOTORCAR OFFERED

This beautifully well-kept R32 GT-R comes direct from the place of its birth following a lifetime of coddling and care. Having only two owners from new, the original purchaser was a GT-R fanatic who fastidiously garaged and cared for his homegrown supercar. Kept dry and never driven during the rain, protective tape was installed under the door handles to prevent scratches—a small testament to the level of detail and extent of care bestowed upon the car.

Very original in presentation, the car was fitted with a NISMO front air duct in the front bumper at the time of original delivery. Additionally, the suspension was modified with NISMO strut braces in the front and rear and a Kei Office suspension system—although the original suspension parts are included.

Showing only 6,700 km, which are understood to be from new, the car was acquired by the current owner a few years ago. Complete with original service books, owner's manual, key, spare tire, tools, and aluminum wheels, copious maintenance records also speak to the lifetime of attention given to this Skyline. Rarely seen anywhere in such unmolested condition, they are particularly rare on these American shores where the Skyline-model was never sold new.  
**\$75,000 - 85,000  
WITHOUT RESERVE**

# 41.

## 1931 STUDEBAKER PRESIDENT FOUR SEASONS ROADSTER

Chassis no. 7034735

Engine no. P1478

337ciL-head Inline 8-Cylinder Engine

122bhp at 2,800rpm

3-Speed Manual Transmission

Live Axle Suspension

4-Wheel Mechanical Drum Brakes

- ★ *Sporting and elegant President Roadster*
- ★ *Beautifully restored example in attractive colors*
- ★ *Powerful eight-cylinder engine*
- ★ *Full CCCA Classic*



### THE STUDEBAKER PRESIDENT

Studebaker can legitimately claim to be the oldest vehicle manufacturer in the United States. Started in 1852 the company became renowned for its rugged cargo wagons which they built in abundance for the Union forces in the Civil War and later supplied in quantity to the British army for the Boer War.

The company remained in the Studebaker family's hands and it was son-in-law Fred Fish who argued the importance of the emerging automobile business. Studebaker moved slowly, first with a few electric cars and commercial vehicles, then in a partnership with Garford into gasoline vehicles. Success followed success and in 1908 Studebaker, which had long had a large network of dealers for its wagons, began marketing the E-M-F and Flanders automobiles, eventually in 1911 acquiring E-M-F.

Studebaker built a reputation for solid, reliable vehicles. It was one the first to cast four and six-cylinder engines in single piece en bloc castings. By 1926 Studebakers all were 6-cylinder powered and priced comparably with Buick's sixes of the period. In 1928, it introduced the eight-cylinder President line with 313 cubic inches and 100hp. The President put Studebaker firmly into luxury car territory which it further enhanced in 1928 with an increase in the engine's size to 337 cubic inches and 109hp. The crankshaft of the FB engine now ran in nine main bearings, enhancing both durability and smoothness.

Studebaker was active in competition and record-setting attempts that highlighted both the performance and the reliability of its cars, setting numerous records in extended closed course runs. In 1930, a pair of President

engined specials were privately entered in the Indianapolis 500 with Russ Snowberger driving his President to eighth overall. He followed that up in 1931 with a fifth-place finish.

With this kind of demonstrated success, Studebaker entered the 1931 model year with an outstanding range of six- and eight-cylinder automobiles topped by the prestigious President Eight.

Raymond Dietrich consulted with Studebaker on coachwork design and one of the new designs for the 1931 President was the sleek, comfortable, exclusive Four Seasons Roadster. Built on the 130-inch Model 80 wheelbase the Four Seasons Roadster offered the comfort of a roll up window fully enclosed convertible body and the style of an open roadster.





## THE MOTORCAR OFFERED

This beautifully restored 1931 Studebaker President Four Seasons Roadster was comprehensively restored in 2005 in a subtly attractive livery combining a pale grey body with light grey fenders and running boards accented with red beltline molding and wire wheels and matching red leather upholstery. The black cloth convertible top and its tight fitting top boot are bound in red to complete the harmonious color scheme.

It is comprehensively equipped including the distinct oval headlights characteristic of Studebakers of this period, dual side mounted spares with black cloth covers and strap on rear view mirrors, wide whitewall tires and a body color luggage trunk. The bodywork includes a rumble seat with accessory step plates and a golf bag or luggage access door on the right. The windshield folds flat against the hood for the

ultimate in sporting driving. The restoration is impressive and complete without being taken to excess. The engine compartment, underbody, chassis and interior fittings shine like new. The upholstery and top are barely used.

Studebaker built only 6,340 Model 80 Presidents in all body styles in 1931 of which the sporting Four Seasons Roadster would have been but a small factor yet some 54 are known to survive. It is a rare body style today but even this survival rate is a strong indication of the esteem in which these luxurious, powerful, attractive roadsters have been held by collectors in the 86 years since they were built.

Eligible for the full complement of events of the Classic Car Club of America, this 1931 Studebaker President Four Seasons

Roadster will show with distinction and tour with ample open road performance.  
**\$170,000 - 220,000**

# 42.

## 2003 FERRARI ENZO

Design by Pininfarina

VIN. ZFFCW56A830133118

Engine no. 76333

Electronic Fuel Injection

651bhp at 7800rpm

6-Speed Semi-Automatic Transaxle

4-Wheel Independent Suspension

4-Wheel Carbon Ceramic Disc Brakes

- ★ 1 of 2 Nero/Cuoio  
Enzo's Worldwide
- ★ The famous Steve Wynn Enzo
- ★ Ferrari Classiche certification  
in progress
- ★ Fresh service completed in  
July 2017
- ★ Fastidiously maintained by  
one owner for 12 years



### THE FERRARI ENZO

'In 1999, we won the manufacturers' championship; in 2000 we added the drivers' championship for the first time in 21 years. We won the last championship of the 20th Century, and the first of the 21st Century. I wanted to celebrate this with a car very much like a Formula 1. After honoring Modena and Maranello, we felt this was the right car to honor the name of our founder.' – Luca di Montezemolo, President of Ferrari.

Fortuitously, the Enzo's announcement in mid-summer 2002 coincided with Michael Schumacher clinching that year's Formula 1 drivers' championship for Ferrari, his third in a row for the Italian manufacturer. Indeed, the German superstar had been instrumental in the Enzo's development, contributing much valuable input to the refinement of its driving manners.

Formula 1-derived technology abounded in the Enzo. Its electro-hydraulic six-speed manual transmission had already been seen in other Ferraris and was further refined, changing ratios in a lightning-fast 150 milliseconds, while the steering wheel with its plethora of buttons, lights and switches was guaranteed to make any F1 driver feel at home. Carbon brake discs had been standard F1 equipment for many years, but the Enzo's carbon-ceramic rotors represented a 'first' for a production road car. Double wishbone suspension, or variations thereof, is to be found on virtually every modern supercar, but the Enzo's incorporated pushrod-operated shock absorbers all round, just like a racing car's. In one important respect Ferrari's new sports car was superior to its F1 cousin, incorporating Skyhook adaptive suspension, a type of technology banned from the racetrack since the late 1990s. Constructed entirely

from fiberglass and Kevlar, the monocoque chassis tub was immensely stiff, a necessary requirement of the adaptive suspension.

The Enzo benefited from aerodynamic developments made in motorsport's premier category - Formula 1 - enabling it to rid the rear wing which adorned its predecessors, employing a state-of-the-art under-body diffuser instead. Harking back to another landmark Ferrari - a Group 5 sports-racer this time - the doors opened upwards and forwards, just like those of the Tipo 512 of 1970. Although not as stark as that of an out-and-out competition car, the Enzo's interior was more functional than that of previous Ferrari road cars, boasting a mix of leather trim and carbon-fiber paneling. Absent was a stereo system with (optional) air conditioning being just about the only concession to creature comforts. The heart of any car though, and especially of a Ferrari, is its





engine; that of the Enzo being a 60-degree V12, a configuration long associated with the Italian marque and so the natural choice for a model bearing the name of the company's founder. Deploying four valves per cylinder, variable valve timing and variable length intake trumpets (the latter another Formula 1 spin-off) this 6.0-liter unit produced a mighty 651bhp.

Unleashing all this power in a straight line produced acceleration figures of 0-60 mph around 3.5 seconds. Applying the brakes hard enough could bring the Enzo back to a standstill in only 5.7 seconds - impressive stuff. The top speed? A little over 218mph. Hitherto, Ferrari had shied away from providing 'driver aids' on this type of car but perhaps not surprisingly given this level of performance, opted to fit traction control, anti-lock brakes and power-assisted steering to the Enzo. When all was said and done, only

400 examples of this 'legend in the making' were produced.

Car magazine's Mark Walton enthused: "On the move, the Enzo is something else. It sounds absolutely unbelievable – so loud and crisp I can imagine farmers three miles outside Maranello looking up from their fields. It doesn't scream like an F1 car; it howls and bellows like a big-capacity Group C racer..." and that was before he had even sat in the car. Once out on the track, it did not disappoint: "The Enzo lunges forward so violently that it feels like it could cause brain damage – a big, muscular punch that makes your stomach lurch and your head reel with blood loss. 'As if that crushing power wasn't enough, the steering is unbelievably light, yet still pointy and full of feel. It feels so willing, so utterly in your control as you turn in..." Clearly, the next owner of the pristine example offered here has much to look forward to.





## THE MOTORCAR OFFERED

In April of 2005, Penske Wynn Ferrari became Nevada's first and only factory-authorized Ferrari dealership when it opened inside of the famous Wynn Las Vegas Resort. Guests visiting the dealership would pay a \$10 entry fee just to tour the showroom, which housed Ferraris best of the best. Despite the incredible cars that were being offered for sale, the star car on display, and largest attraction to the dealership, was Steve Wynn's personal 2003 Ferrari Enzo. Any Enzo is sure to draw a crowd, but Mr. Wynn's Enzo was no ordinary example, his car was 1 of just 12 Enzo's painted from the factory with Nero paintwork over its angular carbon fiber bodywork, and 1 of only 2 Nero cars with the elegant Cuoio interior!

Shortly after being displayed at the Wynn Las Vegas Resort, the car was sold through Ferrari of Orange County (now known as

Ferrari & Maserati of Newport Beach) to the consignor on December 7th, 2005. At the time of purchase, the car had traveled less than 400 miles. Immediately upon receiving the supercar, the consignor's collection manager had the insight to have the majority of the cars exterior protected with the application of the highest quality materials available. The entire front end and headlights, doors, rear quarters, rockers, behind all of the wheels, and even the carbon tub that is crossed over to enter the car, was covered in Venture Shield Clear Paint Protection - commonly known as clear bra. The clear bra was installed by highly trained specialists who would wrap the material over the edges of the panels, leaving almost no evidence of its existence - most would not even notice it was there. The Factory Ferrari windshield has been protected as well with ClearPlex Glass Protection. The protective material was

replaced every few years to insure that it always remained invisible. As a result of the extreme lengths that were taken to keep the car protected, the factory applied paint, windshield, and entire car for that matter are virtually flawless. The shine and depth of the sinister Nero Paint is incredible. The interior and engine bay have received the same level of care, being treated to regular detailing to insure a showroom appearance. The car really must be viewed in person to fully appreciate its outstanding condition.

On average, the Enzo was leisurely driven through the majestic Colorado landscape as little as 1,200 miles a year, which make up all but 391 of the 17,302 miles that the car has traveled - the car has never been on a track or competitively driven. Over this time, the car was mechanically looked after with the same stringent care as the cosmetics.





On file is a full list of service records for the upkeep performed exclusively by Ferrari of Denver, where the supercar was obsessively maintained. Some highlights of the more recent services include the installation of a new clutch as a preventative measure during the major service performed on April 24th, 2014 with a recorded mileage of 16,595. In July of 2017, the car was brought in for another major service where the belts, filters, all fluids, spark plugs, and battery were replaced as part of what Ferrari calls the 15,000-mile service. It was during this last visit to Ferrari of Denver that the consignor submitted a Ferrari Redbook application - the proud new owner will be able to add the highly coveted Ferrari Classiche certification to the cars already impressive history file.

This sensational 2 owner Enzo offers enthusiasts an opportunity to acquire

an exceedingly rare example which has been maintained to an unparalleled level and boasts celebrity provenance. This outstanding Enzo is among the finest that we have seen and would make a crowning addition to any collection.

**\$2,000,000 - 2,500,000**

# 43.

## 1963 CHEVROLET CORVETTE Z06 FUEL INJECTED COUPE

Chassis no. 30837S118180  
Engine no. 118180 F0611RF

327ci OHV V8 Engine  
Rochester Fuel Injection  
360bhp at 6,000rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Drum Brakes

- ★ *Extremely rare and desirable "Big Tank" Z06*
- ★ *NCRS Top Flight Awarded and Bloomington Gold Certified*
- ★ *Matching numbers engine mated to 4-Speed Manual Transmission*
- ★ *Offered with books, jack and comprehensive history file*



### THE STING RAY CORVETTE

1963 was an exciting year for Corvette enthusiasts. For the first time, 'America's sports car' was available as a Coupe as well as a Roadster - and what a Coupe! The new Stingray design credited to Bill Mitchell and Pete Brock was a true fastback, notable for the unique divided rear window which added a lot to the car's dashing looks, but in real life proved detrimental to rearward vision. After just one year, that feature was replaced with a single-piece backlight, but would also make the 1963 one of the most desirable models for collectors. The new Sting Ray Coupe also featured beautifully raised fender peaks, disappearing headlamps, and aircraft-type doors that cut deeply into the roof to ease entry and exit.

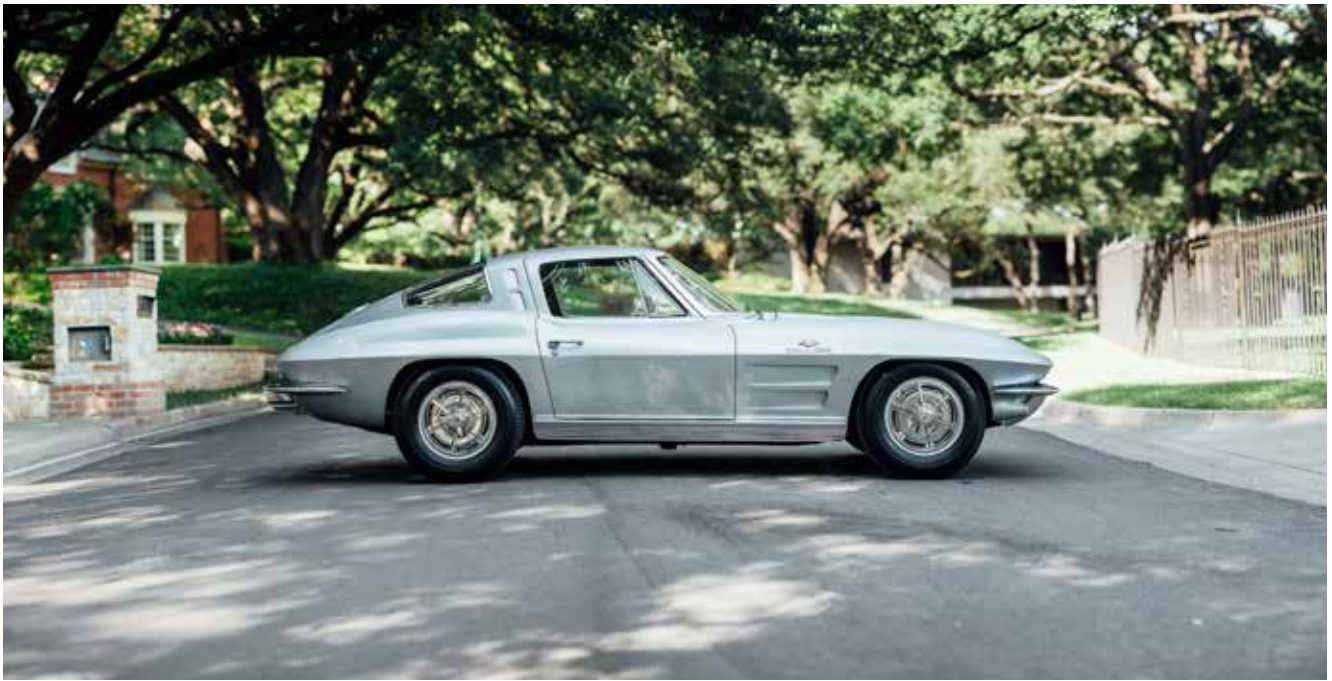
Underneath the sleek fiberglass shell, there was a new independent rear axle with transverse leaf springs, control arms, multiple

links, double-jointed half-shafts, and trailing radius rods. Even base-model Corvettes were nicely equipped, and buyers had a wide range of engine choices based on the new 327-cubic inch V8. The most powerful option was the 360hp engine with Rochester fuel injection, making this the first American car with a higher horsepower figure than engine displacement. A three-speed manual transmission was standard, but options included a four-speed manual, a Posi traction rear end, and a variety of rear axle ratios.

The Stingray could be ordered in any of seven exterior colors. In 1963, GM offered "RPO Z06" as an optional Performance Package on the new Sting Ray Coupe. The now iconic Z06 Package was a one-stop option for a competition-ready Corvette and included upgrades to the braking and suspension systems of the already

potent Corvette, along with an enormous 36.5-gallon endurance racing-derived gas tank. The Z06 package added an additional \$1,818.45 to the base price of the Sting Ray, pushing the total to over \$6,000 for the track-ready coupe. These iconic road racing Corvettes were raced by the true greats of the period, and cemented the performance car that a Corvette is.





## THE MOTORCAR OFFERED

This rare and desirable top-of-the-line Z06 Corvette is one of just 78 "Big Tank" Z06s produced. Completed on June 25th 1963, this Sebring Silver and black coupe was originally delivered to MF Jones Chevrolet in Dallas, Georgia, according to its National Corvette Restorers Society (NCRS) Shipping Data Report.

In 2015, this rare numbers matching Corvette emerged from a comprehensive restoration, carried out by noted Corvette restoration specialists Naber Motors in Houston, Texas. Care was taken to maintain its original Z06-specific options, including the double master cylinder and stronger suspension elements, and the original color combination of Sebring Silver over black was restored as well. After the restoration was completed, this car was taken to the 2016 Lone Star Regional in Plano, Texas, where it received an NCRS Top Flight Award and additionally has been

Bloomington Gold Gold Certified, signifying that this Z06 is at least 95% factory accurate—the highest rating given. This Z06 is very well presented throughout, thanks to the high-quality restoration and has covered fewer than 25 miles since its completion in 2015. An owner's guide and warranty booklet are included in the sale, along with a jack, lug wrench, Bloomington Gold and NCRS certificates. These track-intended, high-performance Z06 Corvettes remain among the most collectible American cars ever produced, and are eligible for many judged concours events and classic car rallies. They combine the iconic lines of the original Sting Ray design, with top-notch performance and handling. Extremely rare and desirable, this 'Tanker Z06 Fuelie' would be a great addition to any car collection.

**\$340,000 - 380,000**

# 44.Ω

## 1985 PEUGEOT 205 TURBO 16

VIN. VF3741R76E5100127

1,775cc DOHC 16V Turbocharged 4-Cylinder Engine  
Bosch K-Jet Fuel Injection  
197bhp at 6,750rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ *Iconic and rare Group B Homologation car*
- ★ *Extremely original example with less than 1,200 kms on the odometer*
- ★ *In current ownership for 20 years*
- ★ *One of just 200 examples produced*



### THE PEUGEOT 205 TURBO 16

In 1982, when the new set of Group B rally regulations was introduced, Peugeot was in the process of shifting production towards smaller and sportier vehicles compared to their earlier models. The French manufacturer wanted to use the new rally regulations as a marketing tool with the well-known phrase: "Win on Sunday – sell on Monday".

With the newly acquired Talbot brand, Peugeot engaged with French rally expert and former co-driver Jean Todt and formed the historically known Peugeot-Talbot Sport (PTS). Budget for developing the car was almost without limit. In fact, the only real constraint that the engineers had was to fit a high performance 4-wheel drive package into the diminutive 205 chassis. The normal production 205 was a front wheel drive car but it was decided that, as opposed to the Audi Quattro, that the 205 T16 would be mid-engine for better weight distribution and traction.

However, for marketing purposes, it was paramount to keep most of the 205's exterior body features as intact as possible. Hence, the 205 T16 was officially a silhouette car.

Originally, they intended to mount the engine longitudinally but there was an obvious lack of space. Furthermore, that layout would have made it nearly impossible to service the belts and pulleys. To keep a low center of gravity, it was decided to use a gearbox that was bolted behind the engine rather than below it (in the usual transverse engine setup). This would also help balance the weight of the engine which was fitted behind the passenger seat on the right side of the car. The 205 T16 turned out to be the most successful Group B rally car with 16 outright rally wins and two championships, even surpassing the legendary Audi Quattro (13 wins, one championship).

To enter the rally cars into Group B, Peugeot had to build 200 homologation units. Already under time pressure, PTS had to be creative. So, to make the process as easy as possible, Peugeot elected to make all the road cars to the same specifications: all of them in the same color and all of them with left-hand drive.

In March of 1984, when the time came for the 205 T16 to be homologated, Peugeot decided to line up every single one of the cars built on a massive expanse of tarmac so that the FIA inspectors could see for themselves that all the cars truly existed, that no cheating had taken place, and that there had been no double-counting of cars to make up the numbers. Homologation was duly granted on April 1st, by which time PTS had already laid plans for the car to make its World Rally Championship debut in Corsica on the 3rd of May. The rest, as they say, is history.





## THE MOTORCAR OFFERED

With prices in the range of new Porsches and Ferraris, only the most dedicated Group B fans would pay up for the Turbo 16 when these cars were new. This highly original example is believed to have been delivered new to Germany. It was purchased there by the current owner in 1997, from Uwe Ohlsen Automobile in Heidelberg. A copy of the bill of sale on file, records the mileages of ca. 700 kilometers (435 miles) at the time, and photos from the time show a nearly showroom fresh car.

While in the current ownership, the rare and extremely fast Peugeot 205 Turbo 16 has been used sparingly to say the least; just an additional 400 and some kilometers have been put on the car, and the car's odometer read just 1,113 kilometers at the time of cataloguing - a figure that indeed is believed to be the car's actual mileage. Close inspection of the highly original automobile will reveal old Michelin TRX tires

– matching that mounted on the spare wheel – indeed these are believed to be the car's original tires. The car's exterior presents beautifully, and the grey metallic paint appears to be the factory applied hue. The interior presents equally well, and must also be original from the factory. The front and rear compartments show factory markings and decals, and match the low mileage and original appearance of the perfectly. A full service, including the replacement of the timing belt, would be recommended before use.

Preserved and in highly original condition, this Group B homologation special is ready to take on the streets or to be included in concours. A Peugeot 205 Turbo 16 rarely comes to market, so don't let the chance to own one of these highly collectible homologation cars go by.

**\$225,000 - 275,000  
WITHOUT RESERVE**

# 45.

## 1980 FERRARI 312 T5 SINGLE SEATER FORMULA 1

Chassis no. 046

Engine no. 066

2,992cc DOHC Ferrari Type 015 Flat 12-Cylinder Engine

Lucas Fuel Injection

515hp at 12,300rpm

5-Speed Manual Ferrari Type 022 Gearbox

Front and Rear Wishbone Independent Suspension

4-Wheel Lockheed and Brembo Disc Brakes

- ★ Jody Scheckter's car for his Championship year.
- ★ Fastest of all the T series variants
- ★ From the multiple Championship winning family of T series cars
- ★ Highly original presentation
- ★ Maintained in race ready form by ex-JPS Lotus Mechanic, Phil Denney
- ★ Three owners from new, in the current ownership for twenty years
- ★ Envious list of spare parts



### THE 1980 FERRARI 312 T5 SINGLE SEATER FORMULA 1

This beautifully presented and historically significant 3-litre naturally-aspirated flat 12-cylinder Formula 1 Ferrari is chassis serial '046' – as driven in the early part of the 1980 Grand Prix season by then reigning World Champion Driver Jody Scheckter.

Following the lead set by Renault Sport, who had poured vast sums of money and technological know-how into the development of an alternative 1.5-litre turbocharged V6-cylinder engine for Formula 1, Mr. Ferrari had decided that this was the route to massively enhanced horsepower that his team should take, just to remain competitive.

Consequently, work had begun at Maranello through 1979-80 on a 120-degree 1.5-litre V6 engine to replace the highly successful naturally-aspirated 3-litre flat 12 power unit

as now offered here. Ferrari had in fact introduced a flat-12 Formula 1 engine as far back as 1964-65 in the preceding 1.5-litre Formula 1 era, and it had been developed into 2-litre form to win the 1969 European Mountain Championship competition in the unique Ferrari 212E Montagna sports car as driven by Swiss specialist Peter Schetty. An enlarged 3-litre flat-12 power unit was then developed for Formula 1 use, initially in the original 312B model campaigned through 1970 by such drivers as Jacky Ickx, Clay Regazzoni and Ignazio Giunti. From the 312B of 1970 the flat-12 Formula 1 Ferrari family developed into 1973 when the 312B3 model emerged, setting new standards for power output but with a chassis design and handling characteristics which precluded success.

Into 1974 the team was rebuilt – Ferrari opted out of sports car/endurance racing competition to concentrate its attention and resources solely upon Formula 1 – and young German driver Niki Lauda joined Regazzoni within the team. They began winning Grand Prix races once more and in 1975, reaching maturity as a racing driver, Niki Lauda won the Drivers' World Championship title for Ferrari while the marque itself won the Formula 1 Constructors' Championship title for the first time since 1964. His successful Mauro Forghieri-masterminded Ferrari 312T car design was developed for 1976-77 into the 312T2 variant, winning two more consecutive Constructors' Championship titles to give Ferrari a then unique hat-trick within that annual competition. In 1976, Niki Lauda was injured in the celebrated German GP,







March 1, 1980 - Reigning World Champion Jody Scheckter driving Ferrari 312T5 chassis '046' in his home South African Grand Prix at the Kyalami circuit, outside Johannesburg.

Ferrari was hard-pressed to match the ground-effect underwing performance of the rival Cosworth V8-engined cars due to the wide, horizontally-disposed 3-flat 12 engine restricting underwing venturi space. In consequence Ferrari 312T5 aerodynamics concentrated upon producing maximum performance from the body shape's exposed upper surfaces - and it shows!



March, 1980 - Jody Scheckter in Ferrari 312T5 chassis '046' again, this time in the US Grand Prix (Wst) at Long Beach, California. The reigning World Champion scored two 1980 Championship points with a fifth place finish.

Nurburgring, crash and fire, and lost the Drivers' title to his main rival James Hunt of McLaren. But in 1977, Lauda bounced back with the Ferrari team and their 3-litre flat-12 engine Formula 1 cars and took his second crown as Formula 1 World Champion driver.

For 1978, the Ferrari 312T3 model emerged but that was the year in which ground-effect aerodynamics were really perfected in the form of the trend-setting Lotus-Cosworth Type 79. Mario Andretti became only the second American ever to win the Formula 1 Drivers' title - after Phil Hill for Ferrari in 1961 - and although the T3 cars won five Grand Prix races - four with driver Carlos Reutemann and one for new French-Canadian star Gilles Villeneuve - they fell short of the World titles for the first time in four seasons' racing.

While the contemporary crop of ground-effect Formula 1 cars employed venturi tunnel 'underwing' sections along each side of their conventional Cosworth-Ford V8 engines to achieve competitive downforce, the flat-12 Ferraris with their horizontally-disposed cylinder blocks possessed no under-floor space in which to match this technology.

Ferrari sought to compensate by making much better use of the 'over-body' surfaces of their Formula 1 cars, the external upper surfaces, while also seeking ever more horsepower from the familiar and wonderfully capable flat-12 engine itself. The 312T3 had some 515bhp available compared to the rival Cosworth DFV V8's c. 490bhp, and its spearhead-planform bodywork with plateau upper surfaces also worked well in feeding airflow onto the vital rear wing.

For 1979, Ferrari took this approach further with their 312T4 model, and with South African star driver Jody Scheckter joining Gilles Villeneuve in the team, from Tyrrell, they enjoyed another great season's racing from which Scheckter emerged as World Champion Driver, having won the Belgian, Monaco and Italian GPs. His team-mate Gilles Villeneuve won the South African Grand Prix and both the United States GPs, West and East, at Long Beach and Watkins Glen respectively.

Into 1980, it was plain from the season's beginning that Ferrari's new turbo-charged 1.5-litre V6 design cars would not become race-worthy until the following year. Consequently, the Ferrari 312T5 model - as offered here - was developed in fine detail from the World Championship-winning 1979 312T4. At most circuits the new model





30 March, 1980 - United States GP (West) at Long Beach, California - Jody Scheckter sweeping '046' into one of the road circuit's harbourside turns, working its often uncooperative Michelin race tires to the maximum...

would prove faster than its World Champion predecessor – it became absolutely the ultimate in the long line of 3-litre flat-12 engined Ferraris – but its true ground-effects car opposition – especially in the form of the rival Williams, Brabham, Renault Turbo and Ligier cars – proved generally to be faster still.

Tires provided by Michelin also foiled Ferrari hopes and ambitions as carcass and compound development focused more upon the needs of the front-running opposition. As the season developed, mired by tire inadequacy and with the hyper-developed engines beginning to show some frailty, reigning World Champion Jody Scheckter became progressively disinterested – his sporting ambitions already fulfilled. Gilles Villeneuve remained more committed, and occasionally out-performed his equipment...

For 1980, Ferrari dismantled 312 T4 cars chassis 037, 039 and 041 and rebuilt them into the 1980 Ferrari 312T5s chassis 042, 043 and 044. These were visually similar to the 1979 cars but the front ends of the monocoque chassis had been reworked with slimmer front ends, and with slightly different bodywork, suspension geometry and wings.

In addition, when the cars emerged in South America at the beginning of the year the flat-12 engines featured new cylinder heads with a wider included angle between inlet and exhaust valves in redesigned combustion chambers. This modification gave a little more free space beyond the heads to enlarge available underwing-venturi space. However, even these cylinder heads would be dropped by the time the cars appeared for the Monaco Grand Prix back in Europe.

Michelin's dire lack of grip in contrast to their 1979 tire performance on the preceding T4 cars also hampered these T5 cars. In Argentina at the start of the season Villeneuve qualified his new car eighth but nearly 2 seconds off the pace of rival Alan Jones's latest Williams-Cosworth FW07. There Scheckter's engine blew-up spectacularly, but at Sao Paulo for the Brazilian GP team-mate Villeneuve led the opening lap before his tires began to deteriorate. Scheckter suffered another engine failure, while Villeneuve also failed to finish.



## THE MOTORCAR OFFERED

Reigning Formula 1 World Champion Driver Jody Scheckter continued his 1980 Formula 1 World Championship defense driving this works Ferrari 312T5 offered here – chassis 046 - in the South African Grand Prix at Kyalami on March 1 that year. The two T5s qualified 9-10 but Jody Scheckter had to retire with an electrical problem while Villeneuve's car broke its transmission as he left the pits after changing tires...

On March 30, 1980, Jody Scheckter's second appearance in 046 in defense of his World Championship title was made at Long Beach, California, in the United States Grand Prix (West). The cars then ran a newly-revised sliding-skirt system to enhance their aerodynamic download generation, and he finished the grueling street-circuit race in fifth place overall, securing his first two World Championship

points of the season. Villeneuve ran as high as third in this race in his sister T5, but again had to change tires and broke a drive-shaft in exiting the pits at 12,000rpm.

The European season then commenced at Zolder in Belgium for the Belgian GP of May 4, 1980. By this time '046' was being run routinely as the reigning World Champion Jody Scheckter's regular car. But on the winding Zolder circuit he could only finish eighth.

The Monaco Grand Prix followed in Monte Carlo on May 18. The works team T5 cars were modified for the street circuit with 10cm shorter wheelbase, a smaller front wing than usual and tailored rear wing in balance. Jody Scheckter in '046' - now offered - failed to finish. The following World Championship-qualifying round was the Spanish Grand Prix

at Jarama, Madrid, on June 1 but Ferrari was in dispute with the promoting body of Formula 1 and did not participate....

Normal service was then resumed for the French Grand Prix at the Ricard-Castellet circuit in the South of France on June 29. Yet again '046' went to war driven by its World Champion Driver. He qualified the car 19th but finished 12th after a race fraught with lack of grip and inevitable stops to change tires, which was not at all standard practice at the time.

Jody Scheckter could see little incentive in racing for 15th place rather than 17th, and had decided to retire from driving at the end of that season. The 1980 British Grand Prix was run at Brands Hatch on July 13, and Scheckter in '046' finished tenth upon a course he liked and upon which he





had enjoyed great success in the past. By this time of the season the South African was increasingly unmotivated. Ferrari was concentrating its financial, technical and personnel resources upon the turbocharged F1 car program for 1981 and in effect just went through the motions of Formula 1 racing with the naturally-aspirated 3-litre flat-12 cylinder cars, upon which little further development effort and virtually no money was being spent.

The year's German Grand Prix was run at Hockenheim on August 10, Scheckter in 046 finishing the long race in 13th place. His swansong appearance in this car was then made in the Dutch Grand Prix at Zandvoort on August 31, 1980, when he finished ninth.

In preparation for the Italian Grand Prix – run that year at Imola – Jody Scheckter crashed

046 and raced his alternative 043 car. In the words of historian Alan Henry "Jody drove quietly, with great single-mindedness, to finish eighth with bruises all over his body. He could have withdrawn but his sense of duty told him that he should race..."

As presented here today Scheckter's 312T car for his Championship year - 046 - is presented in race ready condition, having been prepared and maintained by ex-JPS Lotus mechanic Phil Denney in his shop at Sears Point Raceway. It is accompanied by an enviable package of spare parts, too numerous to list here, to keep it competitive on track. It should be noted that the rear brake ducts have been removed, due to the length of modern historic events but could easily be re-fitted, the Magneti Marelli ignition too has been replaced by a more reliable contemporary unit. It is beautifully presented

and highly original, having had just three owners from new - Ferrari SpA, Luigi Chinetti Jr, and the current long-term owner/vendor.

In his history of these Ferrari Formula 1 cars – 'Flat-12' published by MRP, London, 1981 - Alan Henry described how after that year's final United States Grand Prix at Watkins Glen "Scheckter trickled gently into the pits, where chief mechanic Bellentani bent down to undo Jody's seat harness for the last time. A brief round of applause broke out as the South African stepped from the cockpit of a Formula 1 car for the last time at a major international motor race. He smiled as if a great weight had been lifted from his shoulders...Jody Scheckter admits that while he was negotiating his last few laps at Watkins Glen in the 312T5 he was singing to himself... He cannot recall what he was singing but he thinks it was 'Show







me the way to go Home'. Unwittingly, that would have been appropriate for the 3-litre engine, still screaming away behind his neck...". Before Ferrari raced again they would have introduced the long-awaited 1.5-litre turbocharged V6 replacement unit. This gorgeous Ferrari 312T5 represents the end of the illustrious Constructors' Championship hat-trick-winning family line and we recommend it most highly for all Ferrari collectors' closest consideration.

Right here, right now, you too could buy into the experience of having that magnificent Ferrari flat-12 engine screaming away behind your shoulders, just like reigning World Champion Jody Scheckter.

Ownership of Ferrari 312T5 chassis 046 is just one bid away...

**OFFERED ON A BILL OF SALE**

**46.Ω****1985 LANCIA DELTA S4**

VIN. ZLA038AR000000005

1,579cc DOHC 16V Inline 4-Cylinder Engine  
 KKK Turbocharger and Positive Displacement Supercharger  
 Electronic Fuel Injection  
 247bhp at 6,750rpm  
 5-Speed Manual Transaxle – All Wheel Drive  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ *Just one dedicated owner from new with factory delivery*
- ★ *Rare Group B Homologation car with 'Twin-charged' Engine*
- ★ *Highly Original Condition with less than 8,900 kms on the odometer*
- ★ *Offered with original purchase documentation and owner's manual*

**THE LANCIA DELTA S4**

The battle for Group B rally car supremacy raged from the class's inception in 1982 until its demise a short time later at the end of the 1986 season. Nonetheless, automakers Audi, Citroën, Fiat, Ford, Lancia, Opel, Peugeot and Rover invested heavily into the practically unlimited class. Encouraged by the absence of restrictions present in other rally classes, innovative automotive technologies such as all-wheel drive, 'twin-charging' and the use of space-age materials like Kevlar found their way into some of the homologation and competition vehicles that remain legendary to this day.

Drawing on the success of the Lancia Rally 037, executives set in motion their plans for a successor to the retiring rear-wheel drive platform. Facing stiff competition from other automakers who had successfully implemented all-wheel drive systems and

higher output engines, Lancia conceptualized and constructed its new platform, the Delta S4. With its focus set on a lightweight, all-wheel drive platform, the development team elected to conform to requirements of the naturally-aspirated 2,500cc (forced induction limited to 1,785cc) class to compete with its main opponent, the Peugeot 205 T16. Compared to the 037, which competed in the larger displacement but heavier 3,000cc class, the Delta S4 was permitted to compete at a reduced minimum weight of 890kg. It proved more than formidable, as the Delta S4 was the most powerful Group B Rally car that Lancia ever produced. It ended up winning its debut race at the 1985 RAC Rally.

The foundation of the Delta S4 chassis started with a CroMoly steel tubular space frame. Reinforced with aluminum alloy, the steel skeleton was then covered with epoxy

and fiberglass body panels. With pick up points for the suspension welded to the tube frame sections, maintaining and repairing the suspension proved a straightforward process. The latticed, tubular frame also permitted easy access to the engine, transmission and the all-wheel driveline for maintenance and repair. This was particularly important since driveline components could potentially fail during a rally stage, and a quick repair meant the difference between competing in the next stage or dropping out of a race.

Given the turbocharger technology of the day, the Lancia Delta S4's inline four-cylinder engine could have reached a staggering 480+ horsepower (in full WRC race trim with calibration). However, this peak power output would come at the sacrifice of bottom-end response. To compensate for the notorious





### THE MOTORCAR OFFERED

turbo lag, Lancia incorporated a responsive, positive-displacement supercharger. Its successful implementation of the first twin-charged forced induction solution served in both the homologation vehicles and the full racecars. Engineers mated a 5-speed transmission to the full-time all-wheel driveline of the twin-charged engine to get all four wheels turning.

Inside the Delta S4's cabin, the two-seat cockpit came adorned with Alcantara upholstery, sound deadening, a suede steering wheel, power steering, a trip computer and air conditioning. Although sparsely equipped for street duty, the absence of just about anything not pertaining to driving or competition contributed to the weight reductions.

This highly original example of the rare Delta S4 was purchased new from Lancia on September 14, 1987, and has remained in that same ownership ever since. The enthusiast owner – I highly respected pioneer in the car collecting field – would take factory delivery, and the lovely Italian EE tourist plates can still be found on the Lancia today.

The Delta S4 has formed part of the most impressive group of Group B Homologation cars, where it was considered a cornerstone. The one-owner Delta S4 remains in highly original condition, including the Alcantara and leather interior and most the exterior. The odometer reads less than 8,900 kilometers (5,400 miles), a figure that is indeed believed to be the original mileage from new. The car is offered with a large history file containing original purchase documentation, Lancia

spare parts catalog and Owner's Manual, and a set of spare wheels. A full service, including the replacement of the timing belt, would be recommended before use.

Finding a good Delta S4 can be very difficult, as many of them led a hard life for obvious reasons. The example offered here, with just one single dedicated owner from new and in such original condition, is really an opportunity not to be missed.

**\$350,000 - 450,000  
WITHOUT RESERVE**

# 47.

## 1972 CHEVROLET CORVETTE 454/270HP ROADSTER

Chassis no. 1Z67W2S507664

Engine no. T11I2CSS 12S507664

454ci OHV V8 Engine

Single Four-Barrel Carburetor

270bhp at 4,000rpm

3-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Beautifully restored example of the potent big-block Corvette
- ★ Striking and era-appropriate Elkhart Green over Saddle livery
- ★ Offered with large photo file with restoration photos
- ★ Classic Corvette in top-of-the-line trim
- ★ Optioned with both soft and hard tops, power windows and steering, A/C and tilt steering column



### THE C3 CORVETTE

Five years after the Sting Ray's arrival, a total re-style ushered in the Corvette's 'Stingray' era, though the latter name was not officially applied to the new model until 1969. Based on GM's 1965 Mako Shark II show car, the new-for-'68 Corvette Coupe became a 'notchback' with removable rear window and detachable, two-piece 'T-top' (Targa) roof, while the roadster, or convertible, version could be ordered with optional hardtop. The previous generation's recessed pop-up headlights were retained while the windshield wipers were now concealed beneath a vacuum-operated panel, the latter feature being inherited from the Mako Shark II.

Beneath the skin the chassis remained fundamentally unchanged, and as is often the case after a major revamp, changes in the immediately succeeding years were confined mainly to styling revisions, although

a 'Positraction' (limited-slip) rear axle was newly standardized for 1972. By this time Federal emissions legislation was beginning to have an impact on power outputs, resulting in the optional 454ci (7.4-liter) LS5 V8 engine producing 'only' 270bhp (down from 365 horsepower the year before) which nevertheless was good enough to propel the 'Vette through the standing quarter-mile in 14.1 seconds with a terminal velocity of 93mph – figures on a par with those of the V12-engined Jaguar E-Type.

### THE MOTORCAR OFFERED

Finished in striking and period-correct Elkhart green metallic over a saddle interior, this classic Corvette looks just right for its 1972 model year. The car was completed at the St. Louis GM plant, and was according to the trim tag finished in 989 war bonnet yellow over 421 saddle. The chassis number denotes the massive LS5 454ci V8 engine optioned from new. Purchased by the consignor about a decade ago, he soon embarked on a comprehensive restoration which can be seen step by step in the accompanying restoration file. The cool Elkhart green color was picked as the owner had a car in that exact color, back when these cars were new. Offered with both soft and hard top and owner's manual, this fine Corvette is ready for the next caretaker.

**\$85,000 - 105,000  
WITHOUT RESERVE**



## 1964 AUSTIN-HEALEY 3000 MK III BJ8

- ★ *Expertly restored example of the classic Healey 3000*
- ★ *The final iteration of the iconic big Healey*
- ★ *Beautifully presented in Sage Green over Biscuit livery*
- ★ *Offered with history file and Heritage Trust Certificate*

Chassis no. 65HBJ8L 27207

Engine no. 29K/RU/H1900

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

150bhp at 5,250rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes



## THE AUSTIN-HEALEY 3000

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

Completed at the Healey works in May of 1964, this lovely LHD example was equipped for the North American market, finished in Colorado Red over a Black interior, and optioned with wire wheels, heater, adjustable steering column, Roadspeed tires, laminated windscreen, miles-per-hour speedometer and overdrive. The new car was destined for San Francisco, California, and most likely famous West Coast importer, Kjell Qvale's showrooms.

The subsequent history remains unknown, but at some point, the Healey 3000 went to noted Claremont, California based restorer Kurt Tanner, who performed a full restoration on the car. The color combination chosen was the appropriate Sage Green over a Biscuit interior. Since acquired by the consignor - a Southern California based collector with a lifelong passion for European sports cars – the Big Healey has

received service and maintenance works as needed, and continues to impress in its thoroughly restored condition. It should be noted that a new chassis plate has been mounted on the car, with a '65' prefix before the chassis number. Offered with a history file containing receipts and the British Motor Industry issued Heritage Trust Certificate, this iconic Austin-Healey is ready for the next owner.

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

Please note this car is titled under the model year 1965

## 49.△

### 1938 MERCEDES-BENZ 320 CABRIOLET

Coachwork in the style of Sindelfingen

Chassis no. 191150

3,208cc OHV Inline 6-Cylinder Engine

Single Carburetor

78bhp at 4,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Exquisite restoration finished in 2013*
- ★ *Elegant and appropriate color combination*
- ★ *Ready for competitive concours judging*
- ★ *Timeless elegance and style*



#### THE MERCEDES-BENZ 320

Some of the most desirable cars in the world in the late 1930s were the Mercedes-Benz 500 and 540K sports models. Combining lusciously swoopy lines with a supercharged engine, the Mercedes-Benz provided the ultimate in personal transportation. The Type 320 offered a nicely sized, very comfortable car to Mercedes-Benz customers that exhibited the same general appearance as the firm's higher-end models at a significantly lower cost. A 6-cylinder 3.2-liter engine powered the 1938 models. Rated at 78bhp, it provided a top speed near 80 mph (130 km/h), when equipped with the optional ZF overdrive transmission.

The chassis featured independent front and rear suspension with coil springs all around, giving the car impressive road manners while passengers enjoyed an especially comfortable ride. Four-wheel hydraulic drum

brakes provided sure stopping power. As with the 290 it replaced, the 320 chassis was offered with in a number of styles – including a state-of-the-art streamlined sedan. Many 320s were supplied with formal limousine and sedan bodies, but it was the cabriolet styles that best captured the essence of the contemporary 500K/540K sports models of the time.

There were three 320 Cabriolet models, designated by code letters. The Cabriolet A was a racy and relatively expensive sports model – it was very much a junior 500K/540K in appearance with two front seats, a third seat set at 90 degrees across the rear and the spare wheel on the boot. The Cabriolet B was a 2-door, 4-window style with front and rear seating, while the Cabriolet D was a 4-door, 4-window style.

A low and distinctive windscreen arose from the cowl of the 320 Cabriolets, and could be tilted for ventilation. These convertible models' tops were heavily padded in the best German cabriolet tradition to provide exceptional all-weather protection. Stylish and imposing, the 320 Cabriolet had few peers as examples of open-top motoring in the grand manner, affording their fortunate owners the style of a 500K, but without the latter's considerable purchase and running costs.











## THE MOTORCAR OFFERED

Of the Cabriolet-bodied 320s, the two-door Cabriolet B is best known, but two-door Cabriolet A body with just two front seats, a third seat set at 90 degrees across the rear, and twin spare wheels on the boot were among the sportiest cars of the 1930s. As is commonly known, the Mannheim-based Mercedes-Benz factory was heavily bombed during WW2, so it has not been possible to determine what coachwork this exact car would have been fitted with from new. The car was reportedly confiscated during WWII, presumably for military purposes.

By the 1960s, the car is believed to have been with a private owner in the United States, and it is thought that he sold the Mercedes-Benz to a European businessman the mid-1980s. In 2007, the 320 returned to its native Germany and subsequently was subject to a

comprehensive restoration performed by Kaczory, Poland-based Almar Restoration.

The work was overseen by Stuttgart, Germany-based Bechtel Automobile. Photos of the restoration are on file, and shows a comprehensive job performed, where the bodywork was constructed in new metal, with carefully fitted wood framing underneath. Mechanical parts of the car were attended to as well, ensuring the 320 would drive as well as it looked. Superbly finished in a fitting dark blue color, neatly contrasting against a well-trimmed grey leather interior done to the highest standards. The chrome and brightwork was finished with equal precision and attention to detail. The Mercedes-Benz' electrical system was completely renewed with new cabling and connectors.

The lavish interior of the 320 Cabriolet

is just as exclusive an environment as a contemporary top-of-the-line Mercedes-Benz. Restored VDO instruments record vital running information, and the highly-polished wood covering the dashboard and door capping's has been expertly renewed.

This 320 Cabriolet presents a wonderful opportunity to acquire a well-presented example of an elegant and sporting pre-war Mercedes-Benz soft-top, one which is ready for Concours judging. Stylish and imposing, the 320 Cabriolet had few peers as exemplars of open-top motoring in the grand manner, affording their fortunate owners 500K style but without their considerable purchase and running costs.

**\$525,000 - 650,000**

# 50.

## 1967 CHEVROLET CORVETTE 427/390HP ROADSTER

Chassis no. 194677S102584

Engine no. T08I7IL 7102584

427ci OHV V8 Engine

Single 4-Barrel Carburetor

390bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Bloomington Gold Certified example*
- ★ *Beautifully restored to a high level*
- ★ *Desirable matching-numbers big-block with 4-speed manual gearbox*
- ★ *Potent Corvette for high-speed rallies and tours*



### THE CHEVROLET CORVETTE

To say that the Sting Ray's arrival caused a sensation would be an understatement. 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 by Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a GT Coupe in the range. The cars all-new chassis was the work of 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 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 October 26th, 1966, and built as a 1967 model-year car. The new Corvette was finished in Goodwood Green over a Black interior, the same livery as it appears in today. This big-block Corvette is offered with the original tank sticker, documenting the optional equipment, including the 427 390hp TurboJet V8 engine, Positraction differential, M21 4-speed Close-Ratio transmission, auxiliary Hard Top, side-exit exhaust, headrests, AM/FM radio and power brakes.

This fine Corvette achieved Gold Certification at the 2017 Bloomington Gold Corvette event, presented at the Indy 500 Speedway, and retains the matching numbers engine and transmission. The result of a detailed, OEM-oriented restoration, this sporting

Corvette shows beautifully throughout. Most recently, the Holley carburetor has been rebuilt, and the chassis has received much attention, including fitting of new brake calipers, shock absorbers, leaf springs, suspension bushings, steering components and more. The car is offered with an OEM jack and tools, as well as an array of owner's manuals and instruction books in a correct holder. A lovely example from the end of the C2 Corvette production run, this would be a great car to take on vintage rallies and tours, such as the Copperstate or Texas 1000.

**\$100,000 - 125,000  
WITHOUT RESERVE**



## 1955 FORD CROWN VICTORIA SUNLINER

Chassis no. U5GF165121

272ci OHV V-8 Engine

Single 2-Barrel Carburetor

162 bhp at 4,200 rpm

Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Beautifully restored example
- ★ Rare and iconic Skyliner Fairlane model
- ★ Striking color combination
- ★ The most expensive model in the Fairlane series



## FORD IN 1955

Ford Motor Company executives must have faced 1955 with both anticipation and anxiety—the year was shaping up to be one of the strongest—but also most competitive—in automotive history. The new Fords for 1955 would be taking on new and improved cars from both Chevrolet and Plymouth. Those other members of the traditional “big three” would be debuting modern OHV V8 engines in their 1955 models, while Ford had introduced its OHV V8 in 1954, after having offered the “flathead” V8 since 1932.

Although more evolutionary in appearance than competitive offerings, the 1955 Fords featured, for the first time since 1952, all-new body styling. New Fairlane models capped the Ford line; they could be easily identified by their distinctive stainless steel body-side trim, which rolled down off the

front fender to a “vee” on the door, before continuing in a straight line to the rear of the car. Ford’s glass-roof Skyliner was the prestige version of the Crestline Victoria hardtop coupe, with an acrylic transparent roof panel over the front seat. Advertising boasted of a “freshness of view,” offering some of the sensations of the soft-top Sunliner convertible while providing all-weather comfort.

In 1955, now part of the top-line Fairlane series, it was twinned with a steel-top prestige hardtop coupe, the Crown Victoria, which had a streamlined roofline and a bold chrome “tiara” in the B-pillar location; however, much of the novelty had worn off. Just 1,999 were built, making the model a coveted prize today.

## THE MOTORCAR OFFERED

Formerly in a prominent California collection, this exquisite Skyliner was built at Ford’s Chicago plant. It has been meticulously restored in its correct Snowshoe White and Tropical Rose colors, with matching vinyl interior and black carpets. It is equipped with tinted glass, a push-button radio, an electric clock, a Magic Aire heater-defroster, dual exterior mirrors, power seat fender skirts, and Ford-O-Matic transmission. The rarest of the 1955 Fords, the quality of the Skyliners restoration is impressive, with attention to detail in all respects. Equally at home on the show field or on the road, it will surely impress its new owner.

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

# 52.

*Ex Team Cunningham*

## 1963 JAGUAR E-TYPE LIGHTWEIGHT COMPETITION

Registration no. 5114 WK

Chassis no. S850664

Engine no. RA 1349-9S

3,781cc DOHC All-Alloy Inline 6-Cylinder Engine

Lucas Fuel Injection

293 BHP at 5,750 RPM

5-Speed Manual ZF Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes – Inboard Rear



- ★ *Ex Team Cunningham Lightweight raced by his team at the 1963 24 Hours of Le Mans*
- ★ *Driven by legendary champion drivers Walt Hansgen and Augie Pabst*
- ★ *11th overall and 3rd in class at the 1963 Road America 500 and 4th overall at the 1963 Bridgehampton 500*
- ★ *Overwhelmingly original example documented with expert histories, owners' correspondence, period photographs, and numerous passages from specialist literature*

- ★ *Important and well-known example of a rare Jaguar sports-racer*
- ★ *The 7th of 12 Examples Built*
- ★ *Featured in numerous magazine articles and books, including cover car of Dominique Pascal's 1990 book British Cars at Le Mans*
- ★ *Beautifully maintained Coventry racing special that is forever linked to the Cunningham legend*

To view a video of this car in action, please visit [bonhams.com/video/23853](https://bonhams.com/video/23853)

Please refer to the separate catalogue for a full description of this car.

**REFER TO DEPARTMENT**





5114WK on the starting grid, 24 Hours of Le Mans, 1963. © CP Library



Briggs Swift Cunningham II. © REVS

## 53.

### 1986 FORD RS 200

Coachwork by Tickford - Design by Ghia

Chassis no. SFACXXBJ2CGL00133

1,803cc Turbocharged, DOHC Inline 4-Cylinder Engine

Electronic Fuel Injection

250 bhp at 6,500rpm

5-Speed Manual Transaxle – All Wheel Drive

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ One of 148 delivered road-legal models
- ★ Unmolested and highly original
- ★ Purpose Built Group B Rally Car made legal for road use
- ★ Long term collector ownership



#### THE FORD RS 200

The car's name, RS 200 stands for 'Rallye Sport, 200 built' was the brainchild of Ford UK Motorsport director, Stuart Turner. The RS 200 was Ford's ambitious attempt at producing a championship winning Group B rally car. Immediately prior to the project's inception Ford's frontline rally car had been the front-engined, rear-wheel driven Escort RS1800, while its intended replacement – the Fiesta-based RS1700T – was another rear-wheel-drive design. However, by this time Audi's Quattro had convincingly demonstrated the efficiency of four-wheel drive in rallying, prompting a drastic rethink at Boreham.

Overseen by Ford Motor Sports Chief Engineer, John Wheeler, the RS 200 project commenced in 1983 with production of 200 cars planned in order to meet Group B requirements. The design, by Tony

Southgate, eventually penned by Filippo Sapino as a compact mid-engined coupé powered by a turbo-charged version of the 1.8-liter 16-valve 4-cylinder Cosworth BDA engine (the BDT) and equipped with four-wheel drive. This engine produced 250bhp in road-going trim with up to 600bhp available in rally tune. Ford's Italian subsidiary, Carrozzeria Ghia, was entrusted with the styling, producing a purposeful yet elegant design that has stood the test of time like few of its contemporaries. Aston Martin-owned Tickford built the composite body-shells at Newport Pagnell.

The RS 200 was first publicly displayed in 1984 and homologated in February 1986 after the required 200 examples had been built, all apart from the initial six prototypes being completed at Reliant's factory at Shenstone, Staffordshire. Its first World

Championship event was that year's Swedish Rally where the car driven by Kalle Grundel finished 3rd overall, a most promising debut. The RS 200 went on to achieve a total of 19 wins and 32 podium finishes at international level before the year's end, securing several national championships along the way. Sadly, that would be the limit of its rallying achievements, as FISA pulled the plug on the Group B supercars at the end of a season blighted by a number of fatal accidents, some involving spectators. Seeking to recoup some of the £10 million rumored to have been spent on the project, Ford stripped down 120 RS 200s and rebuilt them as road-legal supercars to be sold at around £50,000 apiece.

State-of-the-art automotive technology in its day and Ford's finest achievement since the GT40, the RS 200 is the ultimate acquisition





#### THE MOTORCAR OFFERED

for the serious Ford collector. Extremely far ahead of its time, the RS 200's high level of motorsport engineering paved the way to the performance of many modern supercars of today.

Once completed by Ford-UK, this vehicle made its way to the United States in the late 1980s. The current owner, purchased this RS 200 from a Colorado based dealership in 1989, who never registered or titled the car for road use. Since purchased, this vehicle has only been stored in a controlled environment keeping its originality intact.

This RS 200 is a road going model optioned with standard gray carpeting, red racing bucket seats, red leather steering wheel, tool kit, roll-up windows, standard 1-piece magnesium wheels, and full time 4-wheel drive. The Cosworth designed engine, assembled by JQF Engineering, only shows to have covered approximately 8300 miles since purchased. This vehicle stayed with The Auto Collections in Las Vegas, Nevada since 2002.

It is recommended that a thorough mechanical check-up and service is performed, including replacement of the timing belt, before running this potent, Group B competition car. The car has not been started for the past decade. Highly original, with long term collector ownership, this iconic Ford is one of the most memorable cars of the formidable Group B era.

**\$200,000 - 300,000  
WITHOUT RESERVE**

Offered on a Bill of Sale

# 54.

## 1955 LANCIA AURELIA B24S SPIDER AMERICA

Coachwork by Pinin Farina

Chassis no. B24S-1110

Engine no. B24-1119

2,451cc OHC All-Alloy V6 Engine

Single Dual-Throat Weber Carburetor

118bhp at 5,300rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes — Inboard at the Rear

- ★ *Exquisitely restored by  
marque experts*
- ★ *Painted in original color*
- ★ *Interior fully restored to original*
- ★ *Equipped with the desirable  
Nardi kit*



### THE LANCIA B24S

Lancia's first post-war production car, the Aurelia B10 berlina, debuted at the 1950 Turin Motor Show, and though the four-door sedan may have worn undistinguished bodywork (by Ghia), the technology that lay hidden under its prosaic steel would establish the Aurelia, in ever increasing steps of sophistication through six series over the following eight years, as the first of the modern Gran Turismo motorcars.

Brilliant chief designer Vittorio Jano and equally brilliant young engineer Francesco de Virgilio directed the Aurelia program, which gave us the industry's first production V6 engine, a body/chassis of leading-edge unitary construction, and, at its rear, a cleverly packaged combination transaxle and inboard brakes for excellent weight distribution. It also would be the first car delivered with radial tires (Michelin X) as

factory standard equipment. Before running its course in the summer of 1958, the Aurelia badge would encompass a family of closed and open cars that began with an unprepossessing four-door berlina and climaxed with one of the most spectacularly designed sports cars of the 1950s, the rare B24S Spider America.

Those First Series sedans came with the first version of Lancia's overhead valve V6, generating 56bhp from the 1,754cc all-alloy engine. In 1951, the B21 sedan arrived with a 1,991cc version of the V6 rated at 70bhp. Flexing the muscles it had found with this platform, Lancia introduced in 1952 the new short-wheelbase B20 GT Coupé, equipped with a stronger, 75bhp V6 primed for competition. In fact, B20 GTs introduced radials to motor racing at Le Mans in 1951. Equipped with the Michelin X, a GT won the

2.0-liter classification, and later that year finished second in the Mille Miglia behind a mighty Ferrari 340 America.

The Second Series Aurelia debuted in 1952 with the B20's engine now at 80bhp. Though the racing version of this revised B20 slipped to third in 1952's Mille Miglia, Lancia more than made up for it with a scarcely believable 1-2-3 finish in that year's Targa Florio.

A B22 sedan followed, its V6 delivering 90bhp from a dual-carburetor configuration. In 1953, the Third Series engine, modified with a racing-spec camshaft and single Weber carburetor, was increased to 2,451cc and given a new block and new heads. Output increased significantly to 118bhp at 5,000rpm.

Inflamed by the motorsport successes which clearly validated the superiority of the Aurelia's





advanced platform, Lancia loyalists called for a sportier variant. Starting point was the new Fourth Series Aurelia of 1954, regarded by many experts to be the best of the six series, as it was newly fitted with a De Dion tube rear suspension to replace the previous trailing arm setup, and the engine bearings were upgraded. Lancia responded with the most attractive, beguiling Aurelia yet, the B24 Spider America, first shown to the public at the 1955 Brussels Motor Show. Designed, as its name implies, with America's robust post-war economy and growing taste for European sports cars in mind, the B24 was offered in both left- (B24S for sinistra) and right-hand drive versions. (Prior to 1955, all Lancias were delivered with right-hand drive.)

Minor mechanical and external changes continued through the Fifth and Sixth Series of Aurelia before production ended

in 1958 with approximately 13,500 having been built.

Just 240 Spider Americas were built before production ended in 1955; of those, 181 were left-hand drive. Lancia supplanted the Spider in 1956 with the better equipped, more comfortable B24 convertible based on the Fifth Series platform. Just 521 B24s were built, and only 86 ever arrived in the United States. (A number of B24 convertibles were reportedly lost to the depths as a result of the sinking of the Andrea Doria in 1956, but other reports say the cars had already been delivered to U.S. importer Max Hoffmann on the merchant ship President Madison.)

The Spider America rested on a wheelbase even shorter than the coupé's, and its appearance was reminiscent of Lancia's D24 racing car with its long, sloping hood and

jutting air intake, wraparound windscreen, and the sinuous line described along the top of the prominent fenders, through the small, artfully curved doors, rearward to the steep fall-off of the boot lid. The discreet split bumpers front and rear and the hidden external door handles were other major elements of the Spider's signature styling.

The rather plain dash panel contained only essential instrumentation. Viewed through the three-spoke Nardi wood steering wheel was a central speedometer flanked by a combination oil and fuel gauge and a larger tachometer reading to 6,000rpm. The doors, closed by elegant pulls, were topped with fully removable framed glass, divided to accommodate large front vent windows. The secondary pieces of glass were fixed. All mechanicals of the Spider America were identical to the B20 GT's save for a slightly



### THE MOTORCAR OFFERED

de-tuned engine and re-positioning of the gearshift changer to the floor. Running gear was Borrani wire wheels with single knock-off bolts.

Top speed was around 115 mph (184 km/h), but outright pace was never to be the Spider's forte. Rather, it was the car's remarkable road manners and tenacious handling that helped secure its reputation as one of the world's finest driving cars of the day.

The opportunity to own such an exceptionally well-restored examples of post-war European sports car technology rarely occurs, as the Spider America is one of the most coveted of Lancia's highly regarded lineage of superb motorcars, and almost never leave the collections in which they reside. The B24S is sophisticated, energetic elegance at its best.

A rare beauty with an uncommonly detailed restoration, this 1955 Lancia Aurelia B24S Spider America, B24S-1110, spent most of its life in Europe owned by Italian university professor Maurizio Pini. It is unclear how the Spider made its way across the Atlantic to a sheet metal shop in Brooklyn, New York, but that is where Lancia expert Francesco de Piero of Montreal discovered it through a 15-year-old advertisement in an enthusiast magazine. Amazed at finding the car still available, de Piero traveled to Brooklyn to find the car sitting on its original Borrani wire wheels but in very poor shape (racing stripes and sheet metal rearview mirrors welded to the fender tops...). A Flaminia engine sat inside the bay, but fortunately the original 2,451cc Spider engine was there, on the floor, complete but partially disassembled.

The modest sum of \$1,500 was exchanged, and the following day the car was shipped from New Jersey to de Piero's hometown in Italy. Upon close examination, de Piero determined that the work required to return the Spider to original condition was then beyond his available time and budget, so he sold it Giancarlo Cappa, who ran Italian restoration business KCA. After a minimum of spit and polish and a black paint job, Cappa re-sold the car, which then went through several subsequent owners before ending up in the hands of the previous owner, who called upon de Piero for his expertise in restoring the Lancia.

The bodywork was completed by Italian firm Fara of Carmanogla. Meanwhile, de Piero attended to every last nut, bolt, fastener, screw — everything! — during his expert restoration. Outlining the steps taken to





ensure strict adherence to originality would fill a book, but several examples illustrate the work's expert touch and attention to detail. Because the original jack was missing and is essentially no longer available, de Piero crafted one from a Flaminia jack, which has the same base, and a B24 Convertible's unit, which had other elements of the correct configuration. He also enlisted a textile company to re-create the cloth material covering the rear of the cabin, and utilized an involved lithographic process to make superb reproductions of every decal and label found on the car.

The car was also returned to its original Grigio Chiaro paint by Carrozzeria Lanuova in de Piero's hometown of Pordenone, and the interior was reupholstered with rosso scuro leather copied from a sample taken off the back of the glovebox door. Borrani

restored the wheels, and German firm Hartz Sonnenland supplied a top material that is as close to the original as de Piero could locate.

In a summary of his huge task, de Piero detailed more than 1,300 hours of his own time over an entire year from June 2012. This car received the kind of lavish attention and immaculate workmanship that comes only from a top expert in the field.

This rare and sublime example of post-war sports car has totally matching numbers, including the gearbox and steering box, and is desirably equipped with the Nardi performance kit that included a "hot" Nardi camshaft for much improved performance. It is offered with tool kit and extensive documentation of the restoration process and sales history. Few cars of the time so ably demonstrated la dolce vita, and even

fewer of the surviving Spider Americas are so beautifully and accurately restored.

**\$1,200,000 - 1,500,000**

# 55.

## 1953 CHRYSLER SPECIAL

Coachwork by Ghia

Chassis no. 7231533

Engine no. C53-8-31901

331ci OHV Chrysler HEMI V8 Engine

Single 2-Barrel Carburetor

180bhp at 4,000rpm

4-Speed Semi-Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *Very rare and desirable coachbuilt Chrysler*
- ★ *Outstanding Virgil Exner design*
- ★ *Impressive period and contemporary show history*
- ★ *Featured in the September 1953 issue of L'Action Automobile*



### CHRYSLER AND GHIA

The long and fruitful relationship between Chrysler Corporation and the storied Italian coachbuilder Ghia was launched in 1950 with the Plymouth XX-500 show car, an elegant, four-door fastback built on the chassis of a Plymouth P20. Over the next decade, Ghia would produce for Chrysler a string of more than two dozen "idea cars," the majority of which were masterful Italian executions of designs by the corporation's visionary design chief, Virgil Exner. This sharing of ideas and designs across the Atlantic resulted in cars that were not simply American or Italian, but truly international.

J.T. Keller, who moved from the president's office to the helm of the Chrysler board in 1950, had made a brilliant decision in choosing Ghia as a partner. The carrozzeria, founded in Turin in 1916 by Giacinto Ghia, had been highly regarded for the custom

bodies it had designed and created on Alfa Romeo, Lancia, Fiat, Italia, and other chassis before World War II. Its specialty was in creating coachwork for both touring and coachwork, and its lightweight aluminum alloy sports car bodies were some of the most exciting designs of the prewar era.

Its factory destroyed in an Allied bombing raid, Ghia was working to get back on its feet when it produced its bespoke Plymouth and shipped it over to Detroit as a calling card. The coachbuilder had all of the talent that the Detroit automaker would require, and eager for work as it sought to recover from the wartime years, could produce Exner's designs at a tenth of the going price. At the time that Ghia created the XX-500, it was being run by stylist and manager Mario Felice Boano, who had hired Luigi Segre as his chief designer. (Boano would

later leave Ghia for Fiat after a dispute with Segre about the degree of Chrysler's involvement in the company.)

Exner had been brought over from Studebaker by Chrysler boss K.T. Keller, who was anxious to jettison the dowdy, three-box designs that were holding the automaker back in the sales race. Exner had breathed excitement into the stolid South Bend brand with his acclaimed Studebaker Starlight Coupe of 1947; Keller was wagering that the designer could do the same for Chrysler.

Put in charge of Chrysler's advance styling studios, Exner assembled a small team that included numerous skilled modelers, as well as a handful of designers chosen from the corporation's art and color section. He also found a key ally in Paul Farago, the owner of a specialty sports car shop near Detroit,





Mme Coulibeuf with the Ghia at a Concours d'Elegance, 1953.



whose automotive expertise and fluency in Italian made him an ideal interpreter between Exner, Segre and Boano.

Chrysler had just leaped out in front in the simmering Detroit horsepower race with its new FirePower, a sensational Hemi-head, high-compression V-8, and badly needed some exciting new sheet metal to wrap around it. Exner's response was the K-310 of 1952, a breathtaking coupe that featured flush door handles, a spare tire outline on the trunk lid, a prominent vertical grille, recessed headlamps, fully radiused wheel openings that showed off the chromed wire wheels, and freestanding "gunsight" taillamps, details that would appear on later production cars. Standing just 59 inches high, it announced to the world that providing sufficient headroom for fedoras would no longer be a Chrysler styling priority.

Exner's team sent a 3/8-scale plaster model of the K-310 to Ghia, where the craftsmen hammered out the bodywork. Their pride was evident in their work – the welded body joints were finished without filler for a smooth surface, and the trim work and interior were done to the highest standard. This was the approach Ghia would follow with all of Exner's designs.

Unlike other "dream cars" from Detroit, Ghia's products were fully engineered automobiles, ones that could easily have been put into production, if the buyers showed enough interest. "As a result, they had to be compromised to a certain degree from what you normally would do with strictly a dream car," Exner told automotive journalist Michael Lamm in the early 1970s. "But two or three of them came very close to being built."

The K-310, built on a Chrysler Saratoga chassis, would have given Chrysler a "halo car" for its showrooms, but corporate executives, perhaps still scarred by the memory of the public's rejection of the Airflow, turned down the idea as too risky. Still, the sporty, luxurious coupe captured the imagination of buyers, who saw it in the pages of their favorite magazines, and on display at shows.

After the C-200, essentially a convertible take on the K-310, a pair of similar Chrysler "Styling Specials," labeled "S.S." by Exner, made the jump from the designer's basement drawing board to the carrozzeria's factory. These were commissioned not by Chrysler directly, but by the corporation's export manager, Cecil Beaton "C.B." Thomas, and it was with these cars that the Exner-Ghia connection truly hit its stride.



The first of the two was a three-passenger fastback coupe built on the shortened 119-inch chassis of the New Yorker. This sophisticated, European-influenced design featured a long hood/short trunk profile, a trapezoidal grille, push-button door latches, a modest up kick in the rear fender line, and smoothly flowing sides. The blunt prow of the front fenders, attributed to Exner's son, Virgil Exner, Jr., continued back as a ridge that folded neatly down into the bodywork just ahead of the front doors. The coupe was a major hit of the 1952 Paris Salon, drawing admiring crowds to the Chrysler stand.

The second S.S. arrived one year later. Built for C.B. himself, and distinguished by its two-piece windshield, the Chrysler Thomas Special was a more mature concept that, with its full 125.5-inch New Yorker chassis and notchback roofline, could accommodate

five passengers. It could carry their luggage, too -- unlike the fastback, which provided space for luggage only behind the front seats, the Thomas Special had a useable trunk. Of all the idea cars, this was the most obvious candidate yet for limited production. Which is precisely what happened.

At the urging of Thomas, Chrysler commissioned six Chrysler Ghia Specials, and permitted Ghia to build another 12 for its clients. These cars were virtually identical to the Thomas Special, with the exception of their one-piece windshields and slight changes in trim. All were built for the European market. The Ghia Specials were powered by the 180-hp FirePower V-8, and equipped with either a four-speed semiautomatic transmission with Fluid Torque Drive or the completely automatic two-speed PowerFlite that took its place late in the 1953 model year.

Recognized from new as special cars, many of the 18 built are still in existence, including one example owned by Fiat Chrysler Automobiles, and once displayed at the now closed Walter P. Chrysler Museum.

The Ghia Specials represented a renaissance of something that had virtually vanished before the war: the coachbuilt motorcar. By combining one of the hottest powertrains of its day, pulse-quickenning styling, Old World craftsmanship, and limited production numbers, Chrysler and Ghia had jointly created something extraordinary for a handful of lucky owners.





## THE MOTORCAR OFFERED

This numbers-matching example was equipped with Fluid-Torque Drive, power steering, heavy duty seat springs and a heavy-duty suspension. It was delivered new by Chrysler's French importer, Société France Motors, to industrialist Leon Coulibeuf, who had made a fortune in the manufacture of concrete electric poles used in the millions in the rebuilding of post-war Europe.

Coulibeuf was an avid automotive enthusiast and a gentleman racer who competed in the 24 Hours of Le Mans and numerous other events. His best finish was in 1956, when he took 14th place in the automotive Tour de France in an Alfa Romeo Guilietta Veloce. Among his personal cars were a Mercedes-Benz 300 SL Coupe, a Porsche 356 and an Alfa Romeo 1900, all fitting choices for a connoisseur.

This example was shown by Coulibeuf's wife at the 1953 concours d'elegance of Enghien-les-Bains in France, and featured in the September 1953 issue of the French magazine L'Action Automobile.

Little is known about the car's history between Coulibeuf's ownership and its discovery in the 1990s by Jacques Pelve, a Chrysler dealer in Brittany. Found on the premises of a factory near Rennes, France, the coupe was in poor condition, though it retained the red-and-white paintwork and the license plate – 4756-CC75 – that it had worn while on display at the Enghien-les-Bains concours some four decades earlier.

The original Chrysler build sheet confirmed that the Hemi FirePower V-8 under the hood of the Ghia Special was the original. Jacques Pelve undertook a painstaking restoration of

the car, and had it refinished in appropriate two-tone blue paintwork. Completed in the summer of 2001, the coupe was invited to the Louis Vuitton concours d'elegance at Bagatelle that year, and captured the award for "most exciting design" at the concours d'élégance of Zoute Grand Prix in Knokke, Belgium, in October 2014. It was also on display at the Villa d'Este Concorso d'Eleganza in 2015.

The Chrysler Ghia Special presented here represents a rare opportunity to own a rare coach built and breathtakingly beautiful post war automobile.

**\$550,000 - 750,000**

## 56.

### 1968 MERCEDES-BENZ 280SL

Chassis no. 113044-10-002826

Engine no. 130983-10-001135

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

180bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Fitted with the rare and desirable manual transmission*
- ★ *Includes both hard 'Pagoda' hard top and folding soft top*
- ★ *Equipped with air conditioning and Becker radio*
- ★ *Offered with copies of factory built sheets and tools*



#### THE MERCEDES-BENZ 280SL

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL, and it then became apparent that some cars don't change, they just get better. "The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded Road & Track after testing a 280SL in 1968. "For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL: "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

#### THE MOTORCAR OFFERED

If one is looking for the perfect all-around car for rallies, shows and Sunday cruising, this classic Mercedes-Benz might be the car. With a lovely restoration and all the right accessories and specifications in place, this 280SL is among the most nicest examples we have been entrusted with. This desirable 4-speed manual 280SL was produced at the Stuttgart-based Mercedes-Benz factory in 1968; the first production year for the 280SL. The new Pagoda was destined for the US market, where most of them went, although few with manual shift transmission.

The Pagoda looks just right with the exterior finished in Signal Red (568) over a Cognac MBTex interior. The soft top is dark brown, and the accompanying hard top is finished as the exterior.

Besides the rare transmission, the car is equipped with factory air conditioning, which makes it a great candidate for rallies and tours in hot climates. In 2003, a professional repaint was performed, and most recently a new interior was installed to factory standards. Parts were sourced from Mercedes-Benz Classic Center and approved suppliers, to ensure best possible outcome. The car has been treated as a collector car, with careful service and maintenance by marque specialist for the past years. Accompanied by a copy of the factory data card and tools, the well-kept 280SL retains what appears to be its original unused spare tire; a rare find in a nearly 50-year-old car.

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



## 1961 PORSCHE JUNIOR L108 TRACTOR

Chassis no. L2360H

822cc Single-Cylinder Porsche Diesel Engine  
 Bosch Diesel Injection  
 15hp at 2,250rpm  
 6-Speed Transmission  
 Drum Brakes

- ★ *Early Ferdinand Porsche design*
- ★ *Beautifully restored example*
- ★ *Highly collectable piece of Porsche history*
- ★ *Ready to be shown or put to work on the farm*
- ★ *Fun and sought after Porsche Tractor*



## PORSCHE JUNIOR L108

The Porsche 108 was the smallest and most attractive of four tractors produced by Porsche from 1956 to 1963. The tractors were produced at the old Zeppelin factory in Friedrichs-hafen-Manzell, Germany. The appeal of the Porsche-built tractors can be attributed to much more than just their stunning looks. Porsche tractors were designed with a fluid coupling to connect the engine to a six-speed transmission – a distinctive feature of Porsche's tractors which offered the driver smooth shifting. In 1960, Porsche introduced a new Bosch hydraulic lifting system, a significantly improved design when compared to the earlier 1956-'59 tractors. By 1963, production of Porsche tractors had ceased. Their compact styling and Porsche heritage have made restored Juniors a popular collectible item among Porsche car owners and vintage tractor collectors.

## THE TRACTOR OFFERED

In the early 1930s, Ferdinand Porsche started design work on the "people tractor" right along with the design work of the "people car." Eventually, both designs materialized into historic products that are still enjoyed by enthusiasts today.

This Porsche presents a very rare opportunity to acquire the charming agricultural cousin of the 356, which is seldom seen, especially here in the United States. This example has benefitted from a dedicated owner who restored the tractor to its current impressive condition. When taking into consideration that this is made for a more rural purpose, it is indeed a well-engineered machine with plenty of power and reliability. The single-cylinder Diesel engine has plenty of torque to do active duty in the field, but would also be great fun to drive around the property.

This little Porsche appears very correct and is finished in the traditional red, with the correct, off-white finish on the wheels and seat. The original data plate, stampings, and emblems all appear to be in place. The Junior 108 is arguably one of the most attractive tractors produced and is sure to draw a crowd of smiles wherever it goes. A fun and appropriate addition to any collection, this Junior 108 is a great way to add a unique piece of Porsche history to your stable.

**\$45,000 - 60,000  
 WITHOUT RESERVE**

Offered on a Bill of Sale

# 58.

## 1966 SHELBY 427 COBRA

Chassis no. CSX 3359

427cu. in. OHV V-8 Engine  
Single 4-barrel Carburetor  
410bhp at 6,000rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ Only 1,880 original miles
- ★ The second to last 427 Cobra produced
- ★ Known history from new – documented by the SAAC registry
- ★ Formally owned by John Mozart and Lawrence Bowman
- ★ Unquestionably one of the most authentic and original 427s



### THE SHELBY COBRA

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. Texan Carroll Shelby had gone racing in Europe in the late 1950s and realized that a combination of a lightweight American V8 engine and a proven European chassis was a winning combination. He had a Ford V8 installed in the chassis of an AC Ace, named the result the 'Cobra', and proved his point.

Formalizing the arrangement, Shelby had AC Cars send Cobras - minus engines - from England to be finished off at his facilities in California. The 260ci (4.2-liter) prototype first ran in January 1962, with production commencing later that year. In 1963, the more powerful 289ci (4.7-liter) unit was standardized. Rack-and-pinion steering was the major MkI

up-date; then in 1965 a new, stronger, coil-suspended MkIII chassis was introduced to accommodate Ford's 427ci (7-liter) V8 engine, which in race trim could produce well in excess of 500bhp. Wider bodywork, extended wheel arch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra MkIII look.

Shelby's "dream team" of drivers included Ken Miles, Phil Remington, and Pete Brock, who were supported by other racing legends behind the scenes. The Ford-powered, AC Ace-derived Cobra was faster and more reliable than almost anything else produced, dominating the competition in almost every instance. The Cobra won the U.S. Manufacturer's Championship consecutively in 1963, 1964, and 1965. Shelby would go on to win the the hotly contested 1965 FIA World Manufacturer's

Championship in 1965 with the Pete Brock-designed Daytona Coupe.

Competition and semi, or 'street' competition (S/C) versions used the mighty 427. The 'S/C' had been created by the simple expedient of mildly 'de-tuning' 31 unsold competition cars. De-tuned? How does 0-100mph in 8.8 seconds and 165mph sound?

The Cobra set new standards of performance for road cars and was highly effective in competition. Just 1,000-or-so Cobras of all types were built between 1962 and 1967, and only 356 of those were the ultimate '427' version.





## THE MOTORCAR OFFERED

The Shelby American Automobile Club World Registry documents that CSX 3359 was the second-to-last 427 Cobra produced. Equipped with the mighty 427 V-8 with 4V carburetor, finished in red with black interior, the Cobra was billed to Shelby American on December 14, 1966. The car was sold to Pletcher Ford, of Jenkintown, Pennsylvania, at \$1,000 off dealer cost, and was trucked to Jenkintown on October 16, 1967. On the journey to Pletcher Ford, the car sustained some minor damage, which Pletcher Ford remedied with repair order number 2020. The repair order addressed the left hand rocker panel, the Cobra emblem on the trunk lid, and included the replacement of the spare wheel and tire costing \$211.95.

Shortly after, the Cobra was purchased by Frank W. Hultslander, of Norristown, Pennsylvania. The cobra would only grace

Mr. Hultslander's garage for a short while before he made arrangements to consign the car with Hexagon Motors, of London, in November 1971. After receiving the car, Hexagon Motors purchased it for themselves and placed it into storage until 1976 when it was discovered and purchased by Richard Buxbaum, of Hinsdale, Illinois. In 1978, Mr. Buxbaum advertised his Cobra for sale with an asking price of \$85,000 – at the time of the listing, the car had only covered an amazingly low 512 miles from new.

After leaving Mr. Buxbaum's care, the car had a few owners who included Jerome A. Shinkay, of Janesville, Wisconsin, James S. Ward, of Atherton, California, and the Los Gatos Ferrari dealer, before eventually passing through Timothy Lewy into the ownership of renowned collector John Mozart, whose collection is comprised of

some of the world's finest performance vehicles. In 1998, the Cobra was acquired by Lawrence Bowman, yet another well-respected enthusiast with a world class collection. While under Mr. Bowman's care, the Cobra was featured on page 111 of John McClellan's - The Classic AEs.

In 2004, Mr. Bowman commissioned Cobra expert, Mike McCluskey to restore the car to "as new" condition. The incredibly original body was left on the chassis, stripped bare, metal-finished, primed, and repainted the original shade of Monza Red. Due to its remarkable condition, most of the incredibly preserved interior was left original, including the seats, vinyl, wheel arches, and doors. The entire drivetrain was gone through, including the engine, transmission, differential, drive/half-shafts, and suspension, which were all rebuilt to







original specifications. Mike McCluskey went to great lengths to focus on correctness and originality throughout the process, only addressing items that required attention to insure reliability.

Today this incredible machine has only been driven an astonishingly low 1,880 miles since it was originally assembled at the Shelby plant! The Cobra is sold wearing a set of Trigo wheels but is also accompanied by its original "sunburst" wheels, adorned by its original Goodyear blue dot tires. With only 260 street 427 Cobras produced, CSX 3359 presents an exceedingly rare opportunity to acquire one of the world's most iconic cars. CSX 3359 is unquestionably one of the most authentic and original 427s in existence that is sure to meet and exceed even the most discerning Shelby collectors' expectations.  
**\$1,600,000 - 2,000,000**



# 59.

## 1962 LOTUS ELITE SERIES II SUPER 95

Chassis no. 1334

Engine no. 8945

1,126cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

95bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disk Breaks

- ★ *A landmark of sports car design*
- ★ *Desirable Left hand drive, Series 2 Elite*
- ★ *Beautifully presented in striking color scheme*
- ★ *Featured in "The Original Lotus Elite. Racing Car for the Road"*



### THE LOTUS ELITE

"The road manners of the Elite come as near to those of a racing car as the ordinary motorist could ever experience."

- *The Autocar*

With the Lotus 14 of 1959 – better known as the Elite – Colin Chapman demonstrated that his skills as a racing car designer and constructor could just as easily be applied to production road cars. The Elite was, nevertheless, conceived with competition in mind – Chapman had his sights set on class wins at Le Mans and the Monte Carlo Rally – and incorporated technology developed in Lotus's single seaters. Every bit as innovative as Chapman's outright competition cars, the Elite featured a fiberglass monocoque body tub – the world's first – independent suspension all round, rack-and-pinion steering and four-wheel disc brakes, the rears mounted inboard. Its engine was the

lightweight four-cylinder Coventry-Climax FEW, a single-overhead-cam unit of 1,216cc producing 95bhp, while the gearbox, an MGA unit fitted with an alloy casing and modified bell-housing, was sourced from BMC. Development was clearly assisted by the veritable Who's Who of professional racing drivers of the time, who were involved in test driving including Jim Clark. Clark favored an Elite for the back roads around his farm in Scotland.

The curvaceously styled body – the work of Peter Kirwan-Taylor and aerodynamicist Frank Costin – possessed an admirably low coefficient of drag (0.29). The body contract for what would become known as the 'Series 2' Elite was given to the Bristol Aircraft Academy, and by the time production ceased in 1963 an estimated total of 1,030 cars had been completed. Series 2

developments included an improved design of rear suspension and more civilized interior.

On the racetrack, the Elite proved every bit as successful as Chapman had hoped, scoring its first international class win as the Nürburgring 1,000km race in 1959, and would go on to win its class at Le Mans on five occasions, twice winning the prestigious Index of Thermal Efficiency competition, with best finishes of 8th overall (twice). They were a mainstay of sports and GT racing at the national level on both sides of the Atlantic and many are still in action in historic events today.





## THE MOTORCAR OFFERED

This particular Series 2 Elite is a very well-known car among Elite enthusiasts. It is featured in Dennis Ortenburger's excellent book on the Lotus Elite. It is believed that the car spent much of its early years in Oregon and California. In the late 1980s, the car was acquired by Don Galameau. At the time, it was in poor condition or as described in the book, 'a basket case.' Galameau thoroughly describes the restoration process, and reached out to the consignor on occasions to check on the car.

The car's body was put through an extensive refurbishment as were the mechanicals. The current owner purchased it from noted Lotus Collector John Mullen in 1992. He then kept the car for twelve years and sold it to Mr. Walter Nelson in 2004, only to purchase the car back four years later in 2008.

Today, the Lotus is in remarkable condition. The yellow paintwork is still in very good order and the car has been meticulously maintained by the current owner. The Lotus Elite was a groundbreaking car when built, a true race car for the road. This particular Elite would be a great choice of variety of driver's events, where its legendary handling qualities can surely be enjoyed. Or getting its share of attention at any number of local shows or concours events. These cars are rare and are a landmark sports car design.

**\$90,000 - 125,000  
WITHOUT RESERVE**

# 60.

## 1972 BMW 3.0 CSL Coachwork by Karmann

Chassis no. 2212314

Engine no. 2212314

2,985cc SOHC Inline 6-Cylinder Engine

2 Twin-Choke Zenith Carburetors

185bhp at 6,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ A great example of BMW's legendary homologation special
- ★ Matching-numbers CSL in striking and rare Colorado Orange
- ★ Highly-collectible and very rare carbureted model
- ★ Offered with BMW Classic Certificate and comprehensive history file



### THE BMW 3.0 CSL

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

BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS Coupe, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-liter CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was also the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations (the CS and CSI) the 3.0 CSL (Coupe Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim; using thinner steel for the main body-shell; aluminum alloy for the doors, bonnet and boot lid; and Perspex for the side windows, a valuable 300lbs (136kgs) in weight was saved - 'Leicht' indeed.

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-liter class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973, the engine's stroke was increased, upping

capacity to 3,153cc (nominally 3.2 liters) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing, and other various devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

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





## THE MOTORCAR OFFERED

Completed at the Munich-based Bayerische Motoren Werke (BMW) plant in March of 1972, this rare, homologation-special CSL was finished in striking Colorado Orange over a black interior; just as it appears today. According to the BMW Classic Certificate issued for this car, the new CSL was made to European specifications, and delivered new to the Italian market through official importer BMW Italia S.P.A., where it was sold through the BMW agency in Verona, Italy. The sporting lightweight Coupe stems from the rare, first generation CSL, equipped with carburetors instead of fuel injection. Just 169 examples of these rev-happy, early cars are believed to have been produced.

The car's impressive history file included an original Italian road registration log book dating back to the 1970s, along with copies of later registration documents, and it is certainly believed that the rare BMW remained in Italy

from new. Bologna based enthusiast Lorenzo Matteucci is recorded as having owned the car in 2008, and exercised the agile sports car on the 2010 Coppa d'Oro delle Dolomiti rally. By 2013 the Colorado Orange BMW had made its way to the US, where it was in the hands of renowned BMW aficionado Peter Gleeson, before ownership shifted to collector Victor Preisler in 2014.

The car appears to have been very well cared for, and never modified or raced. The odometer reading of less than 75,000 Kms (less than 46,000 miles) is in fact believed to be the car's genuine mileage. Offered with the official BMW Classic Certificate documenting the car's origin and specification, as well as the Italian paperwork and a maintenance and dealer directory book, this highly original BMW 3.0 CSL retains its factory installed, matching numbers engine. A rare carbureted CSL from

the initial production run, this car is among the most collectible BMW's ever produced.  
**\$290,000 - 330,000**

# 61.

## 1956 MASERATI A6G/54 GRAN SPORT SPIDER

Coachwork by Frua

Chassis no. 2180

Engine no. 2146 (see text)

1,985cc DOHC Inline Six-Cylinder Engine

Triple Weber Carburetors

160 BHP at 6,000 RPM

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Alfin Drum Brakes

- ★ *The factory prototype of bespoke open Frua coachwork for the rare third-series A6G 2000*
- ★ *Comprehensive six-year restoration in Modena overseen by Adolfo Orsi*
- ★ *Concorso d'Eleganza Villa d'Este Class Winner and displayed at Museo Enzo Ferrari in Modena*
- ★ *Documented with factory build sheet, period images, restoration photos and invoices*



### THE MASERATI A6G/54

In 1950, Maserati enlarged the volume of its inline 6-cylinder engine to displace two liters. While the resulting A6G 2000 still featured the single-overhead cam valve actuation of the original A6, a more powerful sports-racing A6 GCS with a dual-overhead cam was built for competition applications.

Four years later Maserati updated the A6G 2000 road car with a second series, but this version's engine was based on the competition car's detuned Formula 2 motor. Replacing the A6G 2000's gear-driven chain with a triple-timing chain, and the former wet sump lubrication for a finned light-alloy dry sump, the new A6G/54 would be tuned to develop 160 bhp and a top speed of 115 mph, eventually employing twin ignition. Approximately 60 examples were built in two series through 1957.

While Allemano produced a majority of the coachwork for the A6G/54, sixteen examples were clothed by the Carrozzeria Frua (six coupes and ten spiders), and they were often finished in two-tone paint schemes with a contrasting hood stinger. In aesthetic character, mechanical prowess, and luxurious appointments, these cars represented the apogee of Maserati's 1950s grand tourers, and are among the most luxurious, powerful and bespoke motorcars of the era.

### THE MOTORCAR OFFERED

Chassis no. 2180 is the first of nine Frua-bodied spiders built on the third series of the A6G 2000 (the second series of A6G/54). The company also built two coupes on the third-series platform. This car is distinguished from the other examples that followed by its painted dashboard (the others were upholstered) and a lack of decorative plates behind the gauges.

According to Maserati records, 2180's chassis was dispatched to the Carrozzeria Frua on May 19, 1956, and by August the Spider coachwork was complete and the car returned to the Modena factory. Like many Frua-built A6G 2000 examples, 2180 was finished in a smart two-tone paint scheme, in this case featuring rosso paint with an avorio (ivory) hood stripe, and an interior of avorio leather. The new model was then extensively photographed for promotional images





that would appear in the motoring press, including Quattroruote and the May 1957 issue of Motor Trend.

Distributed in October 1956 to Maserati agents Simone & Thepenier in Paris, the A6G/54 was purchased by a gentleman from Venezuela named Cavet. While the identity of caretakers during the ensuing ten years isn't currently clear, by the mid-1970s the spider was owned by a Thomas Dailey of California. He sold the car in June 1978 to Louis Rader of Mount Zion, West Virginia, at which point the original motor had been removed. Equipped with a Ford Hi-Po 289 CID V-8 engine, the Spider had also been repainted in a monochrome dark blue, while the interior was changed to black. During more than ten years of ownership, Mr. Rader endeavored to restore the car, and repainted the exterior in rosso. Around 1990 he sold the Maserati

to two co-owners, Dana Beall of West Virginia and Mick Brackett of Bardstown, Kentucky, and they retained possession for the following nine years while initiating a refurbishment.

In 1999, the A6G/54 was acquired as a non-running project by the consignor, a Houston-based enthusiast widely regarded as one of world's foremost Maserati collectors. In 2002, the consignor sourced a proper replacement motor, engine no. 2146, which had originally been installed in an Allemano-bodied A6G/54. The original 2180 engine is reported to be installed in another Allemano-bodied A6G/54. A proper gearbox and differential were also acquired.

In 2003, the rolling chassis, body, and drivetrain elements were shipped to Modena to be comprehensively restored. Under the





The elegant Prototype Frua Spider chassis no. 2180 when new.  
©Treviso, Turin (I) - Archive: Stefan Dierkes (Registro Pietro Frua).



supervision of Maserati specialist Adolfo Orsi, Jr., grandson of the former company owner, Carrozzeria Autosport was retained to perform a majority of the refurbishment. The motor was rebuilt by Modena Motori, while Autosport took considerable efforts to restore the coachwork, with progress evaluated several times by Fiorenzo Fantuzzi.

New alloy sheet metal was used in places where needed, while as much as possible of the original metal was saved. Autosport's Giuseppe Candini and Roberto Villa re-fabricated missing parts as needed, seamlessly integrating them with as many original parts as could be salvaged or located separately. The exterior was completed with a bare-metal repaint in the original factory livery of rosso with an avorio hood stripe, while the interior was trimmed by Interni Auto Maieli of Mantova with avorio leather complemented by a matching soft top.

After the refurbishment was completed in April 2008, a FIVA passport was procured and 2180 was presented a month later at the Villa d'Este Concorso d'Eleganza in Italy, winning first in class. Later that year, the spider returned to America for presentation at one of the consignor's hometown events, the Classy Chassis Concours d'Elegance in Houston. The Maserati's post-restoration career also included substantial coverage by the motoring press, including a feature article by Massimo Delbò in the August/September 2008 issue of *Automobilism D'EPOCA*, and mention in various 2008 issues of *Classic Cars International*, *Auto d'Epoca*, and *Ruoteclassic*.

Perhaps the greatest honor that 2180 experienced was an invitation to be displayed at the Museo Enzo Ferrari in Modena, where an exhibit celebrating Maserati's 100th











anniversary was held from September 2014 to April 2015. Following the exhibit's conclusion, the consignor took advantage of the car's location in Modena by returning it to Autosport for additional attention. It was discovered that in originally building series-three spiders, Frua had modified the frames by adding smaller-tubing sections that were eventually prone to stress flex. Wishing to retain maximum authenticity, Autosport chose not to alter the original frame in any way, but added additional tubing sections for needed support to make the vehicle more roadworthy during driving events. This work was followed by another bare-metal repaint of the body in the proper factory color scheme.

Returned to the United States in June 2016, chassis no. 2180 offers its next caretaker a stunningly restored example of a Frua

masterpiece. It is very well documented with a factory build sheet, various correspondence, restoration photos and invoices, and copies of its magazine coverage. As the prototype of a nine-car production run, this rare open A6G/54 claims particular historical importance, while evidencing the artistic development of the celebrated Pietro Frua. With its superb current state of condition and running order, as painstakingly perfected by Modena's greatest restoration craftsmen, this beautiful Maserati sports-racer would make an important addition any collection.

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

## 62.

### 1953 BUICK SKYLARK

Chassis no. 17057172

322 cu. in. OHV V8-Engine  
Single Four-Barrel Carburetor  
188bhp at 4,000rpm  
Twin Turbine Dynaflo automatic transmission  
Independent Front Suspension – Live Rear Axle with Elliptic Leaf Springs  
4-Wheel Hydraulic Drum Brakes

- ★ One of only 1,690 examples produced
- ★ Immaculate restoration to Concours condition
- ★ Long term enthusiast ownership
- ★ The most desirable Buick of its era and most prestigious Skylark
- ★ Buick's 50th anniversary celebration and GM's 1953 Motorama star car



#### THE BUICK SKYLARK

Three special convertible models graced General Motors' 1953 catalogs. Cadillac's Eldorado featured standard chrome wire wheels and a top hidden, when lowered, by a body-color metal cover. The Oldsmobile 98 Fiesta came with every conceivable factory option except air conditioning. Both cars presaged the wraparound windshields that GM would usher in on the upscale marques for 1954. A model apart from the two was Buick's 1953 Skylark.

The Skylark was first displayed as a General Motors Motorama car in 1952, and it was essentially a factory-built "sport custom" that was based upon the Roadmaster convertible. The windshield was chopped four inches, the beltline was cut down and notched at the rear fender line, and the rear-wheel cutouts were rounded and raised to match those in the front fenders. The

model was noteworthy for lacking Buick's trademark "ventiports" on the front fenders, and it rode on standard Kelsey-Hayes wire wheels. While the Eldorado and Fiesta were based on standard convertible bodies, the Skylark was something completely different. Although on the Roadmaster chassis, it had its own distinctive fender lines, and unlike the sibling specials retained a simple curved windshield. Called the "Anniversary Convertible," it commemorated Buick's 50th birthday and came standard with virtually all options. With 1,690 built, the Skylark outsold the Eldorado and Fiesta by nearly three to one. While the Skylark name would continue as a limited-production model for 1954, and it would reappear in Buick's hierarchy for decades, the 1953 is considered the most special and sought after by collectors.

#### THE MOTORCAR OFFERED

This particular Skylark is a truly outstanding example that has received a no-expense-spared, nut-and-bolt, rotisserie restoration. Since the restoration was completed, the car has only been driven a few hundred miles, most of which were from partaking in shows and events.

The body of this 1950s icon is finished in Mandarin Red, which is in phenomenal condition. The extensive brightwork that adorns the body is equally impressive, possessing a deep and luscious shine. The superbly fitting white convertible top adds the perfect level of sophistication to the outward appearance while eluding to the interiors matching two-tone red and white color scheme. The upholstery work is truly exceptional and is sure to draw admiration from onlookers. Thankfully, the steering-wheel hub still retains the "Customized for





THE SKEEKS" engraving, signifying the name of its original purchaser. The attention to detail continues under the hood and on the undercarriage. The Fireball V-8 glistens in the engine bay, as do the spotless white wheelwells. Essentially, every element of the vehicle possesses an as-new/restored appearance.

The Consignor acquired the Skylark in its impressive condition in 2004. Since its acquisition, it has been maintained to the highest of standards. Among numerous other events, in 2008, the car was shown at the Greenwich Concours d'Elegance where it took home an award for being the most outstanding open car in its class. Surely one of the finest 1953 Skylarks available, this particular example is not to be missed.

**\$125,000 - 150,000  
WITHOUT RESERVE**



## 63.

### 1963 FERRARI 400 SUPERAMERICA COUPE AERODINAMICO Coachwork by Pinin Farina

Chassis no. 5029 SA

Engine no. 5029

3,967cc SOHC V-12 Engine

Triple Weber Carburetors

340 bhp at 7,000 rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ *Breathtaking example of Maranello's rare Pininfarina-bodied luxury flagship*
- ★ *Rare and desirable covered headlamp example with documented history by marque expert Marcel Massini*
- ★ *Matching numbers and Ferrari Classiche Red Book Certified*
- ★ *Pebble Beach Concours d'Elegance and Cavallino Platinum award winner*



#### THE 400 SUPERAMERICA

By late 1959 the Ferrari 410 Superamerica, the marque's legendary premium luxury touring model, had been in production for three years. Despite tremendous styling and plush appointments, the 410 had grown to be mechanically dated by its drum brakes and 4-speed gearbox. In response, Ferrari introduced a revised Superamerica at the 1959 Turin Salon with chassis improvements including Dunlop disc brakes at all four corners, and an overdrive unit that substantially increased the car's top speed.

Perhaps most importantly, the new Superamerica featured an entirely different powerplant than the evolution of big-block Lampredi engines heretofore utilized in predecessors such as the 342 America and 410 Super America. Ferrari instead reverted to the classic Colombo short-block, enlarging its mainstay engine to displace almost four

liters, and mounting it with the desirable Testa Rossa-style outside-plug cylinder heads (which provided easier plug changes and were less prone to failure because of individual porting).

The shorter Colombo motor also offered a lower physical profile that could facilitate a more aerodynamically raked hood. Pininfarina took full advantage of these dimensions in crafting a new streamlined coupe called the Superfast II, which debuted at Turin in 1960. The showcar's unique design included a small gaping-mouth grille and tapered fastback tail, elements that were soon replicated in series production in a bodystyle dubbed the Coupe Aerodinamico.

In September 1962, the 400 Superamerica was further improved with a longer wheelbase that increased cabin space.

Duplicating the 2,650 mm wheelbase of the concurrent 250 GTE 2+2, the LWB 400 Superamerica was built in a brief run of 25 examples, approximately 18 of which were clothed with Aerodinamico coachwork. These rare and beautiful cars were perhaps the apogee of the closed premium Ferrari grand tourer, and were originally purchased by some of the world's most elite motorists, including Gianni Agnelli, Michel Paul-Cavalier, and Nelson Rockefeller. Boasting power, exclusivity, and the finest of appointments, the striking 400 Superamerica Coupe Aerodinamico achieved a degree of refinement that Maranello has scarcely equaled since.





## THE MOTORCAR OFFERED

Claiming factory authentication and a documented history including a multi-decade period of single-family ownership, this breathtakingly restored long-wheelbase 400 Superamerica is one of the finest examples of the rare model. According to the research of marque authority Marcel Massini, chassis no. 5029 SA is the 32nd of 35 total examples built, including both short and long-wheelbase 400 Superamerica iterations. The car is additionally the 15th of 18 Coupe Aerodinamicos built on the longer Series II chassis, and one of 30 Aerodinamicos built in total.

After entering the Pininfarina plant for coachwork on July 11, 1963, the Superamerica was completed on November 14, finished in grigio argento paint and trimmed with an interior of red leather upholstery and matching carpets (a color

scheme that continues to distinguish the car today). The elegant coachwork featured the desirable closed-headlamp configuration that characterizes many of the greatest Ferrari designs, as well as many bespoke body and interior details tailored to the first owners wishes.

After a certificate of origin was issued in late February, the Superamerica was sold to its first owner, the Autoservizi Maggiore S.r.L., an automotive concern based in Florence. Founded by former motorcycle racer and 1924 Targa Florio (motorcycle) winner Vittorio Maggiore, the eponymous company was one of the first rental car providers in postwar Italy, and it soon became one of the country's most successful, eventually acquired by Avis/Budget in 2015.

Although the Aerodinamico was first





registered under the Maggiore company's name, in May 1965 the car was officially sold to Vittorio Maggiore and re-registered to his Rome address. Mr. Maggiore may have retained possession of the top-shelf Ferrari as late as 1970, when it was exported to the United States. Purchased then by Benjamin Caskey of Palm Beach, Florida, the 400 Superamerica was repainted in dark blue metallic. As a member of the CCCA and

AACA, Mr. Caskey dutifully maintained the Superamerica until his passing in 1987, after which his widow essentially stored the car for the following decade.

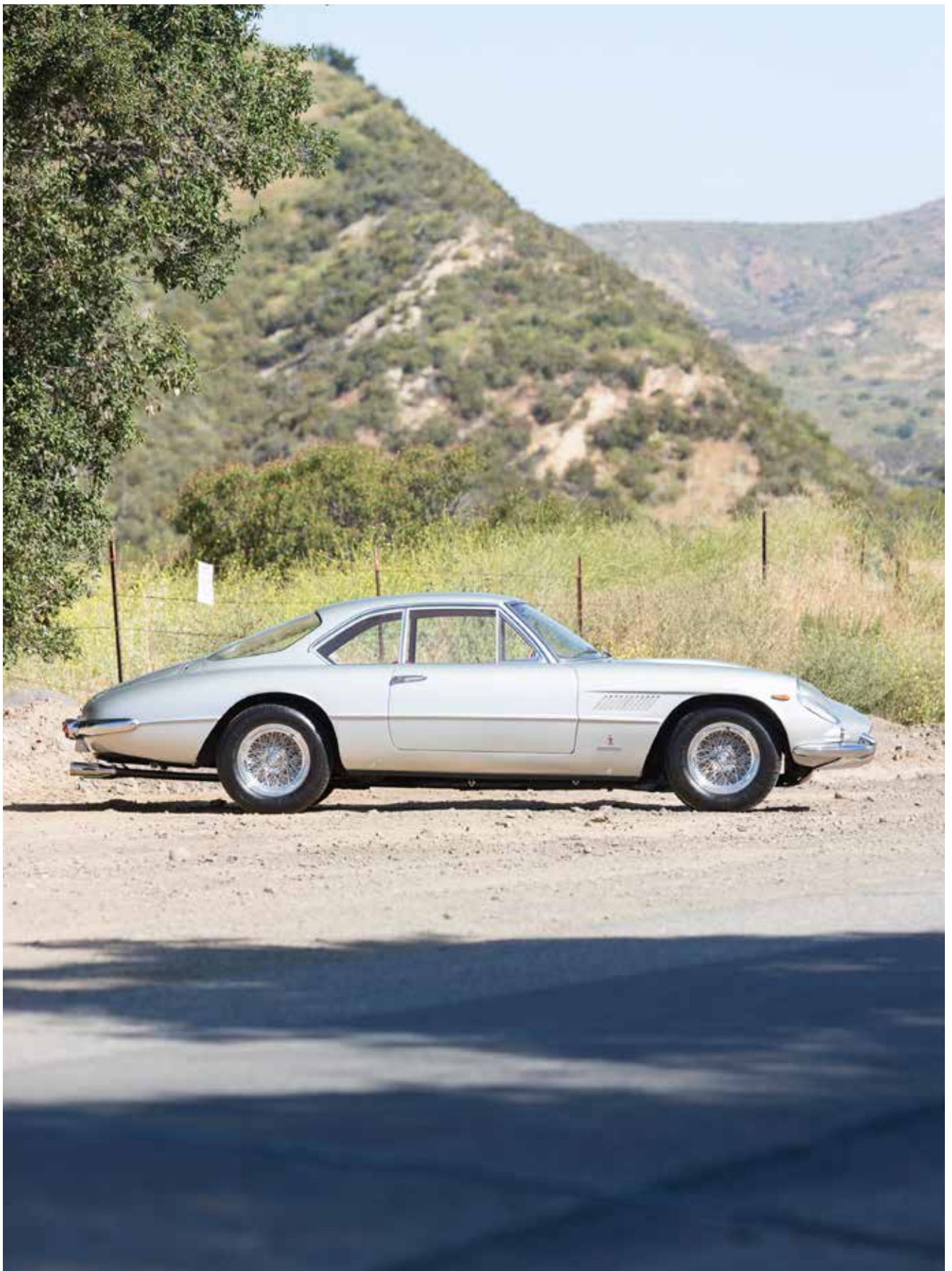
After sitting unused for ten years, 5029 SA was acquired in 1997 by dealer Mark Smith of Skippack, Pennsylvania, and the car was mechanically freshened for use but remained a well-sorted driver that had never been fully restored. In late 1997, the Ferrari was sold to Swiss collector Massimo Rossi, and he entrusted a full engine rebuild to Oldtimer-Repair Ltd. in Toffen, with the assistance of Ferrari Suisse SA. In 2001, Carrozzeria Zanasi in Maranello conducted a full coachwork restoration, including a bare-metal repaint in the original factory color of grigio argento (gray silver). Tappezzeria Luppi in Modena was retained to reupholster the interior in proper red leather with black

and red carpeting. Following the completion of this rejuvenating process in 2001, the Superamerica was examined by FIVA's scrutineers and a desirable FIVA passport was issued.

Mr. Rossi occasionally enjoyed the superb Aerodinamico at prestigious events, including the Coppa Milano-San Remo gathering in March 2004, and in late 2005 he sold the car to Mr. Massini. The marque historian immediately brokered a sale to noted Ferrari collector Lee Herrington of Bow, New Hampshire, who retained possession for a few years before selling the Superamerica in early 2008 to the well-known Andrews Collection in Fort Worth, Texas. Chassis no. 5029 SA was then displayed in March 2010 at the Amelia Island Concours d'Elegance, and in January 2011 at the XX Cavallino Classic in Palm Beach, Florida, where it handily won an FCA Platinum award.













In May 2015, the beautifully refurbished 400 Superamerica was acquired by the consignor, a Southern California-based enthusiast. The new owner presented 5029 SA in August at the Concours on the Avenue in Carmel-by-the-Sea, winning the Ferrari Cup. Three months later the factory issued a highly desirable Ferrari Classiche Red Book that confirms the presence of the car's original matching-numbers drivetrain elements (with the exception of the gearbox, which is the correct type). In August 2016, the Superamerica's exhibition campaign continued with a class award at the prestigious Pebble Beach Concours d'Elegance.

Accompanied by a toolkit, jack, and an original owner's manual, 5029 SA offers its next caretaker a continued show career at FCA events and premium concours

d'elegance. As one of just 18 Coupe Aerodinamicos built on the long-wheelbase 400 Superamerica, this car boasts nearly unparalleled rarity for a roadgoing Ferrari of the 1960s. It unquestionably merits the serious consideration of passionate Ferrari collectors worldwide. A truly elegant, powerful and bespoke automobile.

**REFER TO DEPARTMENT**

## 64.

### 1956 PORSCHE 356A 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 81216

Engine no. 66322 (see text)

1,582cc OHV Flat 4-Cylinder Engine

2 Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Highly desirable Porsche sports car model*
- ★ *Dry stored for many years*
- ★ *Excellent potential for vintage events*
- ★ *Perfect candidate for the restoration of an icon*



#### THE PORSCHE 356 SPEEDSTER

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. A Cabriolet followed hot on the heels of the original Porsche 356 Coupe, and then in 1952 a trial batch of 15 America Roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model.

The Roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954. The Speedster's inspiration is also credited to John Von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built Coupe in the late 1940s to create a lightweight competition car. Explaining such a car's

appeal Neumann once said: 'Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow over the door and the girls can see them in the car.' Plus ça change...

Instantly recognizable by virtue of its low, wraparound - as opposed to V-shaped - windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats - all of which served to emphasize its sporting image - the Speedster was, in effect, an 'economy' model intended to compete with the cheaper British sports cars. The Speedster was powered initially by the 1.5-liter version of Porsche's horizontally opposed four, gaining the new 1.6-liter, 60bhp engine with the introduction of the improved 356A in 1955. Priced at \$2,995, the Speedster was the lightest of the 356s,

enjoying a commensurate performance boost that meant over 100mph was possible.

Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.





## THE MOTORCAR OFFERED

When released from the factory in early 1956, this Porsche 356A Speedster was dressed in red paint, with a black leatherette interior and the special option of sealed beam headlights. According to research by the owner, the car has never been fully restored and was in storage for much of its life.

Although ownership of this Porsche is largely undocumented, we know that the car was purchased by William Benz of San Jose, California in 1978. It was much loved and driven regularly by Mr. Benz, and at some point – probably in the early 90s – the car underwent an engine change and the original 1956 1600cc motor, number 60562, was replaced by a correct 1600cc engine from 1957. The car also received some bodywork, including new floor pans, a partial nose replacement and the exterior paint was switched from red to white. After

years of driving pleasure, Mr. Benz placed his Porsche in a dry storage facility in March of 1999. In 2015, the facility closed and the car was garaged at the owner's home, until Mr. Benz' widow decided to sell the car to the consignor earlier this year. After sitting in dry storage for 16 years, the car was well preserved, but not running. The new owner drained the gas tank and turned the key. That day a new phase of this Porsche's biography began.

The 356A Speedster was Porsche's ultimate expression of the raw sports car. Very few unrestored Speedsters still exist, offering the new caretaker a unique opportunity to create an 'Outlaw', by undertaking some work on the engine, brakes and transmission, to render it a superb participant in any number of significant rally events, such as the Copperstate 1000 Road Rally. Alternatively,

working with the solid bones of a 'sleeping beauty' the purist may prefer to restore this car to the original automotive splendor of the 1950's 356A Speedster, and evoke the spirit of Porsche's exotic sports car legacy.

**\$275,000 - 325,000  
WITHOUT RESERVE**

# 65.

## 1972 FERRARI 365GTS/4 DAYTONA SPIDER

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 16573

Engine no. B2506

4,390cc DOHC V-12 Engine

Six Weber Carburetors

352 bhp at 7,500 rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- ★ *Comprehensive restoration by the late Wayne Obry's Motion Products*
- ★ *Displayed when new at the Miami Motor Show*
- ★ *Platinum awarded at multiple FCA events.*
- ★ *Authentically refinished in the original factory color combination*
- ★ *Accompanied by owner's manuals and toolkit and original bill of sale*



### THE FERRARI 365 GTS/4 DAYTONA SPIDER

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

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

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

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

available at 5,500rpm. Dry-sump lubrication permitted a low engine installation, while a five-speed transaxle enabled 50/50 front/rear weight distribution to be achieved. The chassis embodied long-standing Ferrari practice - being comprised of oval-section tubing - the all-independent wishbone and coil-spring suspension was a more recent development though, having originated in the preceding 275GTB.

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





### THE MOTORCAR OFFERED

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

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

This breathtaking, award-winning Daytona Spider claims modest use by just a handful of owners during the course of its life, resulting in one of the finest examples of the rare model to be offered in many years. According to SEFAC delivery sheets that are retained in the car's file, chassis no. 16573 completed assembly in December 1972 and was distributed in August 1973 to the well-known Chinetti-Garthwaite importership in Paoli, Pennsylvania.

As a desirably equipped example specified for the United States, 16573 was fitted with factory air conditioning, a radio, and instruments in miles. The handsome Scaglietti coachwork was finished in Marrone Colorado (Colorado brown) paint with a complementary chocolate soft top, and the interior was trimmed with beige vaumol leather, a color scheme that has been

faithfully replicated today. In October 1973 the Ferrari was sold by Chinetti-Garthwaite to Orange Motors of Miami, and according to marque authority Marcel Massini the car was then displayed at the Miami Motor Show.

In February 1974 the 365 GTS/4 was delivered to its first private owner, Robert Gittleman of Coral Gables, Florida, and by 1977 the car had passed to Tom Turnas of Sterling Heights, Michigan. A letter from the factory in the Daytona's file indicates the owner's intention of proving the car was authentically built as a spider, and not an aftermarket conversion of any kind. The factory's reply, of course, assured Mr. Turnas that his Ferrari was one of the rare factory-built open Daytona's.

By 1978, the 365 GTS/4 was owned by Jake Weaver of Brandon, Missouri, and









two years later it was sold to Terry Jones of Cerritos, California, who repainted the car and offered it for sale, at which time the odometer reportedly displayed 7,753 miles. Briefly passing through the dealership of the well-known Chicago-based Ferrari collector Joe Marchetti in 1985, the spider was purchased by Dr. Tom Murphy of Evanston, Illinois, the respected late collector who would later contribute to a 26th-place finish at the 1999 24 Hours of Daytona. Dr. Murphy retained possession of the Ferrari for over 10 years, during which he presented it at the FCA International Concours d'Elegance at Monterey, California, in August 1994.

In January 2000, the fine Daytona was acquired by collector Steve Levy of Chicago, and in September 2008 he commissioned a comprehensive restoration by the marque experts at Motion Products

in Neenah, Wisconsin. As demonstrated by dozens of invoices and photographs, 16573 was completely disassembled and treated to a comprehensive restoration including a full refurbishment of the chassis, coachwork, interior, and electrical systems. The exterior was refinished in proper Marrone Colorado paint, while the interior was trimmed with all new beige upholstery with black seat bolsters.

Registered with Illinois tags reading "QTE NICE," the pristinely restored Daytona was presented by Levy at the FCA's 45th Annual National Field and Driving Concours at Elkhart Lake, Wisconsin, in July 2009, winning a Gold award. At the XIX Cavallino Classic in Palm Beach, Florida, in January 2010, the car won a Platinum award, and in July 2013 it returned to the FCA Concours at Elkhart Lake, winning another Platinum award. The spider's recent

show record concluded with display at the FCA's Ferraris on Oak Street Concours in Chicago in June 2014.

Currently displaying approximately 17,674 miles, which are believed to indicate actual mileage, this exquisite 365 GTS/4 would make a wonderful addition to any collection. It is documented with a manufacturer's certificate of origin, original bill of sale, SEFAC delivery sheets, paperwork from Chinetti-Garthwaite, a history by Marcel Massini, and a stack of invoices from the 2009 restoration. Also accompanied by manuals and a complete toolkit in proper pouches, this outstanding rare Ferrari retains its original matching numbers engine, and would wonderfully complement any sports car collection.

**\$2,700,000 - 3,000,000**

# 66.

## 1966 JAGUAR E-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E13757

Engine no. 7E10599-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Originally owned by Bobby Darin, singer and screen star*
- ★ *Meticulously restored by renowned marque specialists*
- ★ *Matching-numbers example in spectacular triple-black livery*
- ★ *Accompanied by documentation and JHTC*



### THE JAGUAR E-TYPE

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

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

applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the

4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.





## THE MOTORCAR OFFERED

This stunning E-Type benefits not only from an extensive, recent restoration, but also from celebrity ownership, as the personal car of Bobby Darin, world famous singer, songwriter, television and silver screen star. His ownership is documented on a Colorado title from 1975, which accompanies the car. Truly magnificent in its triple black livery, this E-Type is a particularly desirable model as it is one of the very last 4.2 liter examples to sport the coveted covered headlights. It was completed on October 22, 1966, and shipped on November 16 as a factory left-hand drive model to a Jaguar Cars distributor in New York.

The car was then sold through a dealer in Pasadena, California, to Bobby Darin. Following Darin's death, the car was sold through his estate to Barry Serlis of Longmont, Colorado, in 1975, and then four

years ago it was acquired by the current owner in California.

Always meticulously maintained and serviced, without modification or body work, the car was superbly preserved, and the current owner commissioned an open-wallet, nut-and-bolt restoration by marque specialist David Ferguson, of Images Auto Body, Campbell, California. The restoration was completed in February 2016, to concours standards, and is fully chronicled with photographs, receipts and invoices.

As is evident from the accompanying documentation, the car was stripped back to the bare metal tub and reassembled according to factory specifications. Only correct, dated components were used in the rebuild, each individually restored and installed with extreme attention to fit and

finish. As might be expected of an automobile of this caliber, the engine, chassis, body and gearbox numbers all match, and the car presents today in its original triple black combination, in accordance with the Jaguar Heritage Trust Certificate included in the paperwork. Beautifully finished, mechanically correct and aching to get back on the road, this fabulous E-Type brings its new caretaker the prestige and power of an iconic marque – plus the kudos of Hollywood celebrity ownership.

**\$225,000 - 275,000  
WITHOUT RESERVE**

Please note this car is titled as a model year 1967.

# 67.

## 1968 MASERATI MISTRAL 4000 SPYDER

Coachwork by Frua

Chassis no. AM109/SA1 691

Engine no. AM109/SA1 691

4,014cc DOHC 6-Cylinder Engine

Lucas Mechanical Fuel Injection

265bhp at 5,600rpm

5-Speed ZF Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ One of 120 Mistral Spyders built, of which just 37 were fitted with the 4-Liter engine
- ★ Matching numbers example
- ★ Documented ownership history and Maserati Classiche documentation
- ★ Multiple Concours award winner
- ★ Offered with tools, manual and fitted luggage



### THE MASERATI MISTRAL

We do not suppose there are many cars whose names conjure up an aura of exotic glamour to the same extent as that of Maserati. Even now, many years after the company has withdrawn from any form of competition, past glories linger on. Sporting Motorist.

Maserati's survival strategy for the 1960s centered on establishing the company - which hitherto had mainly concentrated on its Grand Prix and sports car racing activities - as a producer of road cars. The Modena marque's new era began in 1957 with the launch at the Geneva Salon of the Touring-bodied 3500 GT. A luxury '2+2', the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones

and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500 GT's 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, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

Last of these classic six-cylinder Maseratis, the Pietro Frua-styled Mistral commenced production in 1963. The 3.7-liter version of the manufacturer's long-stroke engine was

fitted to most cars, while a more powerful 265 HP 4.0-liter version was fitted to later Mistrals. A handsome two-seater on a shortened, square-tube chassis, the Mistral was built in Coupe and Spyder versions. The body is mostly alloy making it the shortest and lightest of the Maserati models produced in the 1960s and 1970s. A five-speed ZF gearbox, disc brakes and fuel injection were standard equipment; almost all were fitted with Borrani wire wheels. Production ceased in 1970, by which time a total of 828 Coupes and 120 Spyders had been built. Of these, only 37 were 4.0-liter Mistral Spyders, making this particular model on offer the ultimate and rarest variant.





## THE MOTORCAR OFFERED

This Maserati Mistral Spyder was built on December 19, 1967. This is one of the 37 late production Mistral Spyder, fitted with the 4.0-liter engine, which was most powerful version of Maserati's famed DOHC six-cylinder engine. The late 4.0-liter cars were also fitted with an uprated dry style Lucas mechanical injection, that utilized gasoline instead of engine oil as its lubricant. It is known from records on file that the car was originally ordered in the combination of Argento Auteuil Metalizzato (silver), with Marrone (brown) interior. First owner was Signor Rol of Torino, an ex- Maserati works driver who had campaigned 4CLT and A6GCM racing Maseratis from 1946 to 1950. It is uncertain how long Signor Torino kept the car, but it was imported to the USA, in the early 1970s.

The first known American owner was Joseph E. Phillips of Fort Collins, CO. The date that

Mr. Phillips purchased the car is unknown, but he did retain the car until 1982. At this time, the car passed to Mr. Ken Swarzwald. Mr. Swarzwald owned the car until 2002, and during his ownership the car went through a variety of major service work. In 2002, the car then passed to Mr. Will Stevenson of Bellingham, WA.

Mr. Stevenson retained the car until 2005 when it passed to the consigner. At the time the car had been repainted a root beer brown, with a tan interior and top. The car had been wonderfully maintained. The engine compartment was wonderfully complete and still retained its original dry (gasoline lubrication) Lucas injection system.

The consigner decided to embark on a restoration to return the car to its original silver color. The car was stripped down to

bare metal, and the body was found to be in very good condition and was incredibly straight. It was then refinished in its original Argento Auteuil Metalizzato (silver). The tan interior that had been fitted was not in proper Maserati leather. After much consideration, the owner decided to change the interior color to red. Proper Maserati "printed and crushed" leather was procured. During this process, the owner had a set of proper Maserati Luggage reproduced in matching red leather. The car was then fitted with an attractive black soft top.

During the cosmetic restoration, the mechanicals of the car were attended to as well. The engine had been rebuilt during the 1970s and had very few miles on it. One problem with the later Mistral cars was the fuel system. Knowing this and planning to use the car, it was decided to fit the car with







an additional fuel pump, which allows the driver to switch between the pumps, as was installed by Maserati on some Mistral. This avoids the unit overheating, and a backup fuel pump contributes immeasurably to security on the road, particularly in situations while touring or rallying.

Since this work was completed the car has traveled 7,000 trouble free miles. It has also been shown and has won awards at Amelia Island, Hilton Head, and the Keenland Concours. It has been impeccably maintained, and presents very well today.

Anyone who has ever driven a 6-cylinder Maserati will tell you that they are an incredible driving experience. Driving a 1960s rare Italian classic in any number of events will give the new owner unparalleled opportunities for touring in the grand

manner. This car's remarkable history and its marvelous presentation make it a coveted usable asset for the serious enthusiast.

**\$750,000 - 900,000**

# 68.

## 1904 HUMBER 8.5HP TWIN-CYLINDER TWO SEATER

Chassis no. 2411

Engine no. B5413

1.3 Liter Inline 2-Cylinder Engine

8.5bhp at 1,000rpm

3-Speed Transmission

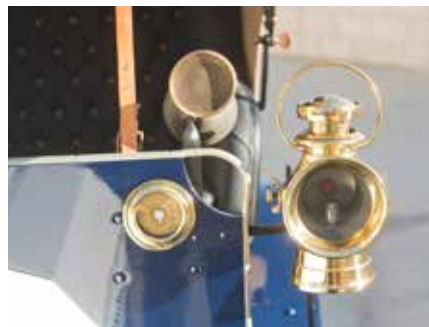
Front and Rear Leaf Spring Suspension

2-Wheel Contracting Band Brakes

- ★ *Veteran Car Club of Great Britain dated*
- ★ *Entered for the 2017 London to Brighton run*
- ★ *Powerful 8.5 horsepower Twin-Cylinder engine*
- ★ *Former cover car of Motor Sport magazine*



The Humber on the cover of Motorsport, 1961.



### HUMBER LTD.

Like so many of his contemporaries in the British motor industry, Thomas Humber set up in business as a cycle maker in 1868, before graduating into motorcycle, tricycle, forecar and motor car manufacture. Even airplanes were on the agenda at the time of Thomas Humber's death in 1910. The latter part of the 19th Century saw Humber sucked into the mighty H.J. Lawson empire, manufacturing motorcycles and De Dion Bouton-type tricycles, however by 1900 relations with Lawson were wisely severed and Humber Ltd. commenced motor car manufacture independently.

Famed engineering designer Louis Herve Coatalen, who would later be instrumental in Sunbeam's racing successes, was already by 1901 a key and influential member of the Humber design staff and by 1903 single, twin and four cylinder cars appeared in Humber's

sales catalogues. Another major contributor was John Budge, who arrived on the team in 1904, and it was shortly after this that Humber began offering the model which we present here, a 'beefed up' version of their smaller cars, powered by a two cylinder, 1.3 liter engine, which was rated locally at 8.5hp.

Driving through a three-speed gearbox and normally equipped with a four seat touring body, Humber marketed these cars at roughly £260, or the equivalent of \$1,260. It is not known how extensive their production actually was, but very few have survived to this day.

### THE MOTORCAR OFFERED

A well-known example of the model it has a recorded history back to its earliest days. By the merit of the British license plate system, and knowing that the car wore the distinctive British license plate 'DL 39', this correlates to it being the 39th car ever to have been registered in the "DL" prefixed region of the UK, which is the Isle of Wight, a small island off the South Coast of England.

The Humber passed into its last but one owner's hands some 67 years ago, in 1950, and following an extensive restoration would become a regular sight on the famed (now Bonhams-sponsored) London-to-Brighton Run in the UK. It completed no less than 40 consecutive editions of this event, on one occasion being photographed on London's Westminster Bridge and subsequently pictured on the cover of Motor Sport magazine in 1961. A copy of this issue will





accompany the sale of the car today. The Humber was retired from use in 1991, and in 2000 the Brooks/Bonhams team were entrusted with its sale, at which point it left the UK and came into the hands of a prominent US vintage car collector.

By 2000, the aging Humber was in need of restorative attention, which the then owner wisely undertook. Work included attention to the mechanicals, with parts replaced or refurbished as necessary, these aspects of the restoration being carried out by the late Jay Steele of Taylor Engine in Whittier, California. The aesthetics were handled in house, with paint refurbished to the extremely attractive dark blue and white scheme it wears today, and the upholstery handled by Costa Mesa Upholstery. To finish things off appropriately, the Humber received a new top in contrasting fawn cloth.

Since that time it has been displayed within private museum collections, but it has been recently recommissioned and is entered for this year's edition of the London to Brighton, where it will no doubt be welcomed again after nearly two decades in America.

Today this pretty veteran Humber remains extremely handsome and well presented, with all of its brass brightwork highly polished. Although remaining in the two-seater form that it has been presented in for at least the last six decades, given its technical specification it would no doubt comfortably have the performance to carry additional seating, should its next owner wish.

**\$135,000 - 165,000**

69.Ω

## C1975 LANCIA STRATOS HF 'JOLLY CLUB' CONTINUATION Coachwork by Bertone

Chassis no. 829AR0 0000008

Scocca no. 1240 487

Engine no. AR0829000 0000008

2,418cc DOHC Ferrari Dino V6 Engine

Triple Carburetors

192bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Excellent patina throughout and less than 12,700 kms on the odometer*
- ★ *In current ownership since 1989*
- ★ *Striking color combination*
- ★ *One of circa 35 Stratos completed by legendary Autosport Jolly Club*



### THE LANCIA STRATOS HF

A limited production 'homologation special', the Lancia Stratos is historically significant as the first car from a major manufacturer conceived specifically for rallying. The spearhead of Lancia's international rally campaign in the 1970s, the Stratos had its origins in a Fulvia-powered, mid-engined design exercise by Marcello Gandini first exhibited on Carrozzeria Bertone's stand at the 1970 Turin Motor Show. Also, the work of Gandini and Bertone, the production Stratos of 1972 retained the striking 'wedge' styling of its forbear but employed the powerful Ferrari Dino 2.4-liter V6 engine. The latter was housed in a robust steel monocoque body tub clad in glassfibre coachwork.

That such a daring design actually made it into production is mainly due to Cesare Fiorio, co-founder of the HF Corse team that had become Lancia's official competitions

department in 1965. Lancia was already enjoying considerable success in international rallying with modified versions of the Fulvia, but in the Stratos, Fiorio saw an opportunity to create a purpose-built rally car from the ground upwards. He was an admirer of Ferrari's quad-cam V6 motor, having evaluated a Dino for rallying purposes, and Enzo Ferrari was duly persuaded to come on board as the engine supplier. The stubby, mid-engined Stratos looked nothing like a traditional rally car, but then Fiorio knew exactly what he was doing.

As befitted a car purpose built to cope with all types of rallying, the Stratos came with fully adjustable, all-independent suspension by double wishbones and coil springs, plus four-wheel disc brakes all round. With 190bhp on tap, the production road-going (Stradale) version was good for 225km/h.

The works Group 4 rally cars were, of course, considerably more powerful, but reliability problems meant that success was slow to come. After its initial major victory in the 1974 Targa Florio, the Stratos went on to dominate international rallying, Lancia winning the World Rally Championship of Makes in 1975 and 1976.

Works pilot Bernard Darniche triumphed twice in the world's premier drivers' competition - the European Rally Championship - in 1976 and 1977, and the Stratos helped Markku Alen to the inaugural World Drivers' Championship in 1978. Alen's season had been split between the Stratos and the FIAT 131, and it was the parent company's political decision to favor that latter, rather than any lack of competitiveness, which saw the incomparable Stratos phased out, though





private entrants continued to enjoy success at international level into the early 1980s.

Incredible as it may seem today, after the 500-or-so cars required for homologation had been completed in 1975, the vast majority remained unsold due to lack of demand. (As it happens, that crucial '500' figure was never reached, one widely circulated estimate stating that only 492 were built).

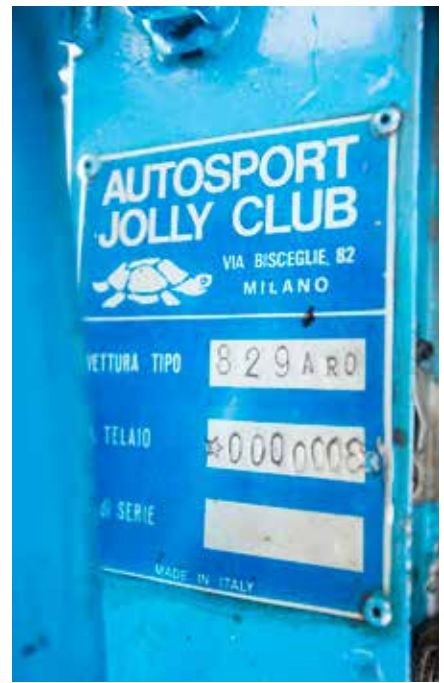
Almost as soon as it ceased active competition though, the car's historic significance was recognized and prices soared. A few remaining Bertone-built unfinished cars were purchased by legendary racing team and car manufacturer; the Milano-based Autosport Jolly Club. Jolly Club would assemble these cars to the stock Stratos HF Stradale configuration, and sell them on. It was a time in Italy, where cars

sold as parts would fall into a much more attractive tax bracket, so these Jolly Stratos' became very popular.









## THE MOTORCAR OFFERED

Finished in the sporting livery of turquoise blue with white rear spoiler, hoop and wheels over a matching blue interior, this Stratos HF Stradale looks striking indeed. The car was built at Bertone with Scocca number 1240 487, yet left unfinished when Lancia ended production. The car became one of the Stratos HF's finalized by Autosport Jolly Club in Milan, where it was given chassis number 829AR0 0000008 and matching engine number AR0829000 0000008. The turquoise Stratos is believed to have been delivered new to Stratos-hungry Switzerland, where it was owned by a Zurich-based gentleman by the name of Amoruso Euegen Damiano in 1988. The car was purchased here by well-known collector car dealer Ed Waterman in 1989, and in turn sold to a renowned collector from Central America. The Stratos has remained in this ownership ever since, forming part of an incredible Group B rally car collection.

With less than 12,700 kilometers (7,900 miles) on the odometer – a figure indeed believed to be original – This striking Stratos HF Stradale displays a wonderful patina throughout. The paint appears to never have been stripped or redone, and the interior is believed to be equally original; right down to the fragile 'bath towel-like' seat covers. A full service would be recommended before use. The car's history file includes many photos from when the car was purchased in Switzerland in 1989, as well as a Lancia Stratos sales brochure, owner's manual, and copies of Swiss registration paperwork.

**\$400,000 - 550,000  
WITHOUT RESERVE**

Please note this car is titled under the model year 1974

## 70.

## 1959 AC ACE-BRISTOL

Chassis no. BEX 1003

Engine no. 100D2 881

1,971cc OHV Inline 6-Cylinder Engine

3 Solex Downdraft Carburetors

130bhp at 5,750rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc/Rear Drum Brakes

- ★ Offered by the original owner
- ★ Highly correct, numbers matching example
- ★ Complete body off restoration
- ★ Eligible for the most desirable events
- ★ Impeccable and documented history including period racing provenance



## THE AC ACE-BRISTOL

'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - AC Heritage, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-liter, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955, AC added a hardtop version - the fastback-styled Aceca - and from 1956 onwards both models became available with the more powerful Bristol 2-liter, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. Although taller and heavier than AC's own engine, the BMW-based Bristol was considerably more powerful thanks to its superior cylinder head design and down-draught carburetors. Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace could touch 120mph (195km/h), while around 150bhp could be wrung from it for racing.

The Bristol-engined Ace was not only more powerful, it was also considerably more expensive, costing £2,011 in 1957, an increase of 22% over the price of the AC-engined version. For that you could buy two MGAs, and even Jaguar's XK140 was

cheaper than the Ace Bristol. Nevertheless, by the time Ace production ceased in 1963, more than half the 723 cars built had left the factory fitted with Bristol engines.

The combination of a fine-handling chassis and a decent power-to-weight ratio helped the Ace to numerous successes in production sports car racing; arguably its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.





## THE MOTORCAR OFFERED

In 1959, it became obvious to the consignor that his race prepped Triumph TR3 was not going to be competitive in its class and so began the search for his dream car. In September of 1959, his search ended when he found a 1959 AC Ace-Bristol at Motorsport Corp. in Santa Fe, N.M. The dealer was in some financial trouble as they were trying to sell some rather expensive cars that were void of heaters, as a result the dealer was only in business for 2 years. With the help of his credit union and brave father who co-signed for the car, the consignor purchased BEX 1003 for \$6,495 plus tax and fees.

The following spring the the consignor began racing at the airport course in La Junta, Colorado, and at CDR, the SCCA track in Colorado Springs. He won his first two races, placed second in his third race, and won his class in the feature. He would go on to

win a total of 12 races over the two seasons he campaigned. The consignor considers himself very lucky to have raced with (but of course not against) the Meisterbrau Scarabs, Ferrari 250TRs, Maserati Birdcages, and Aston-Martin DB3S, among many other top competitors and references this as "the best time of my life". In February of 1962, the consignor was drafted into the army at which point the car was tucked away and would await his return. Upon returning from the service, the car was used as a road car until 1972 when it was parked due to low oil pressure.

In 1999, the consignor and his wife made the decision to restore BEX 1003 back to its former glory. The car was fully disassembled, with the body being removed from the frame. The body was brought down to the bare aluminum using aircraft stripper, while the









frame was sandblasted. All of the imperfections in the body were tapped out and about four inches of the body was removed and replaced with new aluminum due to some deterioration. On the frame, the two small tubes from the wheel wells to the cab were showing signs of rust and as a result, were replaced with new, high quality steel. The flawless body was then repainted in its original shade of Old English White and re-riveted to the freshly painted frame using the original holes. The original engine was torn down and fully rebuilt to factory spec by Gary McGlasson Racing Engines in Albuquerque, as was the suspension, tie-rods, u-joints, differential, radiator, fuel tank, brakes, and hydraulics to name a few. The car was then taken to Farland Classic Restoration in Denver, Colorado where at great expense, the interior, trunk, and top were redone using

the highest quality materials in the correct and original colors. All of the instruments are original and were restored by Nisonger. After the car was complete, it was trailered back to McGlasson's shop where fine tuning and road testing were performed to ensure everything was fully sorted. Since the completion of the almost four yearlong, \$100,000 plus restoration, the car has traveled less than 1,000 miles.

BEX 1003 is offered with an impressive list of accompaniments which includes the original knockoffs, the original owner's manual, the original workshop manual for the engine and transmission, the original spare tire with original red Michelin tube, the original bill of sale, and numerous period photos and trophies from the car's early competition days. The sale of BEX 1003 offers an incredible opportunity to acquire an

Ace-Bristol with known history from new that includes great period racing provenance – this opportunity is made even more special when considering that the car has been under the care of one dedicated enthusiast it's entire life!

**\$300,000 - 350,000**

71.Ω

## 1976 MASERATI KHAM SIN

Coachwork by Bertone

Chassis no. AM120-210

Engine no. AM120-210

4,930cc DOHC V8 Engine

Bosch Electronic Fuel Injection

320bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Coil Spring Suspension

4-Wheel Power-Assisted Hydraulic Disc Brakes

- ★ *Desirable European 5-speed version with just one owner from new*
- ★ *Fewer than 28,000 original kilometers*
- ★ *Exquisitely and extensively documented from new*
- ★ *Beautifully preserved and highly original condition*



## THE MASEARTI KHAM SIN

Maserati's final major introduction while under Citroën's control, the Khamsin - named after a hot Sahara Desert wind - debuted at the 1972 Turin Show and entered production in 1974. Styled and built at Bertone, the Khamsin's attractive, unitary-construction, 2+2, hatchback body was of all steel construction. The front-engined Khamsin featured state-of-the-art, all independent, double-wishbone suspension similar to that of the mid-engined Bora and Merak which, combined with a 50/50 front/rear weight distribution, endowed the Khamsin with near perfect balance; and if its grip level was ultimately inferior to the Bora's, then the Khamsin's conventional layout made it easier to control close to the limit.

Citroën's hydraulic technology (as found in the Maserati-engined Citroën SM) was employed to power the brakes and steering

- the latter, in particular, being rated as highly effective by testers - and also to raise the concealed headlamps. The power unit was a longer-stroke, 4.9-liter version of Maserati's familiar quad-cam V8 developing 320bhp at a lowly 5,500rpm and a lusty 354lb/ft of torque at 4,000 revs. A five-speed ZF manual gearbox or three-speed Borg-Warner automatic transmission were options, and when equipped with the former the Khamsin was good for around 240km/h (150mph).

Although seemingly less exotic than the mid-engined Bora supercar, the Khamsin was Maserati's biggest-engined and most expensive offering at the time of its introduction, and thus could justifiably claim to be its top-of-the-range model. By virtue of its front-engined layout, the Khamsin offered greater practicality, providing a roomier and more comfortable interior and superior luggage carrying capacity.

A mere 430 examples of this most exclusive and consummate Grand Routier had been made when production ceased in 1982.





## THE MOTORCAR OFFERED

Finding a Khamsin is rare—finding a single owner from new example is nearly impossible. This Khamsin was ordered new by the seller in the summer of 1976 and produced on July 27, 1976. Finished in Luci del Bosco over Marron hides with a ZF manual gearbox, the original purchase invoice indicates the price paid for the new Maserati was \$19,000. The car was equipped for European market specifications, with the slim bumpers and metric gauges. Per the original warranty card on file, delivery was completed on June 20, 1977 with the warranty lasting for all of six months.

Showing just under 28,000 kilometers from new, this beautifully preserved, one-owner from new Maserati is accompanied by reams of rarely seen paperwork and documentation that only an original owner would have amassed and only a true enthusiast would

have kept. Paint and fabric swatches provided to aid in choosing the livery of this car start the documentation while the original sales brochures, order invoice, bill of sale, importation records, warranty card made out to the sole owner, owner's handbook, tools, correspondence and records round out the remaining four decades of history. This exquisitely documented and beautifully original single-owner Khamsin represents a lifetime of care and record keeping. It is most certainly an opportunity not to be missed.

**\$175,000 - 225,000  
WITHOUT RESERVE**

## 72.

### 1966 SHELBY GT350 H FASTBACK

Chassis no. SFM6S1183

289ci OHV V8 Engine  
Single Four-Barrel Holley Carburetor  
306bhp at 6,000rpm  
4-Speed Manual Transmission  
Front Independent Suspension - Live Rear Axle  
Front Disc - Rear Drum Brakes

- ★ *Desirable Hertz 'Rent-a-Racer' Shelby GT350*
- ★ *Factory-delivered in rare and striking Sapphire blue*
- ★ *Beautifully presented throughout with much restoration work done*
- ★ *Great Shelby for high speed rallies such as the Copperstate 1000*



#### THE SHELBY GT350

Ford created a new class of car almost overnight with the introduction of the Mustang Sports Coupe partway through the 1964 season, catching the rest of the US auto industry off-guard. The brainchild of Lee Iacocca, subsequent savior of the Chrysler Corporation, the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of Iacocca's long career with Ford.

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. Capitalizing on his success, Shelby began manufacturing a Shelby GT based on the Mustang, 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 high-performance small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A 4-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, 3-speed automatic soon became available as an option. 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 centerline.

In 1966, Carroll Shelby, as shrewd a business man as he was a racer, struck a deal with Hertz to offer a high-performance rental car to the public for the first time. This made the

legendary performance of the Shelby GT350 accessible to the public. Enthusiasts that might not have been able to afford such a car could now rent it on a Friday afternoon and drop it off at Hertz on Monday morning, after a weekend full of racing or high-speed cruising. The cost to rent all this performance was just \$17 a day and 17 cents per mile. One thousand GT350s, with the majority finished in Hertz's colors of black and gold, were delivered to the company for use around the country in 1966.





## THE MOTORCAR OFFERED

This striking Shelby GT350 - chassis number 6S1183 - was shipped from Carroll Shelby's headquarters in Los Angeles, California on February 28th 1966, destined for Schwister Ford of Milwaukee, Wisconsin. The new Shelby was finished in Sapphire Blue and Hertz trim, with a radio, chrome Magnum wheels and brake booster equipped as accessories. Schwister Ford performed the dealer preparations on the GT350, and then delivered it to the local Minneapolis Hertz agency. The stunning Sapphire Blue Rent-a-Racer surely created a stir on that day, and you can just imagine the employees standing in line to park the new Shelby. The rarest of the four colors offered, Sapphire Blue GT350 Hertz cars accounted for just 57 cars of the production.

By 1967, 6S1183 was sold to Tomlinson

Motor Company, who in turn sold the car to a Mr. Roger Underwood of Peoria, Illinois. The car was later purchased by a Mr. Tim Nolan of Bradford, Illinois, before relocating to Texas where a Mr. Jerry Howard owned the GT350 H. By the early 1970s, a 4-speed manual transmission was installed in 6S1183, but the original automatic transmission remains with the car until this day. By the early 2000s, the now very collectible Shelby was in Modesto, California.

For the past decade, the Sapphire Blue GT350 H has remained with a Bay Area and Phoenix-based collector, with a taste of the finest performance cars around. Specialist shop Vintage Iron in Scottsdale, Arizona has since performed much restoration and maintenance work, and fitted period-correct power steering. Rare and desirable, this smart Shelby GT350 H is fitted with under

the dash air-conditioning as optioned in period, and a dash mounted tachometer. Arguably the most iconic and collectible rental car in history, this handsome Shelby is ready to be enjoyed by its next owner, and would be the ideal car for high-speed rallies such as the Copperstate 1000.

**\$150,000 - 180,000  
WITHOUT RESERVE**

## 73.

## 1995 McLaren F1

Chassis no. SA9AB5AC5S1048044  
Engine no. 61121 6070 0992

6,064cc DOHC V12  
Sequential Closed-Loop Fuel Injection  
627bhp at 7,500rpm  
6-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Drilled/Vented Disc Brakes

- ★ Being offered by the original owner
- ★ The 1st McLaren F1 imported to the U.S.
- ★ The 1st fully federalized, U.S. road legal McLaren F1
- ★ Service history from new, including July 2017 service
- ★ Extensive list of factory accompaniments



## THE McLAREN F1

The promise was huge — to construct the most remarkable sports car ever to roll on public roads. The result of that oath — famously undertaken in 1988 by four men waiting for their flights at Milan's Linate airport — was the McLaren F1, recipient of levels of expertise and detailed craftsmanship commonly encountered at the apex of the racing world, Formula One, but never before in a road car.

Those four men — Ron Dennis, head of the McLaren International Formula One team and of the TAG-McLaren group; Gordon Murray, McLaren's technical director; TAG-McLaren Group chief Mansour Ojeh; and Creighton Brown, a former racer and businessman who would become director of marketing — had no doubt been buoyed by the fact their organization had just completed one of the most dominant seasons in Formula

One history, winning 15 of the 16 races. But there was also a question lurking around the edges of their celebration: What were they going to do to top it? Well, why not take what was learned in Formula One and build the ultimate sports car? It's doubtful even those talented and ambitious minds envisioned that their enthusiasm would lead to such a masterpiece of design and engineering, including a number of firsts for a production car: an all-carbon-composite monocoque chassis and body; central driver seating flanked by two passenger seats; fan-assisted ground-effect aerodynamics; and electronically controlled brake cooling.

So beyond the abilities of its contemporaries was the McLaren F1 — some 5,000 individual components were specially made from exotic materials — that some predicted its complexity, hyper-performance and

surprising comfort would never be challenged. Ron Dennis, hardly given to hyperbole, once described the F1 as "...the finest sports car the world had ever seen, but also the finest sports car the world was ever going to see."

Just four years after that airport huddle, after a laborious investigation of every available technology, after countless hours of inventive collaboration with experts in every field of automotive manufacturing, the McLaren F1 was unveiled to the public for the first time, fittingly at Monaco's Grand Prix week in May 1992. By that time, Dennis and his colleagues came to know full well that any credible contender to the F1's supremacy of technology and performance would require a massive effort and at a horrifying expense. Andy Wallace certainly did not equivocate, speaking straight from the cockpit of





the stock F1 he'd just run to a world-shattering mark of 242.9 mph (391km/h) at Volkswagen's Ehra-Leissen test track: "I still say this is the best car ever built — ever — and probably will never be beaten."

To help explain the "why" of the Dennis and Wallace assertions — and there's much more to it than just paternal pride or terminal velocity — enjoy a quick review of the F1's technology: Begin with the carbon-fiber composite monocoque and body, complete with a safety cell and front crash structure of carbon-fiber. Curb weight was just over 2,500 pounds (1,138kg), contributing to a world-record power-to-weight ratio. Indeed, saving weight was McLaren's constant mantra throughout the process — to the point of obsession it would appear to the novice, but to a racing engineer the intense concern about unnecessary heft would

be familiar. To that end, and to retain its character as a pure driver's car, the F1 featured no traction control, ABS, power brakes or power steering.

Wedged into the low-slung bodywork was a bespoke 6.1-liter 60-degree V12 developed at BMW's M Sport division by meister Ingenieur Paul Rosche. Initial target displacement was 5.3 liters, but Rosche informed Murray that he could meet, even exceed, the program's goals of power and reliability with a larger engine. Work began in March 1991, and by the end of the year a first prototype was being tested on the dyno. From the start the all-aluminum, virtually square engine exceeded the target of 550bhp, and its 600mm length fulfilled the brief perfectly, but it was still a bit over the planned weight limit. No problem, said Murray. Rosche's engine provided more

than enough power to offset that extra 35 pounds. A year later, the first running prototype was delivered to McLaren and installed in a test chassis.

With a bore of 86mm and stroke of 87mm, the V12 was rated at 627bhp at 7,500rpm and 479lb of torque at 7,000rpm. Its compact dimensions were made possible by placement of the crank centerline very low in the block, ultra-thin walls between the cylinders, clever arrangement of the cam and ancillary drives, and absence of a conventional flywheel. Double overhead cams actuated the 48 valves, which featured variable inlet timing. At low revs valve overlap was reduced for a smooth idle and low-speed torque; higher up in the rev range overlap was increased for better engine breathing, thus increasing power output. The valve tracts themselves were essentially



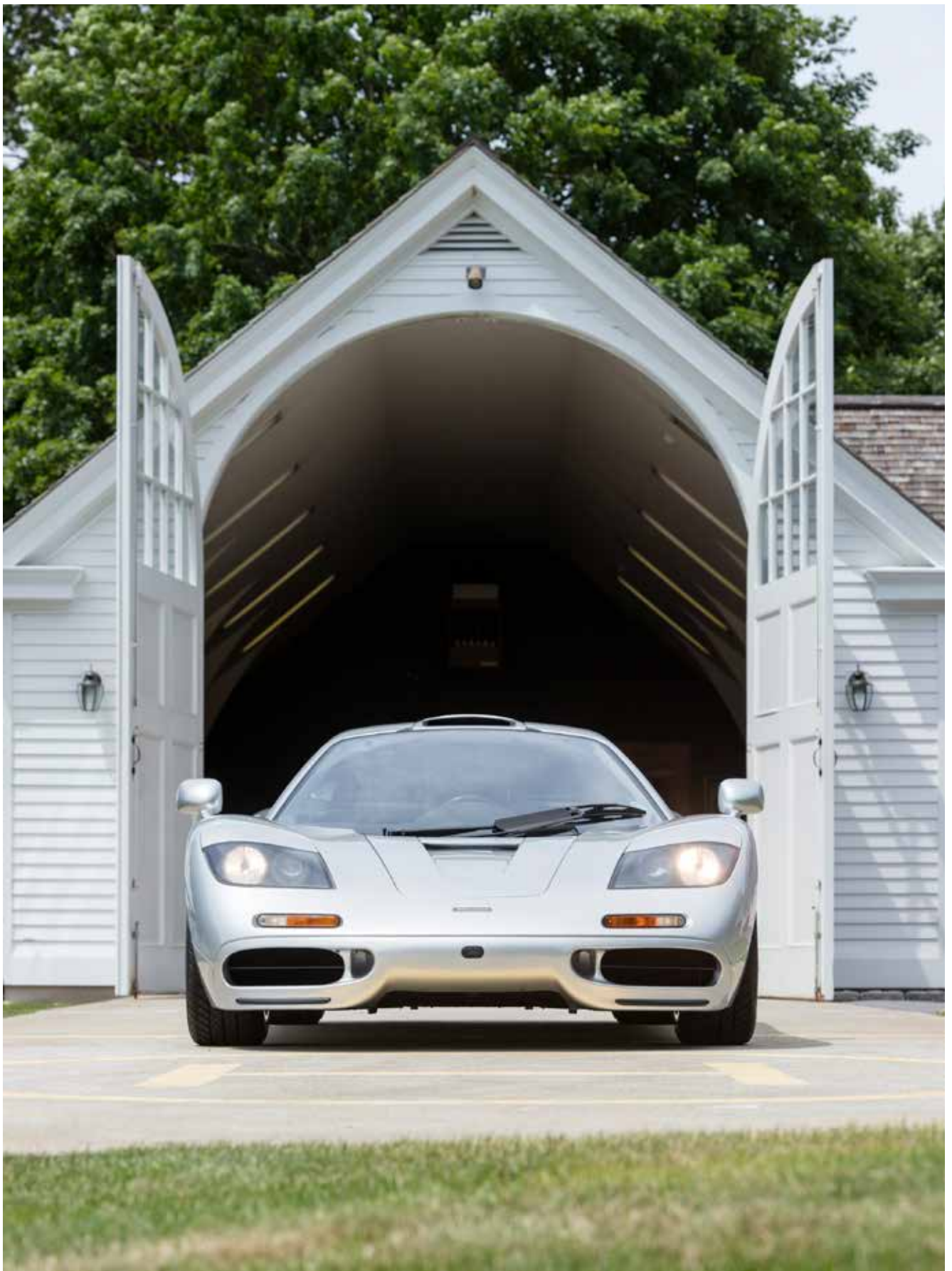
straight for maximum control of the intake and exhaust charges. Twin injectors per cylinder ensured optimum air-fuel atomization across the rev range of this high-speed engine. Spark came from a transistorized ignition with 12 individual coils, induction was through 12 single throttle valves and a carbon-fiber airbox, and cooling was achieved by twin aluminum water radiators and oil/water heat exchangers. Because the V12 produced so much heat, McLaren took no halfway measures to insulate the cabin and simply lined the entire engine compartment with gold. Fuel was sourced from a cell with twin in-tank high-pressure pumps. Engine oiling was comprised of a dry sump system with a magnesium casting, four scavenge pumps and one pressure pump. Managing the electronic complexity of the V12 was left to TAG Electronics, whose expertise helped make the engine tractable in traffic yet a monster at full throttle.

Transferring all that power to the rear wheels was a major challenge, as no existing transmission fit the required dimensions nor was capable of handling the engine's torque. Murray consulted with an old collaborator on his Brabham Formula One cars, Pete Weismann of California's Traction Products, whose son came up with a novel solution by placing the gearbox transversely and offsetting its final drive to one side. After a multitude of trials and tribulations, a final design was agreed upon and a contract established with FF Developments (the same firm that developed the famous Ferguson Formula four-wheel-drive). The bespoke transverse aluminum-cased transmission was fitted with high-speed bevel gears and spur final drive and a limited slip differential. Lubrication was from an air/oil radiator-pumped system. Gear selection was through an AP 200mm triple-plate carbon/carbon clutch.

Suspension design was another thorny issue. Mansour Ojeh put it well, saying the McLaren should be "...the kind of car you could drive to the south of France in a day." But, achieving the compromise between comfort and high-speed handling and stability would stretch the factory's inventive minds to the limit. McLaren went so far as to buy a Honda NSX, at the time considered to be the most adept at balancing comfort and handling, as well as evaluate a Porsche 928S and Jaguar XJ6 for baseline data.

McLaren's solution was, of course, extremely complex. Determining that suspension loads differed between the nose and tail of the car, engineering developed two approaches: Extremely simply explained, a front sub-frame, attached to the chassis, kept the double wishbone setup in its proper geometry throughout any loads on the front







wheels; and at the rear was a so-called Incline Shear Axis setup, with the engine and suspension mounts as an integrated system to achieve the same ends. Light alloy dampers with co-axial coil springs, and an anti-roll bar were up front, while the rear featured toe control links in lieu of a bar. Indicative of Gordon Murray's exhaustive work to make the F1 entirely different from other cars was the manufacturing process for the sub-frames. Normally they would be of cast aluminum alloy, but Murray disliked the raw look of cast metal, so he insisted instead they be machined from a solid alloy billet. Such detailed craftsmanship is found throughout the F1.

Unsprung weight is a challenge for any high-performance car, and McLaren began to address that issue with bespoke, lightweight running gear. The 9.0x17-inch front and

11.5x17-inch rear magnesium alloy wheels were custom-sourced from OZ. Though larger wheels were considered, the 17s were considered sufficient to meet the car's handling and braking goals. Goodyear and Michelin were contracted to create bespoke (there's that word again) tires: Goodyear F1 or Michelin SX-MXXX3, size 235/45-17 front and 315/45ZR-17 rear. Not incidentally, McLaren cared so intensely about the car's readiness for extreme performance that if an owner got a flat, the factory would only supply two tires even if the owner needed only one, and each replacement was scrubbed into street readiness on a race track.

Another major area of weight worry was from the braking system. McLaren racing had plenty of experience with carbon discs, and using them would have made sense because of their light weight. However,

adapting racing technology to the street, and making it acceptable to the car's owners, is far from easy. Even close collaboration with Brembo's experts failed to produce an acceptable carbon disc in terms of their heat characteristics and "feel." Admitting the stone wall, McLaren turned to studying the steel disc setup on a Porsche 928, and concluded that was the way to go, though with their own high-tech touches. Developed in tandem with Brembo, the system was comprised of 13.07-inch front and 12.01-inch rear steel discs liberally ventilated to help clean dust from the disc surfaces and to increase the "feel," and which were clamped by revolutionary four-pot one-piece light alloy calipers. Because Murray was adamantly opposed to power brakes, the discs were especially large in diameter for better pad grip, and they were internally ventilated for cooling.











## THE MOTORCAR OFFERED

idea of what a road car could do. The factory-published figures say it all: 0 to 60mph in 3.2 seconds; 0 to 100mph in 6.35 seconds; 0 to 200mph in 28 seconds, 30 to 70mph through the gears in 2.15 seconds, and that top speed of 240 mph.

This very perfunctory list of the McLaren's F1 mechanicals and performance is evidence enough of its deserved supercar status, but equally captivating is the story of how this carbon-fiber creation turned the automotive world on its head. If the McLaren F1 was a labor of love for McLaren Cars, it was equally a labor of obsession and commitment to the highest ideals of engineering, manufacturing and customer relations.

McLaren Cars Ltd was formed by the TAG/McLaren Group in March 1989. Its purpose-built production facility was adjacent to McLaren International's Woking, England, headquarters, and composite chassis production was set up in nearby Shalford - its showroom situated in London's fashionable Park Lane. The three-year program to develop the prototypes took its first serious steps forward in 1990, a "finished" prototype was shown in 1992, and the first customer delivery was in January 1994.

In total, 64 road cars were delivered to customers before production ended. McLaren F1 chassis number 044 being offered today, is one of the 64 hallowed legends. This exquisitely maintained, single-owner McLaren F1 was the very first of its type to be imported to the United States, and it was the first of only 7 McLarens to

be federalized by experts in the process - Ameritech. As a result of the federalization, 044 is a U.S. road legal car.

044 is the thirty-seventh F1 off the assembly line, sporting the iconic, original Base Silver paint and a black/gray Connolly leather interior, which includes McLaren's signature red colored panels for the central driver's seat. The car was purchased new by the consignor in July 1996, while on an invitational visit to the factory. Upon purchasing the ultimate road car, the consignor and two of his closest companions went on the ultimate road trip as they toured the European countryside. Beginning at the factory, the trio went to France, Germany, the Netherlands, and Belgium, before returning to the Woking based factory. The trip, which is described by the consignor as the journey of a lifetime, accounts for just about half



of the 9,600 miles on the car's odometer. Upon returning to the factory, 044 was treated to its first service by the very same hands that assembled it a short while ago. From the factory, 044 was shipped to New York where Dick Fritz and the Ameritech team took delivery of the car and begun the conversion. Understanding the significance and importance of the McLaren, Ameritech went to great lengths to ensure that during the process no part of the car was physically altered in any way that could not be put back to its 100% original form. After the conversion process was completed and 044 passed all of the necessary tests to gain its compliance, the car was delivered to the consignor where it has been the crown jewel of his East Coast based collection for the past 22 years. All of the Ameritech conversion items have been carefully removed from the vehicle, leaving it in its

original, as delivered specification. Every item that was used to federalize the car has been saved and accompanies the sale.

Throughout the car's life, it has been regularly maintained and serviced by BMW North America LLC at the National Workshop-East. In May 2002, with only 7,071 miles on the odometer, 044 received a major service which among many other things, included the replacement of its fuel cell. In October 2009, less than 2,000 miles later, 044 was brought back to BMW for its second major service where at 8,731 miles, the car received its second fuel cell replacement. In July 2017, prior to arriving in California, 044 was sent to McLaren of Philadelphia, where it has once again received a fresh service – the details of the most recent service, as well as all prior services, will be included in the car's extensive list of maintenance records.





Accompanying the sale of 044 is its complete tool kit, including the modem used to connect to the factory, full luggage set, special Limited Edition of Doug Nye's opus, *Driving Ambition: The Complete Story of the McLaren F1*, the F1 AUTO GLYM detailing kit, complete tool roll, mechanics gloves, detailing cloth, car cover, watch, owners books and manuals, a wide assortment of factory documents and materials, and major, original, components that were removed from the car during services such as the fuel cell and tires.

While many of the road cars have been returned to the factory for new aerodynamic packages or custom interiors, 044 remains unmodified and aside from the parts replaced during its scheduled services, essentially remains as it was when it left the factory. Rarely does one of the legendary 64 road

cars become available, once an owner experiences its unmatched levels of performance, virtually everything else feels slow and plodding in comparison.

It is as likely that the elements of a pure-blooded racing machine will never be so well integrated into such an ultimately satisfying road car, as it is likely that there will never again be an opportunity to purchase a single owner F1 with the incredible provenance and history of 044.

**REFER TO DEPARTMENT**

# 74.

## 1989 MERCEDES-BENZ 560SL

VIN. WDBBA48D8KA100623

5,549cc SOHC V8 Engine  
Bosch Fuel Injection  
225bhp at 5,200rpm  
4-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ *Less than 27,000 miles from new*
- ★ *Extremely original 1980s classic*
- ★ *Presented in elegant factory livery*
- ★ *Mercedes-Benz 'the best or nothing'*



### THE MERCEDES-BENZ 560SL

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it – after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. The next-generation 230/250/280SL in 1963 brought Mercedes' sports car down to earth, replacing both the incredible 300SL and four-cylinder 190SL. For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class.

The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup.

### THE MOTORCAR OFFERED

Completed at the Mercedes-Benz Sindelfingen factory in March of 1989, this exceptional 560SL was delivered new to the U.S. market in April that same year. Generously optioned and equipped with both a soft and hardtop, this 560SL was finished as it appears today, in the classy dark grey metallic over a black interior. The new Mercedes-Benz was first owned by Rochester Hills, Michigan resident.

According to the CARFAX report, the 560SL was in Florida in the early 1990s, before relocating to the Mid-West in 1996 with just over 7,000 miles on the odometer. Later in 1996, a higher figure was recorded, but this was surely a clerical error as mentioned on the report. By 2007, with an odometer reading of just 8,500 miles, the Mercedes-Benz is registered in California, where it has resided since, passing smog controls annually.

Today, this fine Mercedes-Benz presents in extraordinarily original condition with quality finishes throughout, and less 27,000 miles on the odometer. Finished in the very elegant dark grey metallic over a black interior and wooden center console and factory radio installed, this 560SL appears to be as luxurious as one would expect from an 1980s 'star-car'. Many service records can be found in the cars history file, and will attest to devoted maintenance over the years. As such, this highly original, high quality Mercedes-Benz is ideally suited for open top touring with nearly all the power and amenities of a modern car, yet uniquely elegant and stylish in a way only a classic Mercedes-Benz SL could capture.

**\$45,000 - 65,000  
WITHOUT RESERVE**



## 1979 TOYOTA LAND CRUISER BJ40 CONVERTIBLE

Chassis no. BJ40-042089

2,977cc Inline 4-Cylinder Engine  
Indirect Injection

80bhp at 3,600rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Front Disc – Rear Drum Brakes

- ★ Professionally restored by  
marque experts
- ★ Stunning color combination
- ★ Seldom seen convertible diesel  
variant
- ★ Subtly enhanced with high-end  
upgrades
- ★ Iconic off-road 4x4 champion



## THE MOTORCAR OFFERED

The Land Cruiser's popularity and utility are reflected in the number of variants in which it was built. There were in fact, so many that it is probably impossible to identify all of them. The iconic BJ40 offered here is a desirable convertible diesel variant that is seldom seen in the United States. The truck has just received a comprehensive, fully documented, body-off restoration by marque specialists. Every aspect of this truck has been thoroughly inspected and either upgraded or restored. The countless hours of detailed and meticulous craftsmanship seamlessly blend the iconic, vintage design with modern technology, creating a one-of-a-kind vehicle.

During the restoration, the body was stripped to bare metal and media blasted prior to painting. The exterior is finished in a stunning and unique shade of desert storm tan. Inside, the front racing bucket seats and rear

benches provide a comfortable experience for up to six passengers, who are all protected by the custom-built, extra-strength roll-bar. Under its beautiful skin lies the fully rebuilt, indestructible 3-liter B-type engine and a four-speed manual transmission. Whether cruising on the highway or navigating the roughest of terrain, the Old Man Emu suspension components, beadlock style wheels, and new Cooper Discoverer STT Pro tires ensure that this 4x4 is prepared for anything that you throw at it.

The overarching theme of the build was to keep true to the look and feel of the original icon, but sprinkled throughout are improvements for a more enjoyable experience including items, such as LED lighting and a Bluetooth-enabled retro-classic radio with five speakers in custom made speaker enclosures. Accompanying the

vehicle is extensive photo documentation of the world-class restoration. With room for plenty of friends to hit the road or trail, this convertible BJ40 is a top example of the vintage Toyota Land Cruiser that would make the ideal vehicle for an event such as the Copperstate Overland, or simply provide an excuse to head to the beach.

**\$65,000 - 85,000  
WITHOUT RESERVE**

# 76.

## 1962 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 876540

Engine no. R3496-8

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

- ★ *Celebrity ownership and accompanied by Carlisi guitar*
- ★ *Matching-numbers, early flat floor example*
- ★ *Beautifully restored in the factory-delivered livery*
- ★ *Documented by Heritage Trust certificate and comprehensive history file*



### THE JAGUAR E-TYPE

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

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

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

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

Few automobiles carry the prestige of true celebrity ownership. This car does. Jeff Carlisi, rock star and lead guitarist of the platinum band .38 Special, was 10 years old when his father imported this XKE new from Spain in 1962. In the years that followed, together they attended numerous races in the E-Type, including Daytona and Sebring, "We took the Jag to all of these events, witnessing history being made during the glory days of sports car racing," reminisces Jeff Carlisi.

The XKE remained with the family while Carlisi junior attended university, but was seldom driven. In 1974, Jeff founded .38 Special and by 1983, with fame and fortune under his belt, he commissioned a ground-up restoration supervised by marque specialist John Sherman, in Atlanta. The car was





completely restored to factory specifications, both mechanically and cosmetically – the only anomaly being that the brakes were upgraded to hydraulic assist, and for the purist, the original brake bellows accompany the car at sale.

Father and son flew to Atlanta when the car was completed. "His first sight of the car brought tears to his eyes," recalls Jeff, "He was so proud." Once again, the dynamic duo attended several events in the XKE, ensuring that it was always dry stored and maintained by Dick Maury, President of the JCNA.

The car was eventually sold in 2016 to the current owner and it immediately underwent a stringent service in which the brakes and suspension were overhauled. The car is accompanied by the original sales

documents, JDHT Certificate, restoration photographs and receipts and tool roll.

Incredibly, Jeff Carlisi's guitar – the Peavey Generation S-1 he played in the band's 1989 video Second Chance – is also included in the sale.

This XKE – independent of its celebrity ownership – offers a superb opportunity. Recently serviced, it is an eager and capable participant for concours and vintage rallies.

**\$175,000 - 225,000  
WITHOUT RESERVE**

# 77.Ω

Ex-J.B. Durham

## 1956 FERRARI 250GT BERLINETTA

Coachwork by Boano

Chassis no. 0543GT

Engine no. 0543GT

2,953cc SOHC V12 Engine

240bhp at 7,000rpm

4-Speed Manual Gearbox

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Period SCCA Racing Career*
- ★ *Exquisite restoration*
- ★ *Ferrari Classiche certified*
- ★ *Exhibited at Villa d'Este*  
*Concorso d'Eleganza in 2016*
- ★ *Marcel Massini report on file*
- ★ *Mille Miglia eligible*



### THE BOANO-BODIED 250GT

By the end of the 1950s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than twenty. Before the advent of the Europa, Ferrari had built road-going coupes and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin, and Touring of Milan were responsible for bodying many of these, but there was no attempt at standardisation for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had

been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later Pininfarina) would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250GT road-car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

Ex-Farina and Ghia designer Mario Felice Boano had founded Carrozzeria Boano in 1954 together with his son Gian Paolo and partner Luciano Pollo. When father and son left for FIAT, Pollo was joined by Boano's son-in-law, Ezio Ellena and the company

changed its name to Carrozzeria Ellena. 130-or-so Boano and Boano/Ellena 250GTs (all left-hand drive) were made between 1956 and 1958, the split being approximately 80/50 in favour of the Boano, the later Boano/Ellena cars being distinguished - generally but not exclusively - by a higher roof line and the absence of quarter-lights in the side windows.

These cars represented a significant departure for Ferrari. Driver and passenger comfort were taken seriously for the first time; the interior was more luxurious, seats were broader and there was less noise intrusion. By this time there was also synchromesh in the gearbox, which, combined with a softer ride and light steering, was exactly what was expected by the increasingly important North American market. However, the Boano and





#### THE MOTORCAR OFFERED

Boano/Ellena-bodied models' mechanical similarity to other arguably more desirable, competition-orientated members of the 250GT family resulted in a number of them being converted, and original survivors are relatively rare today.

Records show that Ferrari 250GT chassis '0543' was completed on 16th July 1956 and sent from the factory to Carrozzeria Boano for bodying. As such it was the 56th car of this series to be built, and was finished in silver with a tan interior. After completion, the car was delivered new later that same year to Autoval SA, a dealer in Paris, France. Subsequently exported to the USA, it reappeared there in 1958 in the joint ownership of Chuck Sweeney of Santa Barbara, California and Bill Woodward of Hawaii. '0543' was subsequently raced by at various venues during 1958 including Palm Springs and Santa Barbara in California, and Dillingham Field in Hawaii (as illustrated).

At the conclusion of this brief racing career, '0543' was sold to a Mr. Bentley in Vancouver, Canada, passing through several more hands in Canada before being sold in

2006 to one J B Durham of Dallas, Texas. In this period the Ferrari was treated to a concours quality restoration, putting it into the stunning black scheme that the car still wears today. The Ferrari was shown by Mr. Durham at the 2006 Meadow Brook Hall Concours d'Elegance in Rochester, Michigan and in 2007 was sold to noted collector and enthusiast Kevin Cogan of Louisville, Kentucky.

After more than 5 decades in North America the car returned to Europe where it has been domiciled since. In the present custodian's hands for more than 5 years, its owner, a Belgian Ferrari collector, reports a carefully executed enhancement of an already very fine restoration. The body and paintwork was fully restored by Bachelli & Villa 'Autosport' Modena, while the interior was renewed to an exacting standard by noted experts Tappezeria Luppi also of Modena.







0543GT charging ahead in California. A race in the period.



0543GT racing in Hawaii. A race in the period.



The mechanicals including gearbox, engine, carburetors, suspension, axles and brakes were rebuilt by Belgian Ferrari specialist 'L'Officina' and invoices for around circa \$200,000 together with a photographic record of the work are on file. Testament to the condition of the car it was invited to the highly coveted Concorso d'Eleganza at Villa d'Este in 2016. In addition it has been Factory Classiche certified, has a 2016 FIVA ID card # 063025 and comes with cancelled 2007 US Kentucky title and current Belgian 'carte grise' registration document.

More refined and practical than any previous road-going Ferrari yet retaining the sporting heritage of its predecessors, the 250GT Boano is a landmark model of historical significance of which '0543' is a fine example.

**\$1,100,000 - 1,400,000**



0543GT at Concorso d'Eleganza Villa d'Este, 2016.

# 78.Ω

## 1983 LANCIA RALLY 037 STRADALE

Design by Pininfarina

VIN. ZLA151AR000000159

1,995cc DOHC Supercharged Abarth 4-Cylinder Engine

205bhp at 7,000rpm

5-Speed ZF Manual Transaxle

4-Wheel Double Wishbone Independent Suspension

4-Wheel Disc Brakes

- ★ Rare Group B Homologation car
- ★ Just 9,342 kilometers recorded on the odometer
- ★ Highly Original condition throughout
- ★ Potent, supercharged Lampredi-designed Abarth engine



### THE LANCIA RALLY 037

The Italian automobile manufacturer, Lancia, was founded in 1906. Known for its innovations, Lancia products offered the world numerous mass production firsts, like the inclusion of a standard electrical system and the broad use of independent suspension at a time when live axles (front and rear) were the norm, and the V6 engine. This hunger for innovation and the lack of overlap between its product lines drove production costs up over time. Despite leadership efforts, the practically hand-built Lancias were costing the company more than it could earn. These financial straits led to its acquisition by the Fiat group in October 1969. Shortly after, Lancia launched several new models during the 1970s and in the process, gained a foothold in the world of rally.

Known internally by its Abarth project number, 037, the Lancia Rally 037 – or

Lancia-Abarth 037 - was the product of a joint effort with design house Pininfarina, Dallara and project manager, Sergio Limone. A combination monocoque/tube-frame chassis formed the skeleton on which the Kevlar and fiberglass reinforced body panels were mounted. Distinctive features include a "double bubble" roof, a styling trait from Abarth's 50-60's racecars.

The position of the engine, cockpit, windshield, side windows and firewall were derived from the 037's championship-winning predecessor, the Beta Montecarlo.

The tube-frame structure (fore and aft) provided pickup points for the double wishbone suspension arms and the hydraulically dampened Bilstein shock absorbers. Since weight was biased toward the rear, dual shock absorbers dampen each of the rear corners. To cut speed, Abarth developed a 4-wheel disc

brake system in conjunction with Italian brake manufacturer, Brembo.

Since engine size and chassis weight dictated which class the 037 would compete in, the design team aimed for the naturally-aspirated 3,000cc engine class, which required a minimum weight of 960kg. Based on a factor of 1.4, a forced induction engine could not exceed 2,143cc. Therefore, the development team decided on an Aurelio Lampredi-designed supercharged engine that displaced only 1,995cc, which easily fell within the requirements. Cradled within the web of steel tubing at the rear, the dual cam engine was positioned for optimal weight distribution.

Equipped with an Abarth Volumex Roots-type positive displacement supercharger system, the engine delivered superior





#### THE MOTORCAR OFFERED

response and nearly instantaneous boost pressure, generating output measured at 205bhp at 7,000 RPM with 166 lb-ft torque at 5,000 RPM. To put the chassis in motion, the supercharged Lampredi engine relied on a hydraulic single-disc clutch to transfer horsepower at the crankshaft into horsepower at the wheels by way of a ZF 5-Speed Manual Transaxle equipped with a ZF self-locking differential.

The Lancia Rally 037 made its competition debut at the 1982 Rally Costa Smeralda in Italy. Although it suffered from teething pains in its first year in competition, the Lancia-Abarth 037 managed to win at the Pace Rally in the UK. With the kinks worked out, the Italian marque's impact in the realm of Group B Rally was felt after the 037 enjoyed a much more successful season, winning the 1983 World Rally Championship Constructors' title, thanks to the collective victories of Germany's Walter Röhrl and Finland's Markku Alen.

This rare and very original Lancia Rally 037 was purchased from a Mr. Edoardo A. Magnone on February 15, 1990 in Italy, and has since resided with just one owner. The car appears to have been in Torino, Italy, as it was equipped with Italian license plates with the TO prefix. This rare homologation Lancia is believed to have only 9,342 kilometers from new, and remains in largely original condition. The interior and exterior shows some use, but is complete, and intact. A full mechanical service would be recommended before use. The 037 is offered with a spare parts catalogue, a period Abarth parts bag, as well as what appears to be the original rear spoiler. The Lancia Rally 037 represents the last of the winning rear-wheel drive Group B rally cars to compete in the series that became dominated by all-wheel drive platforms.

**\$300,000 - 400,000  
WITHOUT RESERVE**

# 79.

## 1927 ROLLS-ROYCE PHANTOM 1 REGENT CONVERTIBLE COUPE

Coachwork by Brewster & Co.

Chassis no. S82PM

Engine no. 20826

7,668cc OHV inline six-cylinder engine

Single carburetor

100bhp at 3,000rpm

Three-speed manual transmission

Four-wheel servo-assisted drum brakes

- ★ *Springfield Phantom with rare Factory updated coachwork*
- ★ *Well restored and beautifully presented*
- ★ *The most desirable late Phantom styling*
- ★ *Numbers matching with documented history*



### THE PHANTOM 1 REGENT

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced

manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signaling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

### THE MOTORCAR OFFERED

This handsome touring Rolls-Royce Phantom was delivered new to Harley Douglas Hutchins in New York, NY in April of 1927. Wearing its first coach work a St Stephens seven-passenger town car the delivery price was a staggering \$19,365.00, a staggering sum for its day. Mr. Hutchins would likely not have been fazed by the asking price. A Harvard grad, class of 1894, and member of the exclusive New York Yacht Club though per factory records it was a gift from his Nephew H.H. Work of Madison NJ.

The surviving factory records of the Rolls-Royce's Springfield division note that S82PM was updated by the works with a new Regent convertible couple body by Brewster. The fenders, splash aprons, and exterior lighting was all updated to reflect the latest and ultimate phantom one stylistic development. The Factory faced with an





excess of excellent though cosmetically dated motor cars implemented a program of updating the cars with fresh coachwork. A small number of body styles were penned with modern styling these would include the Regent and the Playboy roadster both of which were only fitted by the factory as second bodies. It is more than likely that the chassis were fully reconditioned to make the cars like new again.

Today these styles are some of the most desirable. Most collectors prefer these late cars that start to show signs of the aerodynamic trends that ensued in this era, carrying more European styled 'bullet' headlamps, and matched side lamps now mounted on the front fenders. The front fenders themselves now stretched forwards like blades as on the famed Derby Speedsters and the front dumb irons and

springs and chassis were now discreetly hidden behind valances. While completing the effect front and aft were twin flat bars as bumpers. Today the sporting Playboy and it's all-weather sibling the Regent are prized by collectors for their great looks.

Having recently been part of a private North East collection the Regent is being offered in fresh and handsomely turned out condition. The dark paint finish is particularly complimentary of the excellent lines of this sporting Phantom 1. Its recent owners had always kept the car in fully operational order so it could be enjoyed at a moment's notice. When recently inspected by A Bonhams representative it was found to run well and start easily and its cosmetic condition was handsome and tidy. A good history file is included with the car.

Perhaps a unique feature of this car is the convertible top in the style of the Playboy Roadster. Perhaps indicative of its late production (1933) this example has far more pleasing lines than the boxy, landau iron adorned version seen on early builds.

As it was when new, the great characteristic of this style of coachwork is its versatility, offering full open motoring to breeze along in the sunshine, with none of the elegance of the car impeded, or on colder or wetter days be entirely and solidly covered and protected from the elements. A handsome and highly desirable late styled Phantom 1, wearing striking coachwork original to this chassis is ready to be toured or shown.

**\$275,000 - 325,000**

# 80.Ω

## 1990 MASERATI SHAMAL

Design by Marcello Gandini

VIN. ZAM339B00MA300060

3,217cc DOHC Twin Turbo V8

Electronic Fuel Injection

326bhp at 6,000rpm

6-Speed Getrag Manual Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes with Rear ABS

★ One of only 369 Shamals produced

★ Single-owner since 1994

★ Showing only 6,200km

★ Recently serviced



### THE MASERATI SHAMAL

Shamal – a hot, strong northwesterly summer wind that blows in total freedom over large areas - this is the name that Maserati gave to their new range topping sports car. An exuberant 326hp engine, sending its power through a world class six-speed manual transmission, mounted in an extremely rigid chassis, which employs an active, intelligent, electronically adjustable suspension, makes for an almost unrivaled driving experience in period.

For maximum performance, Maserati selected a V8 configuration. The new, all aluminum engine featured an 80mm bore by 80mm stroke, dual overhead camshafts, four valves per cylinder, state of the art twin water cooled IHI turbochargers, and a Weber/Marelli electronic fuel injection and ignition system. The parts used to create this marvel of an engine are so great that

they can be compared to that of the Ferrari's hallowed 288 GTO and F40 supercars.

The sophistication continues with the suspension system which employs a system of interacting levers to ensure that the wheels always remain completely square relative to the road surface. This high-tech system was developed in direct partnership with Koni. An Allie to the suspension was the newly developed 'Ranger' differential, which was capable of sending all available power to just one half-shaft, leaving zero torque on the other, allowing the power to be utilized where it was needed most. Maserati claimed that the system offered traction comparable to that of four-wheel drive system.

The ingenious systems resulted in an incredibly well handled and braking car, regardless of the road surface, allowing the driver to really wring out all 326hp and 320 ft. lb. of torque.

In addition to its mechanical marvels, the Shamals aesthetics were futuristic and groundbreaking. Designed by the Maserati Design Center in collaboration with ex-Bertone stylist Marcello Gandini, a man with an enviable selection of the world's most desirable cars to his credit, The Shamal shares design elements with some of his most radical creations. Different from other supercars with these credentials, the cockpit of the Shamal was luxuriously appointed with sumptuous leather upholstery and plentiful wood veneer trim, amongst a host of modern amenities.

The Shamal was never sold new in the US and by the time production ceased only 369 examples of this most exclusive modern Maserati had been made.





## THE MOTORCAR OFFERED

This Dazing Black over Pella Nera example of the rare Shamal is believed to have been sold new in Switzerland, possessing Swiss smog check certificates from the earliest days. The car was acquired by the seller in 1994, where it has made up part of a truly outstanding, world class collection. Showing a mere 6,200 kilometers on the odometer - a figure that is understood to be from new - the car presents beautifully. It appears that a Dinitrol rust protection coating was applied in the 1990s, aiding to the preservation of the car. Earlier this year, the engine received a fresh service where the timing belt was refreshed.

Complete with its owner's manual, warranty booklet, sales brochures, as well as its workshop and service manuals, this Shamal is rare opportunity to acquire one of the most uncommon sports cars of the modern era

and one only recently allowed into the United States. Whether an enthusiast or an investor, this Shamal is an extremely smart acquisition.

**\$125,000 - 175,000  
WITHOUT RESERVE**

# 81.

## 1966 FERRARI 275 GTS

Coachwork by Pinin Farina

Chassis no. 08335

Engine no. 08335

3,286cc SOHC V-12 Engine

Triple Weber Carburetors

260 BHP at 7,000 RPM

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- ★ Equipped with rare and desirable factory hard top
- ★ Exceptionally well presented example with matching numbers engine
- ★ Documented with build sheets and original purchase paperwork
- ★ With first owner for several decades, and less than 35,000 miles from new
- ★ Ferrari Classiche Certification in process



### THE FERRARI 275 GTS

There had been open-top Ferrari road cars before the advent of the 250 series, but it was, chiefly, Pininfarina's offerings on the later chassis that established the convertible as a fixture of the Ferrari range.

After the experimentation and variety which characterized the coachwork of the 250-series cars, the arrival of the 275 in 1964 brought with it bodywork being manufactured by Pininfarina themselves, with a considerably improved build quality.

The chassis followed Ferrari's established practice, incorporating a multi-tubular frame tied together by oval main tubes, and for the first time on a road-going Ferrari there was independent rear suspension, this setup employing a double wishbone and coil-spring arrangement similar to that of the 250LM sports-racer. The adoption of a rear-mounted five-speed transaxle combining the now all-

synchronesh gearbox and differential in a single unit helped improve weight distribution, and this feature would characterize future generations of front-engined Ferrari road cars.

By the mid 1960s, Ferrari's road cars were beginning to lose some of their rougher edges and take on a more luxurious mien. The 275GTS's interior is notable for its generously sized seats and wood veneer dashboard, the latter appearing for the first time in a Ferrari. Even the most sybaritic of customers, though, would acknowledge that the driving experience is the *raison d'être* of Ferrari ownership, and in this respect the 275GTS had lost none of its predecessors' aggressive charm. Car & Driver magazine had this to say: "Since the engine is heir to a V12 tradition that's gone on for almost twenty years, it's only natural that it should

be the dominating factor in the car's personality, and that the whole car should have been developed around the engine and its own unique character. You can feel it as much as you can hear it. It has a taut, powerful rush of response that comes to you through the seat of your pants, through the steering wheel rim. The instant the clutch is engaged, the chassis takes on life and begins to move as a unit with the engine, it's an all-in-one-piece sensation that you normally feel only in racing cars, one that's unique to the Ferrari among normal passenger vehicles today."







#### THE MOTORCAR OFFERED



This beautiful late-production 275 GTS benefits from a concise and well-researched chain of ownership, including a documented 20-year period of care by the original owner. The GTS also enjoyed a ten-year period of ownership by a respected collector who commissioned much restoration care with the esteemed Paul Russell & Company.

Per the research of marque expert Marcel Massini, chassis no. 08335 is the 193rd of 200 examples built. While the chassis was sent to Pininfarina for Spider coachwork in early October 1965, the luxurious motorcar was not completed until 1966, after returning to the factory where chassis was officially finished in early March. 08335 is believed to have been fitted with the rarely optioned hard top from new.

According to an original dealer's invoice dated in late April 1966, the GTS was purchased new from German Ferrari agent Auto-Becker by Mortimer Rosenbaum, an enthusiast based in San Diego, California. As Mr. Rosenbaum explained in correspondence to a later owner, he retained possession of the beautiful Ferrari for 20 years while esteeming to keep it highly original, modifying only the brakes for improved power.

Acquired in 1986 by a California based collector, the spider was sold in 1990 to Walnut Creek Ferrari, where it remained until being purchased in early 1992 by Dennis Farrey of San Carlos, California. After bolstering the car's file by corresponding with Rosenbaum, Farrey sold the Ferrari later that year to Dr. Ervin "Bud" Lyon, the respected late collector





from New Hampshire, at which point the odometer displayed 30,670 miles. Lyon began submitting the Ferrari for service to Paul Russell & Co. in Massachusetts almost immediately, but in 1997 he opted for a comprehensive refurbishment. As detailed by numerous invoices, Paul Russell substantially restored the suspension, brakes, and other chassis elements, while partially rebuilding the original V-12 engine. The interior was trimmed in proper black leather, while the coachwork was refinished in the stunning factory shade of Azzuro Metallizat. In this exquisite state of presentation, the Ferrari was enjoyed at two driving events held in conjunction with the 1999 Cavallino Classic, the track event at Moroso Motorsports Park and the Classic Tour di Palm Beach.

In the early 2000s, Lyon sold 08335 to dealer Stephen Serio, who in turn retailed

the car to Chris Lynch of Wayland, Massachusetts, by 2004. The Ferrari was then entrusted to Boston Sportscar over the next few years for any needed service while passing to Don Gaiter of nearby Weston by May 2011.

Still displaying the rewarding benefits of the expert restoration, this outstanding 275 GTS currently displays 34,763 miles, which are believed to reflect actual use. The car is thoroughly documented with factory build sheets, original purchase paperwork, former owners' correspondence, and a stack of invoices reflecting the work by Paul Russell. A Ferrari Classiche Red book application has also been submitted at the consignor's expense so that the next owner can obtain the highly-coveted Ferrari Classiche certification once processed. Offering the visceral appeal of open touring

at vintage driving events - or running with the rare and desirable factory hard top fitted - this beautiful spider would complement any collection of sports cars or open grand tourers.

**\$1,850,000 - 2,200,000**

## 82.

### 1964 LOTUS TYPE 34 SINGLE-SEATER

Chassis no. 2

4,195cc DOHC V8 Engine  
Hilborn Fuel Injection  
495 bhp at 7,800 rpm  
2-Speed ZF Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ *The winningest Lotus Indy car*
- ★ *The ex-AJ Foyt, Parnelli Jones, Dan Gurney and Jim Clark Indy 500 Pole and 8-time USAC Poles*
- ★ *4-time USAC race winner with victories by Foyt and Jones*
- ★ *Recently restored to original specification and running condition*
- ★ *In the longtime ownership of Foyt*
- ★ *One of two Type 34s in existence; the other is in the Indianapolis Speedway Museum*



The Indianapolis 500 might have been the crown jewel of American auto racing in the early 1960s, but even some of its staunchest supporters would have had to admit that it was losing the technological race to Formula 1. The archaic front-engine roadsters that had ruled the Brickyard oval for so long were ready to be relegated to the history books by the kind of light, nimble, rear-engine cars that were dominating the world's road circuits, and no one saw this more clearly than did Dan Gurney.

Gurney, the talented American who had broken into Formula 1 racing in 1959, was impressed by the success of Lotus, whose highly innovative cars seemed to be winning Grand Prix events everywhere – including the 1961 U.S. Grand Prix. Believing that they could do the same at Indianapolis, he invited Lotus' founder, Colin Chapman, to the 1962

event, where the famously prickly Briton agreed with his assessment. "All you've got to do is to get an engine with half the power of these great lumps of junk, build a decent chassis and you've won the race," he said.

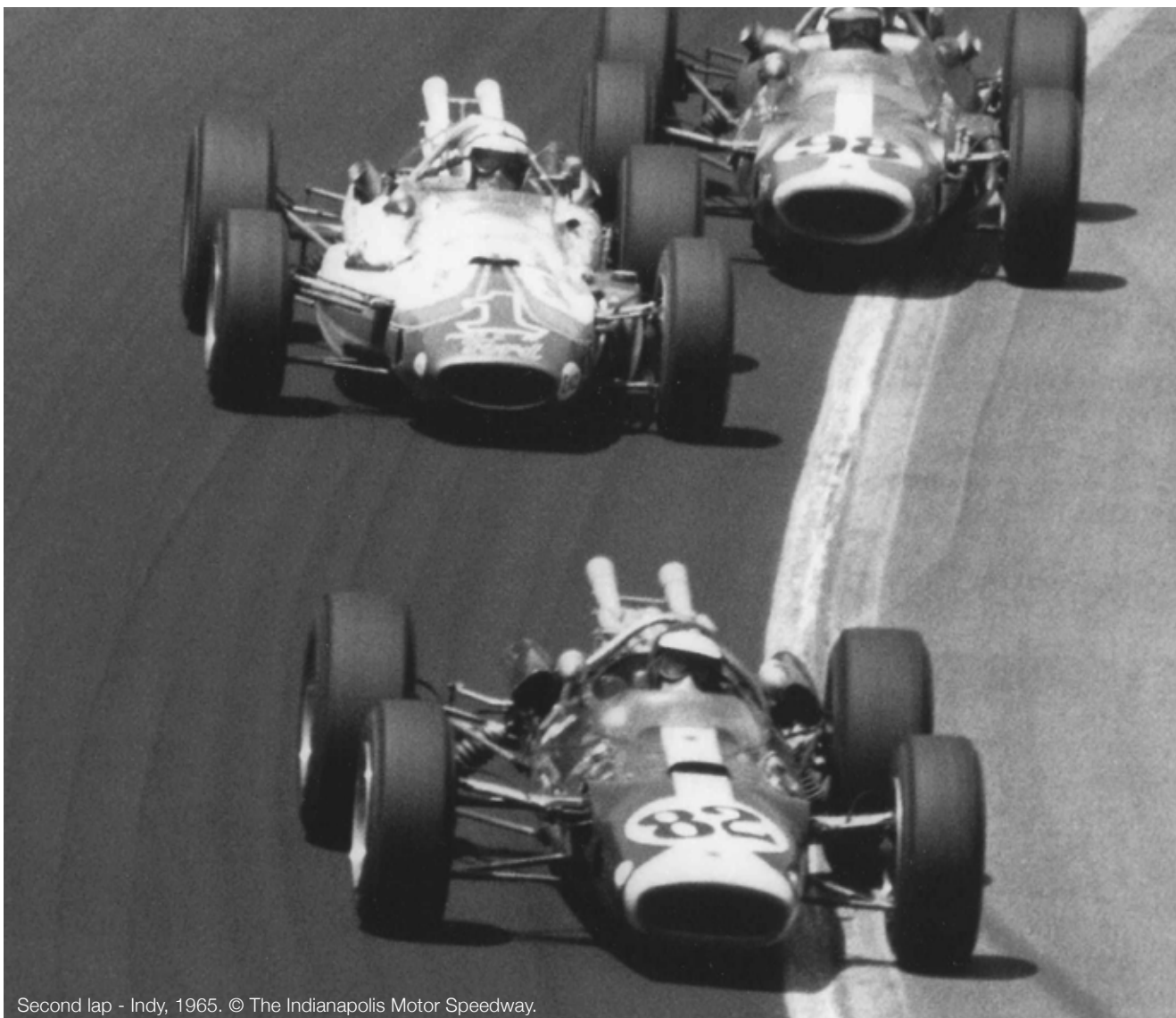
Though there were difficulties along the way, it didn't take long for Chapman's boast to be proven. In 1963, Lotus' star driver, a Scot named Jimmy Clark, finished second in a Type 29; in 1964, Clark's Type 34 became the first rear-engine car ever to qualify for the pole position on the starting grid; and in 1965, Clark stormed to a one of the most convincing victories in Indianapolis history in a Type 38, while his teammate, A.J. Foyt, set a new record qualifying time, taking the pole in the very Type 34 on offer here.

Gurney couldn't have known it, but he and Chapman were not the only ones dreaming

of conquest at the 1962 Indianapolis 500. Ford executive Donald Frey was there, too, thinking about ways to put the Blue Oval's stamp on the event. These were the nascent days of Ford's "Total Performance" campaign, designed to create the kind of excitement needed to lure baby boomers into the showroom, and returning to the Brickyard for the first time since 1935 would fit neatly into the corporation's all-out assault on the world's competition venues. What Ford needed to do, Frey concluded as he returned home, was to build a race engine.

And so, it was that Chapman and Gurney found an open ear when they traveled to Dearborn to make their pitch. They argued that a lightweight, monocoque, rear-engine race car would outcompete the front-engine roadsters, as it would be easier on its tires and go further on a gallon of fuel, reducing





Second lap - Indy, 1965. © The Indianapolis Motor Speedway.

time spent in the pits. Ford was swayed, and agreed to pay nearly all the expenses of the project. The automaker naturally tapped Gurney to drive one car, while Chapman secured the second for Clark, who had made his Formula 1 debut in 1960.

The first fruit of the Lotus-Ford marriage was the Lotus Type 29. The new car was based on the design of the successful Lotus 25 rear-engine single-seater of 1962, whose revolutionary, fully stressed monocoque construction made it both stronger and lighter than its Formula 1 competition. The new 29 was slightly larger than the 25 in all dimensions, and used an asymmetrical suspension system that offset the body to the left, to help the car hustle through Indianapolis's banked turns.

Ford's contribution was a lightweight, all-

aluminum, 255-cubic-inch version of its recently introduced 260-cubic-inch "small block" Challenger V8 engine. Equipped with four Weber carburetors, the race engine was rated at 376 horsepower running on gasoline. This was well short of the 450 or so horsepower produced by the turbocharged Offenhauser four-cylinders most Indy competitors used, but the team's belief was that the car's light weight and quicker speed through the corners would more than make up for its power handicap.

The 1963 Indy 500 promised to be a showdown between the past and the future, and it lived up to that promise. Skeptics who considered the lightweight Type 29 too fragile and underpowered to challenge the mighty Offys were silenced when Gurney set a qualifying time of 149.750 mph, putting him well forward in the grid. The American

would be knocked out of contention by tire problems, finishing seventh, but Clark chased the eventual winner, Parnelli Jones, up to the last lap, coming in second. The finish would be controversial, as race officials failed to black-flag Jones' car for an oil leak.

Ford and Lotus were back again in 1964, and they had been busy applying what they'd learned. Their new weapon was the Type 34, which was an evolution of the previous year's car. Ford had come to the conclusion that more oomph was needed, and so it developed a more powerful version of its racing small-block, one that did away with less efficient pushrods in favor of four gear-driven overhead camshafts to operate the engine's 32 valves. Pent-roof pistons rode in cast-iron cylinder liners, while the forged steel crankshaft was cradled in beefed-up bottom end. Through better



Raceday - Indy, 1965. © The Indianapolis Motor Speedway.



Dan Gurney, Jimmy Clark and Colin Chapman in practice for 1964 Indianapolis 500 in Lotus 34/2 wearing # 36. © Dave Friedman

breathing, and with the benefit of Hilborn fuel injection, the new engine developed a lusty 495 horsepower.

Three examples of the new Indy car were constructed. Chassis 34/1 was assigned to Clark, 34/3 went to Gurney, and 34/2, the car on offer here, was used in practice only. The stage was set for a dramatic rematch at Indy, anticipation heightened when Clark qualified at a scorching 158.828 mph, a new record that put the Lotus in the pole position, a first for a rear-engine car at Indy. But triumph was denied that day. The Dunlop tires Chapman had chosen for the team to run weren't up to the task; Clark's car was disabled when the tread on a rear tire separated, creating an imbalance that damaged the rear suspension, and Gurney was pulled out of the race as a precaution on the 110th lap.

Though Chassis 34/2 was practiced at Indianapolis by Gurney and Clark, it did not compete in the 1964 500-mile race. The car was entered in the Tony Bettenhausen 200 at the Milwaukee Mile, with that year's Indy 500 winner, the legendary Anthony Joseph "A.J." Foyt, signed to drive in a one-race deal. Foyt, also known as "Super Tex," would later confide that he had never been more frightened in a race car than he had been in the Lotus, where the cockpit was surrounded by the fuel supply. His fears were possibly heightened by the horrific, fiery accident that claimed the lives of drivers Eddie Sachs and Dave MacDonald at Indy in 1964.

Foyt, who retired in 1993 with a record 159 USAC victories, would drive 34/2 to three of its four wins, but the initial matchup in Milwaukee on August 23 produced a disappointing result. Though he qualified

in third position behind Parnelli Jones and Rodger Ward, Foyt's day ended on the first lap of the race, when the transmission failed.

September 27 found 34/2 back in action, in the Trenton 200. Ford selected the drivers, signing Parnelli Jones to drive chassis #2, and Clark to drive #1. Jones put his car on the pole, and would handily take the victory, leading the race for all but 10 laps. Among those he beat was Foyt, whose Indy-winning Offy-powered roadster failed to finish the race. Clark, in #1, was put out of the running by a broken half-shaft.

For the 1965 season, with Gurney leaving to found his own All-American Racers, Foyt was signed to drive chassis #2. According to former team member Andrew Ferguson's definitive book, "Team Lotus - The Indianapolis Years," Foyt had the car





rebuilt by two experienced Indy hands, car constructor Lujie Lesovsky and mechanic George Bignotti. The car, sponsored by Sheraton-Thompson and painted pearl white with red and blue trim, now wore the number 1, in recognition of its driver's USAC national championship the previous year.

By the time the season was over, Foyt would have five USAC victories, three while driving the Lotus, and capture the pole position a remarkable 10 times over 18 races. He would also be behind the wheel for what was arguably 34/2's greatest moment, taking the pole at Indianapolis.

The 1965 season began with a pair of disappointments, as Foyt put 34/2 on the pole in his first two races – the Jimmy Bryan Memorial 150 in Phoenix, and the

Trenton 100 – but failed to finish either, due to mechanical problems. The car's next, and most important, test would be at the Brickyard. With Foyt, who had already conquered Indy twice, joining the rear-engine revolution, the chances were excellent that history would be made.

On May 31, Foyt electrified the crowd by capturing the Indy 500 pole with an average speed of 161.233 mph in his four qualifying laps, a new record. Joining him in the front row of the grid were Clark, the acknowledged favorite, and Gurney, both in new Lotus 38s.

Foyt and Clark traded the lead twice over the first three laps before Clark pulled away. On lap 65, Foyt regained the lead when Clark made a pit stop, but the Scot retook the lead 10 laps later, and would not relinquish

it again. When Foyt's transmission failed on lap 115, Clark had clear sailing into the record books as the first driver to win at Indianapolis in a rear-engine machine. He set a new average speed record for the race at 150.686 mph, and became the first foreigner to win at Indy since 1916.

The Rex Mays Classic, on June 6 at the Milwaukee Mile, saw the fourth consecutive pole position for Foyt and 34/2, but after he had led for most of the race, the transmission once more failed. Another DNF followed at the Langhorne 150 in Pennsylvania. There would be no such difficulties at the Trenton 150, when Foyt, once again on the pole, led for the entire race. One week later, at Indianapolis Raceway Park, he held first place until the last lap, when the car ran out of fuel, dropping him back to a fourth-place finish.



On the pole - Indy, 1965. © Tony Mezzacca

A second-place finish at the Langhorne 125 on August 8 was followed by the Atlanta Championship 250, where Foyt captured his sixth pole position of the season, but had to drop out when 34/2's left rear suspension failed. Redemption came at the Trenton 200 on September 26, when Foyt, again on the pole, roared to a flag-to-flag win, lapping the field. On November 4, he drove 34/2 to its fourth and final race victory, at the Bobby Ball Memorial 200 in Phoenix.

During the 1966 season, Foyt continued to race the still-competitive 34/2, even while campaigning the new Coyote chassis car built for his team, and a Lotus 38. In its final race, the Trenton 200 on September 25, chassis 34/2 would end on a high note, finishing third.

Foyt retired the car at the end of the 1966

season, and put it in storage. He owned it until 1992, when he offered it at his famous "Garage Sale" auction at the Indianapolis Motor Speedway. It was purchased by its current owner, who was introduced by Smokey Yunick to John Fisher, a former Foyt crew member who offered advice on the sale. Fisher also helped negotiate the purchase of several spare Lotus 34 parts that were also part of Foyt's collection. Per the owner, Foyt confided to him that he had kept 34/2 as a reminder to never again be afraid in a race car.

The owner displayed it in his Automobile Museum of the Southeast for 15 years before moving his collection to Asheville, North Carolina. Just this year the Lotus was subjected to a meticulous restoration by Walter Goodwin's highly regarded Race Car Restorations in Indianapolis. Thanks to its

immediate retirement from racing in 1966, the car was remarkably complete. The Lotus was expertly restored to correct, mechanical and physical condition, and all finishes were accurately redone. Upon its completion, 34/2 was displayed at the Indianapolis Motor Speedway Museum as part of a retrospective of Foyt's career.

The Type 34 was by far the most successful of the Indy Lotuses, with a total of six victories. Foyt is the only driver to win the Indianapolis 500 (which he won four times), the Daytona 500, the 24 Hours of Daytona, and the 24 Hours of Le Mans, and has been voted the greatest Indy driver of all time by fans. His four Indy-winning cars are at the Indianapolis Motor Speedway Museum, making 34/2 perhaps the most significant Foyt car in private hands.





First turn - Indy, 1965. © The Indianapolis Motor Speedway.



Pole day photo - Indy, 1965. © The Indianapolis Motor Speedway.

This sale represents an opportunity to own a beautiful and historic race car that played a significant role in the dawning of a new age in motorsports history. Driven to victory by the winningest driver in USAC history, this Lotus would be welcome at concours and vintage motorsports events around the world.

**\$1,800,000 - 2,500,000**

Offered on a Bill of Sale

# 83.

## 1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA

Coachwork by Pininfarina

Chassis no. 14417

Engine no. 251

4,390cc DOHC V-12 Type 251 Engine

Six Weber 40DCN20 carburetors

352 hp at 7,500 rpm

Five-speed manual transaxle gearbox

Four-wheel independent suspension, double wishbones

Four-wheel disc brakes

- ★ A two-owner car that remained with its original owner for 39 years
- ★ Presented in unrestored condition
- ★ Last top-flight Ferrari of its era
- ★ Offered with original purchase documents, owner's manual, chassis service manual and technical information manual
- ★ A 1971 model built to U.S. specifications, with pop-up headlights



### THE 365 GTB/4 DAYTONA

Some cars become legends because they're the first of their kind, while some cars gain in esteem as the last of a line. Others, like the Ferrari 365 GTB/4 "Daytona" Berlinetta, become classics because they're both, marrying modernity to tradition and offering enthusiasts the best of both worlds.

When it was time to replace the 275 GTB/4 introduced in 1966, Enzo Ferrari chose to retain that car's traditional front-engine, rear-drive layout, as well as the Giacchino Colombo-designed V12 engine that had appeared under the hood of nearly every Ferrari built since 1947's 125 S. For his newest top-flight Gran Turismo, however, Ferrari increased the engine's displacement from 3,286cc to a massive 4,390cc, which in turn bumped output from 300 to 352 horsepower and enabled the car to sprint from 0 to 60 mph in just 5.4 seconds and reach a top speed of 174 mph.

Those figures alone would have made the 365 GTB/4 a legend among high-performance sports cars, but Enzo ensured the car's enduring status by cloaking it in sleek, ultra-modern sheet metal designed by Leonardo Fioravanti at Pininfarina. Fioravanti had studied mechanical engineering and aerodynamics at the Milan Polytechnic before joining Pininfarina in 1964, and he was just 30 years old when the 365 GTB/4 was introduced.

Though he's also credited with the more sensuously curvaceous Dino 206 GT, Fioravanti is most closely associated with the aggressive wedge shapes that made their debut on the 365 GTB/4, and which would define Ferrari for a generation. Fioravanti's new car debuted to great acclaim at the 1968 Paris auto salon, its hyper-masculine looks giving perfect expression to its

incredible specifications. Indeed, the automotive media were so smitten that they dubbed the car the "Daytona" in honor of Ferrari's success in the 24-hour Florida classic the year before, when Ferrari had swept the podium with a trio of prototypes. The "Daytona" nickname stuck even though the 365 GTB/4 hadn't yet been created, and even today it's more familiar to enthusiasts than the car's official nomenclature.

Soon enough, the 365 GTB/4 would acquire a solid competition history of its own, sweeping the top five positions at the 1972 24 Hours of Le Mans and following with class wins in 1973 and 1974. As befitting the car's unofficial Daytona model name, the car finished second overall and won its GT+2.0 class at the 1973 24 Hours of Daytona, and scored a Group 4 class win in 1975. So potent was the model that it finished second





at Daytona in 1979, a full six years after production ended.

Fifteen racing examples were produced, the first five of which were delivered to Luigi Chinetti's North American Racing Team in 1971 with aluminum bodies and slightly flared fenders to accommodate wider wheels.

The car's racing success ensured its credibility among enthusiasts, but just as important was its cutting-edge performance on the road, married to its traditional appeal as a front-engine, rear-drive Ferrari. Enzo Ferrari stuck with this configuration after other manufacturers had switched to mid-engine designs, believing that ordinary road drivers would be unable to handle a high-horsepower sports car with a mid-engined car's trickier handling. The front-engine design also made the 365 GTB/4 a viable

competitor to American muscle cars in the U.S. market, where its success was crucial to Ferrari's viability.

By the time the 365 GTB/4 was replaced by the 512 Berlinetta Boxer in 1973, Enzo had relented. The Daytona's successor would have its engine mounted amidships, and it would break further with Ferrari tradition by using a new opposed-cylinder "boxer" engine rather than a 60° V12. That car was never sold in the U.S., however, this country's increasingly stringent emissions requirements prohibiting any Ferrari V12 from being sold here until the Testarossa finally achieved legality in 1984.

The Daytona was also the last new car created before FIAT took over Ferrari's road car production in 1969, having acquired a 40-percent stake in Enzo's company. Upon

his death, FIAT would assume another 49 percent of outstanding shares, absorbing the tiny company started by Enzo Ferrari just after World War II into the giant Milanese conglomerate.

Ferrari built 1,284 examples of the 365 GTB/4 Berlinetta from 1968 to 1973, but even that relatively high (among Ferraris) production figure fails to diminish the car's appeal to enthusiasts and collectors. The 365 GTB/4 was indeed the last of its breed, and its close association with Ferrari's founder only adds to the allure of what is by any measure a seminal sports car, one of the very fastest, highest-performing cars of its era.



### THE MOTORCAR OFFERED



Having remained with its original owner for 39 years, this 365 GTB/4 Daytona is a stunningly preserved example of the breed. A U.S. model, chassis no. 14417 features the pop-up headlights that replaced the original Plexiglas-covered lights that were prohibited by the U.S. Department of Transportation in 1971.

In April 1971, the car was ordered by Jack May of Gainesville, Florida. A 35-year-old real estate developer, May had just undergone successful surgery to remove a life-threatening thyroid tumor when he decided to fulfill his dream of owning a Ferrari. A lifelong car enthusiast, May telephoned the Kirk White dealership in Miami and told salesman Howard Sheronas that he wanted to purchase a Ferrari 365 GTB/4 just like the one he'd seen in *Road&Track* magazine: painted Ferrari red (Rosso Ferrari) over a

black and red leather interior, with center-lock mag wheels, no air conditioning and no radio. He wanted to pick it up at the factory in Maranello and drive it around Europe before shipping it home to Florida.

After determining that such a car could be made available, Sheronas called May back with the details, requesting an initial deposit of \$1,500 followed by a second deposit of \$5,000 in June, with the balance of the car's \$16,750 price due upon delivery on September 1, 1971.

According to the report from Marcel Massini, this Daytona was number 523 in assembly sequence and its Scaglietti body was number 530. Ferrari completed the car in Maranello on July 27, 1971. All went according to plan, the order placed by the Kirk White dealership through distributor Algar Ferrari in





Philadelphia and importer Luigi Chinetti in New York. On September 2, 1971, May took possession of red Ferrari Daytona 14417 with the number plate EE 60050, which it wears to this day. It was the first of three Ferraris that May would own, and he kept it in immaculate condition while enjoying it for 39 years before selling it to its current owner.

As built to May's request, 14417 features its original coat of Rosso Ferrari paint along with its original upholstery in black leather with red seat inserts, which replaced the natural brown leather that was standard on most red Ferraris. The car retains its original sales documents as well as the owner's manual, chassis service manual and technical information manual that came with the car from the factory. It is also being sold with a car cover, spare tire, spare bulbs and the factory Daytona air pump.

In largely exquisite unmolested condition, this Ferrari 365 GTB4 is one of very few unrestored Daytonas remaining as well as one of the finest examples to be found anywhere. Chassis no. 14417 is equally at home on the road or the show field, and it would undoubtedly draw ecstatic review at vintage events worldwide while never failing to thrill its driver whenever its 4.4-liter V12 engine is fired.

**\$500,000 - 700,000**

# 84.

## 1957 AC ACECA-BRISTOL

Chassis no. BE603

Engine no. 100 D2 9907 (see text)

1,991cc SOHC Inline 6-Cylinder Engine

3 Dual-Throat Carburetors

Approximately 145bhp at 5,250rpm

4-Speed Manual Transmission with Overdrive

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- ★ *Rare and desirable  
Bristol-powered AC Aceca*
- ★ *Expertly race and rally prepared*
- ★ *Carrera Panamericana,  
California Mille and Copperstate  
1000 participant*
- ★ *Offered with large history file*
- ★ *South American Deliver New*



### THE AC ACECA

The success of Cliff Davis' Tojeiro sports-racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta body work was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-liter, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

A hardtop version - the fastback-styled Aceca Coupe - debuted at the Earls Court Motor Show in 1954. The Aceca's hatchback body was constructed in hand-formed aluminum over a tubular steel framework, while the tubular chassis was more substantially built than the Ace's. To reduce

noise levels within the cabin, AC mounted all major components on rubber bushes. The result was a well-engineered, light in weight and extremely pretty GT car in the best AC tradition.

Very few alterations were made to the Ace and Aceca apart from a change of engine for 1956 when the more-powerful (up to 130bhp) 2.0-liter Bristol six-cylinder engine became available, while towards the end of production the 2.6-liter Ford Zephyr engine was on offer also. The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace version to numerous successes in production sports car racing, arguably its finest achievement being a 1st-in-class and 7th overall finish at Le Mans in 1959.

### THE MOTORCAR OFFERED

This racy AC Aceca-Bristol has been restored and equipped for event use, both on and off the race track. The car left the factory on the 19th of March 1957, and was sold to a Jack Fernandez in Venezuela. The car returned to the UK in October of 1958, where it was registered VXW 26. The car remained in there for the next 35 years. The Aceca-Bristol was owned by Adrian Hall and participated in the grueling Carrera Panamericana in 1991, and was also raced in historic events in the United Kingdom at venues like Silverstone until 1994, when it was purchased by a prominent American collector.

Since 2000, the car has participated in the Copperstate 1000 and the California Mille, and extensively raced in California at vintage racing events, including the Sonoma Historic Motorsports Festival, Monterey, HMSA, CSRG, and LSR events. The car's





specification reflects its event preparation, and it is equipped with a non-matching Bristol D2 motor that makes approximately 145hp, mated to a 4-speed Bristol gearbox with overdrive. The car has a full complement of racing equipment, including racing belts, fire suppression system, fuel cell, roll cage, front disc brake, Perspex windows, electronic rev limiter and Stack tach system.

A large history file is included with many receipts and records, FIA paperwork and magazine articles, along with racing log books. Spare parts included carburetors, long-range fuel tank and more.

The car has been maintained by Hayward, California based Virtuoso performance – who performed an engine, carburetor and rear suspension overhaul, and installed MSD ignition along with fitment of a new clutch –

until the consignor purchased the car and carried out his own service and maintenance at his state of the art San Diego-based facilities. The AC Aceca-Bristol was featured on a TV interview session at the Monterey Historic races with Jay Leno for his “Jay Leno’s Garage” series in 2011.

A rare car to begin with, this AC Aceca-Bristol presents very well inside and out, and would be a stellar companion on a classic car rally or at a vintage race meet. The combination of the lightweight bodywork, latter-type chassis with fully independent suspension, disc brakes up front, and the legendary Bristol six-cylinder engine, this sporting Coupe really makes a statement, both in terms of its appearance and driving experience.

**\$175,000 - 250,000  
WITHOUT RESERVE**

# 85.

## 1958 FERRARI 250 GT 'TOUR DE FRANCE' ALLOY BERLINETTA

Chassis no. 0899 GT  
Engine no. 0354 C (see text)

2,953cc SOHC V-12 Engine  
3 Weber 36 DCL/3 Carburetors  
260 BHP at 7,000 RPM  
4-Speed Manual Gearbox  
Front Independent Suspension - Live Rear Axle  
4-Wheel Hydraulic Drum Brakes

- ★ *Ferrari Classiche Red Book Certified*
- ★ *Full restoration by Ferrari Classiche, Rex Nguyen and Moto Technique*
- ★ *Significant period racing history including First overall at the 1958 Coppa Sant' Ambroeus at Monza*
- ★ *Offered with comprehensive history file including copies of factory built sheets, many receipts, tools and owner's manual*



### THE 250 GT TOUR DE FRANCE

Following the disastrous accident at Le Mans in 1955, FIA regulations reclassified sports car racing to de-emphasize the influence of grand prix technology, which had steadily contributed to cars that were too fast to be remotely safe. With this new stress on fixed displacement classes, Ferrari found itself in an ideal position, already having a well-developed 3-liter engine, Gioacchino Colombo's celebrated short-block V-12.

Maranello already had a long tradition of building dual-purpose road racers, and the new Scaglietti-bodied 250 GT Berlinetta that appeared on chassis no. 0503 GT in early 1956 beautifully fulfilled the recipe. Built on the company's long-wheelbase 2,600mm chassis, the 250 GT Berlinetta fielded encouraging results during 1956, highlighted by the Marquis de Portago's victory at the new Tour de France rally in September. A

year later, Oliver Gendebien won the race in another LWB Berlinetta, and he managed to repeat this feat in 1957 and 1958, illustrating the model's dominance at the 3,600-mile combination of circuits and hill climbs.

Ultimately the four consecutive victories at the French rally became the Berlinetta's signature accomplishments, and the model was soon more popularly known as the 250 GT Tour de France, or TdF. Produced in four discrete series through early 1959, the 250 GT TdF has evolved into one of Maranello's most collectible early models, claiming a racing mandate, generally impressive ownership provenance, and one of the most striking series of coachwork designs ever fashioned by master coachbuilder Sergio Scaglietti.

### THE MOTORCAR OFFERED

Boasting period racing use and a highly-awarded restoration, this fourth-series, covered headlight 250 GT Tour de France dazzles with its pristine presentation. Chassis no. 0899 GT is the third example of approximately 37 cars that featured a single-vent sail panel, and the 42nd example of 77 total Tour de France Berlinettas built. According to factory build sheets on file, the chassis was dispatched to Scaglietti for alloy, covered headlight coachwork on February 22, 1958, while the motor, gearbox, and rear end were all completed on March 25th and 26th. Four days later the car was officially completed at the factory.

During the first week of April 1958, this Ferrari was delivered new to Eduardo Lualdi-Gabardi, a privateer racer and textile entrepreneur from the town of Busto Arsizio. He entered 0899 GT in no fewer than





13 races over the following year, starting with first-in-class finishes at the Coppa della Consuma and the Varese-Campo di Fiori Hill Climb in June. In September, the Berlinetta finished third overall at the Coppa InterEuropa at Monza and second overall at the Trofeo Lumezzane. This was followed by a superb first overall finish at the Coppa Sant' Ambroeus at Monza in November.

In late 1958, Gabardi sold the 0899 GT to Ferdinando Pagliarini and he campaigned the car through the 1959 season, starting with a third-overall finish at the Coppa San Marino Hill Climb in April. A month later the Berlinetta achieved overall victory at the Castell' Arquato-Vernasca Hill Climb, and second-in-class finishes were recorded at the Coppa della Consuma Hill Climb in June and the Pontedecimo-Giovi Hill Climb in September.

By the spring of 1960 the 0899 GT was sold to Paul Mounier, a Frenchman who lived in Algeria and worked as the president of the Lycee Techniques d'Alger (Algiers Technical School). Mounier also operated an eponymous importer ship for French cars in Algiers, and he registered the TdF in the French colony for racing use. Mounier campaigned the car in both France and Africa, finishing fourth overall at the Rallye Alger-Hassi Messaoud-Alger in April 1960, participating in the Oran Hill Climb, and finishing 7th overall at the Grand Prix de Rouen.

In 1961, the powerful dual-purpose sports car was damaged in a road accident, and Mounier sold the car to a garage owner near Marseilles named Aldo Montagna. Soon after, 0899 GT's powerful experimental engine (internal no. 174 C) sold to French shoemaker

Charles Jourdan, who installed it into a second-series 250 GT Cabriolet. The recoverable rear portion of the bodywork passed through the Carrosserie Rueda in Marseilles, from whom it was purchased by a racing enthusiast and mounted on a Swallow-Doretti chassis to build a one-off racecar, the Sunbeam Alpine Harrington Special.

Meanwhile, 0899 GT's chassis, which was still complete with gearbox, front and rear suspension, brakes, steering box, rear-end drive, fuel tank and the complete dash console, was purchased in 1969 by Jacques O'Hana of Marseilles. O'Hana registered the car and essentially retained possession for almost 20 years, at one point selling a majority of the components to François Chevallier, a sculptor who managed the Paul Ricard racing circuit. Chevallier eventually abandoned the project



Edoardo Lualdi piloting 0899 GT to a First in Class. Varese-Campo di Fior: Hillclimb, 1958. © Roberto Piccinini



Edoardo Lualdi piloting 0899 GT. © Roberto Piccinini



and sold the components back to O'Hana, who in turn sold them to Michel Ferry of Monaco in 1987.

It should be noted that during his efforts, Chevallier also acquired the original rear bodywork that had been used on the Harrington Special, which he eventually integrated into a 250 GT Coupe chassis to complete a TdF replica. Unfortunately, he stamped this replica as 0899 GT and sold it into the market, resulting in two cars claiming to be the same chassis number. Mr. Ferry made the effort to end the replica's claim to 0899 GT by reportedly obtaining a letter through Ferrari France's F40 LM team manager Jean Sage that explained the chassis' actual history, and the false stamping used on the second car.

Ferry is believed to have retained possession of the legitimate car through at least 1997,

and in 1990 he commissioned the creation of proper new coachwork by the esteemed craftsmen at Carrozzeria AutoSport in Modena. Their work was further rectified by the factory, itself, when a refurbishment was entrusted in 2012 to Ferrari Classiche, ensuring the utmost possible authenticity. In addition to a complete chassis restoration, a newly cast correct-specification type 128 C engine was supplied by the factory, which was stamped and authenticated as 0899 GT. In February 2014, the factory certified the Berlinetta with a Ferrari Classiche Red Book clarifying the repairs listed above, and asserting that the car retains its original matching-numbers chassis (including suspension and brakes), gearbox, and Borrani wire wheels. A metallurgy test was performed during the certification process confirming the age of 0899GT's chassis, and copies of the Ferrari's original built sheets











were retained. Additionally, assurance from the factory seeking that this car is, indeed, the only legitimate 0899 GT was sought, and a response from Ferrari's Marco Arrighi came unequivocally stating, "Your car is certified by Ferrari and it means that no other car can be recognized as chassis number 0899 GT."

The Ferrari was then purchased by the consignors, who soon after entrusted Rod Drew and Francorchamps Ferrari Service in Costa Mesa, CA to ensure the classic Ferrari was properly sorted out mechanically. Further work was performed by Rex Nguyen and Moto Technique to the highest possible standards. In August 2016, 0899 GT was presented at Concorso Italiano in Monterey California, where the car won the Art Center's Students' Choice Award, the Best of Ferrari trophy, and the coveted Best in Show award. A month later, at the Sunday Mar-a-Lago

Concours d'Elegance held in conjunction with the 2017 Cavallino Classic, the Tour de France won an Excellence in Class award.

0899 GT is accompanied by a tool roll and owner's manual, as well as an impressive collection of trophies, including the 2016 Concorso Italiano 'Best Ferrari' – 'Best of Show' trophy, the 2016 ArtCenter 'Student Choice' trophy, and the 2017 Mar-a-Lago 'Excellence in Class' trophy; yet the most impressive trophy is surely the 1959 'Coppa San Marino' trophy from 0899 GT's 1959 3rd place finish there. 0899 GT is documented with the Ferrari Classiche Red Book and a thick binder of vintage photos, former registration information, and owner's correspondence. The restoration file is equally impressive, with an abundance of receipts from Ferrari Classiche, Francorchamps Ferrari Service, Rex Nguyen and Moto Technique.

This striking covered headlight, alloy bodied Tour de France would make a beautiful addition to any collection, particularly assemblages focused on vintage Maranello racing machines. 0899 GT would be equally at home on fast-paced vintage car rallies such as the Colorado Grand, or the most prominent vintage racing events, such as the Goodwood meets, Monterey Historics or Monaco Grand Prix. Brought back to an exquisite state of condition, 0899 GT is now ready to commence a chapter of renewed excellence in the hands of its next dedicated caretaker.

**REFER TO DEPARTMENT**

# 86.

## 1938 CADILLAC SERIES 90 V-16 CONVERTIBLE COUPE

Chassis no. 5270289

Engine no. 5270289

452ci Valve-in-Head V-16

Dual Carter Carburetor

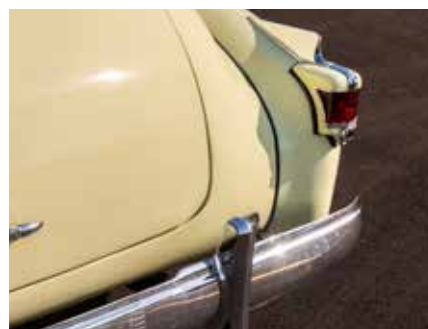
185bhp at 3,800rpm

3-Speed Manual Transmission

Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Bendix Hydraulic Drum Brakes

- ★ Nicely restored V16 Convertible Coupe
- ★ Fitted with Series 75 coachwork matching a Series 90
- ★ A CCCA® Full Classic
- ★ An excellent tour and event car



### THE CADILLAC V-16

"The sum total of the V16's features was so impressive that even the Europeans found it impossible to describe its super silent operation without using terms such as 'magnificent' and 'outstanding'." - Robert C Ackerson, Standard Catalog of Cadillac.

Cadillac's bold attempt to 'out-cylinder' the opposition commenced in January 1930 with the introduction of its magnificent 452ci (7.4-liter) 45-degree V16, of which engine it has been said: "There is no power plant in any motor car so smooth, so quiet, so flexible." Astonishingly, before the end of the year a V12 had been added to the range! The Cadillac V16 was the world's first production sixteen-cylinder passenger car, beating the rival Marmon to the marketplace by ten months. Conceived in the Roaring Twenties, these Leviathans made little sense in the post-Wall Street Crash, Depression

years of the early 1930s, despite which Cadillac managed to sell in excess of 15,000 of them before the decade's end. Harley Earl had been directing GM's Art & Color Department since 1928, and the master stylist and his team used the opportunity afforded by the new V16 chassis to create some of the most sublimely beautiful automobile bodies of the period. More than 50 body styles were offered, the vast majority being 'catalogue customs' by Fleetwood, though most were variations on a handful of basic designs.

Despite the questionable wisdom of continuing to produce such a complex car in relatively limited numbers, Cadillac took the bold step of introducing an entirely new V16 for 1938. Despite being downsized to 431ci (7,066cc) and losing its overhead valves in favor of a 'flat head' configuration, the new

short-stroke 135-degree motor contrived to be both lighter and more powerful than its predecessor. Clever installation of this flatter engine enabled Cadillac to reduce the wheelbase length by 13" yet still offer bodies at least as roomy as before. After only a few years though, even Cadillac was forced to recognize that its new V16 was no longer economical to produce, dropping it from the line-up at the end of the 1940 model year, by which time only 515 of these magnificent automobiles had been built.





## THE MOTORCAR OFFERED

This grand Cadillac was ordered new through the Scotts Smith Cadillac Company in Philadelphia, Pennsylvania. According to the original General Motors build sheet, this car was originally fitted with an Imperial Limousine body.

Acquired in 1952 by Mr. James Kiser of Wisconsin, he and his family would keep the car for over half a century. Retaining its original engine and transmission—as well as its optional radio and aerial specified on the build sheet—the Limousine body was removed and an exacting restoration was done with a Convertible Coupe body from a Series 75. Virtually identical to the Series 90 body, the Series 75 body was fitted in the 1980s by Russell Jackson and it is understood that the car was subsequently featured in a contemporary issue of the Cadillac Club's magazine *The Self Starter*

detailing the careful work completed to exactly recreate one of the ten original Series 90 Convertible Sedans.

Finished in Italian Cream over red leather, this nicely finished V16 Convertible Coupe is a CCCA® Full Classic and would make an excellent tour and event car. Most recent the car's rich leather interior was redone and shows well.

This last of the V16 Cadillacs possesses all of the luxury and refinement associated with its more exalted predecessor yet offers superior roadability. Today this rare model enjoys well deserved classic status.

**\$275,000 - 325,000**

**87.****1990 FERRARI F40**

Design by Pininfarina

Vin. ZFFMN34A6L0087030

Engine no. 24113

2,936cc DOHC Twin-Turbocharged V8 Engine

Electronic Fuel Injection

478bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Being offered by the original owner*
- ★ *Fewer than 2,100 miles from new*
- ★ *Impeccable and documented history*
- ★ *1 of only 213 F40s built for the US Market*
- ★ *Impressive list of accompaniments including full Schedoni luggage*



## 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. It's 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 GTO based engine 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. On US spec examples the fuel tanks are aluminum and unlike the rubber bladders in the European spec examples, they do not require costly replacement.

Due to the extensive use of composites throughout the car, the F40 weighs just 2,425 pounds, more than 500 pounds less than its supercar rival - the Porsche 959. The comprehensive weight-saving program included paint so thinly spread that the body panels' Kevlar weave can be seen underneath. The F40's bodywork was designed under the direction of Leonardo Fioravanti, who also was responsible for the 288 GTO, Daytona, Dino 206/246 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.

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.

Autocar concluded its test thus, 'On a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to racecar levels - and revel in it. ...there's little doubt it is the very personification of the term sports car.'

As a result of the car's desirability and enormous demand, Ferrari pushed total production numbers to 1,311, all of which left the factory in left-hand drive and liveried in classic *Rossa Corsa* paint. Of the 1,311 F40s produced, only 213 were of U.S.-specification, which generated bidding wars; eager customers were willing to pay up to twice the list price to secure one of those that would be imported.

#### THE MOTORCAR OFFERED

In 1990, acquiring a U.S.-specification Ferrari F40 was no easy task. The 213 production cars were all immediately spoken for upon their announcement, many of which selling for more than double their already high list prices. Luckily, having purchased a 288 GTO just five years earlier, the consignor was on Ferrari's short list and was able to secure an allocation for his F40 through Ron Tonking Gran Turismo, in Portland, Oregon. After securing the allocation for Ferrari's latest supercar, the consignor and his family planned a return trip to Italy to take delivery of the iconic F40 in Modena as part of his 50th birthday celebration. This trip is extensively documented in the car's in-depth history file.

During its younger years the car was used sparingly on fair weather days and made appearances at Ferrari club events across





the country. In the late-1990s, the car was safely tucked away into a climate controlled garage, where it has laid dormant until recently. After nearly 30 years of ownership, the consignor has made the decision to part with the car and as a result, has recently took it out of storage to be professionally detailed and serviced. The car has received a full major engine service by a well-respected Ferrari technician. The body is very straight with everything lining up just like it did the day it left the factory. With the exception of a minor touch up encompassing an area of less than one square foot in diameter on the right rear of the car due to contact made with a trailer while unloading, the car retains its original, factory applied paint. The factory paint presents beautifully, only showing minor imperfections that one might expect of a vehicle that has traveled less than 2,100 spirited miles. The interior and engine bay

are in equally impressive condition, displaying time capsule like originality. Accompanying the F40 are its original tools, books, factory records, window sticker, both sets of keys, a copy of the certificate of origin, and an exceedingly rare, full Schedoni luggage set – most of which have never been opened and are still in the original packaging, sealed with the factory Schedoni branded packing tape!

The last ultra-high-performance sports car built under the Commendatore's direct supervision is a landmark vehicle that is widely regarded as Ferrari's best drivers' car. This low mileage, single owner, US spec F40 presents an opportunity to acquire a best of breed legend that is off the charts on the collectability scale – if you have ever considered purchasing an F40, the sale of this car is not to be missed.

**\$1,000,000 - 1,300,000**

# 88.

## 1977 FERRARI 308 GTB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 22219

Engine no. 02593

2,926cc DOHC V8 Engine

4 Twin-Choke Weber Carburetors

255bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Elegant original livery of Verde Pinot over Tan*
- ★ *Highly sought after carbureted Coupe model*
- ★ *Very original example with major service performed in 2016*
- ★ *Offered with jack and tools*



### THE FERRARI 308

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB, Ferrari's second V8 road car, marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an out-put good enough to propel the 308 GTB to a top speed of over 150mph.

An exhilarating driver's car and a Ferrari purist's delight, the 308 and its many derivatives proved a huge commercial success for Maranello, with over 12,000 sold.

### THE MOTORCAR OFFERED

This smart, early production 308 GTB was completed in August of 1977, in the very rare color combination of Verde Pinot over Tan leather. Only 2,185 examples of this model were built between 1976 and 1980, and this particular model is one of the most preferred by collectors, as a carbureted Coupe version. Largely original, this 308 GTB received its 30k Major Service in December of 2016, which included a new timing belt, gaskets, o-rings, seals and tensioner bearings, axle boots, fluids, filters, reservoir caps, the correct Michelin XWX tires mounted on original Cromadora wheels with alloy valve stems, plus an R134A air-conditioning conversion and recharge.

Genuine Ferrari spare parts was used where possible. Inspection verified that the electronics remain in good working order, including the clock. It was also noted that the

undercarriage and engine compartment shows remarkably well, with most original finished intact. The elegant Verde Pinot paint remains in largely original condition, and bears an authentic patina for 40 years of driving with only minor blemishes. Both stowage compartments are orderly, with the vinyl cover over the spare tire assembly up front, and a working zippered cover in the rear luggage compartment. Also, included in the sale are the jack and tool roll.

Celebrating its 40th birthday this year with less than 41,000 miles on the odometer, this desirable carbureted Coupe with rare factory livery, is one of the most collectible V8 Ferrari models, and promises many more years of exhilarating driving to come.

**\$85,000 - 110,000  
WITHOUT RESERVE**



## 1963 CHEVROLET CORVETTE 327/300HP COUPE

- ★ *Iconic and highly-collectible Split Window Corvette*
- ★ *Beautifully restored example*
- ★ *Striking Daytona-blue paint*
- ★ *Excellent Corvette for rallies*
- ★ *Original 4-Speed manual transmission included*

Chassis no. 30837S105895  
Engine no. 3105895 I2I9RD

327ci OHV V8 Engine  
Single 4-Barrel Carburetor  
300bhp at 5,600rpm  
(see text) 5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Drum Brakes



## THE STING-RAY CORVETTE

1963 was an exciting year for Corvette enthusiasts. For the first time, 'America's sports car' was available as a coupe as well as a Roadster - and what a Coupe! The new Stingray design credited to Bill Mitchell and Pete Brock was a true fastback, notable for the unique divided rear window which added a lot to the car's dashing looks, but in real life proved detrimental to rearward vision. After just one year, that feature was replaced with a single-piece backlight, but would also make the 1963 one of the most desirable models for collectors.

The new Stingray Coupe also featured beautifully raised fender peaks, disappearing headlamps, and aircraft-type doors that cut deeply into the roof to ease entry and exit.

## THE MOTORCAR OFFERED

Chevrolet's second generation 'C2' Corvettes, especially the first-year, Split-Window Coupe are among the most collectible of GM's Corvette model-range.

This particular Split Window Coupe is a very early example, completed in the latter part of December 1962, and therefore has many early production features. When decoding the trim tag, one will find the 5th week of December production date, 1963 837 - Coupe body designation, the exterior finished in 916A - Dark or Daytona Blue, and interior trimmed in black vinyl. The sporting Corvette was purchased from Napoleon, Ohio-based Pro Team Corvette by the consignor, and had enjoyed a comprehensive restoration in the previous ownership. The car is equipped with the 300HP 'L75' engine option and manual transmission; as it is believed to have had from new. The stock 4-speed transmission

has been swapped for a smooth Tremec 5-speed unit, for ease of drivability. The desirable Split Window Corvette retains the Daytona Blue exterior hue as per the trim tag, and is equipped with power steering, power brakes and AC, and comes with an owner's manual.

This striking and powerful C2 Corvette would be a great companion on high-speed rallies such as the Copperstate or Texas 1000.

**\$100,000 - 130,000  
WITHOUT RESERVE**

Please note this car is titled under chassis no. 30837S105895

# 90.

## 1957 BMW 503 CABRIOLET

Coachwork by Bertone

Chassis no. 69090

Engine no. 30088

3,168cc OHV All-Alloy V8 Engine

2 Zenith Carburetors

140bhp at 4,800rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Remained with original family until 2013
- ★ Multiple Concours award-winner at prestigious events
- ★ Believed to be one of just 13,503 Cabriolets for the US Market
- ★ Retains matching numbers engine
- ★ Exquisite restoration by Scott Grundfor Company



### THE BMW 503

At the end of WW2, BMW was in a much worse state than Mercedes-Benz in Stuttgart because one of its major plants – the old Dixi works at Eisenach in Saxony – was within the Russian Zone and would soon be cut off from the West behind the 'Iron Curtain'. Nevertheless, BMW recommenced car production in 1952 with the introduction of the 501 luxury saloon, a bullish choice for an impoverished country still recovering from the ravages of war. The 501 had been announced in 1951 and first appeared with a development of the company's pre-war six-cylinder engine before gaining a much-needed performance boost, in the form of a 2.6-liter V8, in 1954.

Designed by Alfred Böning, this new power unit had been inspired by American V8s but was constructed entirely of aluminum rather than cast iron. Towards the end of 1955 a 3.2-liter version was introduced and the big

saloon's model designation changed to '502'.

Clearly, this new state-of-the-art V8 had considerable potential as a sports car engine. Sales Director Hanns Grewenig had been pressing for a V8-engined sports car for some time but it was not until Mercedes-Benz introduced the 300SL that the project was given the green light. BMW was encouraged by Austrian-born entrepreneur Max Hoffman, at that time the US importer of various European makes, who knew just the man to style the car: Count Albrecht von Goertz, an independent industrial designer who had worked for the legendary Raymond Loewy on the latter's trend-setting Studebakers. Designer of everything from fountain pens to furniture, Goertz had never before styled an entire car and would not work for BMW again until the 1980s. Goertz was commissioned to produce two

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

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





## THE MOTORCAR OFFERED

According to its BMW Classic Certificate, this 503 was completed on December 20th, 1956 and delivered to Hoffman Motors in New York on January 14th, 1957, one of just 13 503 Cabriolets believed to have been originally delivered to the United States. Painted Japanrot (Japan Red) with a handsome tan interior, this Cabriolet was additionally optioned with a desirable Becker Mexico radio and automatic antenna- a perfect specification for its young first owner.

This rare BMW was given to Mr. Geoffrey Mavis as a high school graduation gift from his father, and the luxurious BMW would stay in his family until 2013! As the story goes, Mr. Mavis brought the 503 Cabriolet with him to the Polytechnic State University after high school, and here entered the car in the 1959 Poly Royal Concours d'Elegance, winning 1st in class.

In 2013, this 503 was purchased from Mr. Mavis' son by the consignor, who planned to thoroughly restore the coachbuilt BMW to its original splendor. Renowned restoration specialists Scott Grundfor Company was entrusted with restoration, and according to the accompanying restoration file, over \$600,000 was spent to painstakingly restore this rare sports car.

All mechanical aspects of this car were addressed, including rebuilding the original numbers-matching engine, suspension components, transmission, and braking systems. Cosmetically, the bodywork was refined to ensure excellent panel gaps, and the brightwork was re-plated and re-polished throughout. In lieu of the original Japanrot paintwork, an elegant, BMW period-correct Charcoal Grey Metallic has been used,











accented beautifully by the brightwork and dark grey convertible top. The car sits on period appropriate Rudge-type knock-off wheels clad in striking whitewall tires. The interior has been similarly restored, with light brown leather interior, neatly contrasted by piping in charcoal grey.

On its completion in 2016, this stunning 503 appeared in several important concours events, where it won multiple awards. After being invited to appear at the 2016 Pebble Beach Concours d'Elegance, this cabriolet was shown at the Santa Fe Concorso, where it won Best of Show-Elegance awards. This past spring, the rare BMW was shown at the Amelia Island Concours d'Elegance, where it was awarded Best in Class in the BMW 501-507 section. Most recently, the Bertone Cabriolet came home with a Pinehurst

Award from the Pinehurst Concours d'Elegance against stiff competition.

Offered with an owner's manual and its original jack and tool kit, this elegant and rare 503 Cabriolet could be the finest example in existence. The next steward of this rare BMW will be able to enjoy this car at concours events and on touring roads alike.

**\$550,000 - 750,000**

# 91.

## 1955 MERCEDES-BENZ 300SL GULLWING

Chassis no. 198.040.5500771

Engine no. 198.980.5500295

427cu. in. OHV V-8 Engine

Single 4 barrel Carburetor

410bhp at 6,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Superb example of the legendary Gullwing*
- ★ *Extraordinary race history spanning over a decade*
- ★ *Aluminum engine and sports cam fitted at the factory*
- ★ *Spectacular Paul Russell restoration*
- ★ *Extensively documented with prominent ownership history*



### THE MERCEDES-BENZ 300SL GULLWING

Instantly recognizable by virtually anyone on the planet, the immortal 300SL (for Sports Leicht) Gullwing coupe arguably competes for the title of "Greatest Sports Car of the 1950s", and surely qualifies for anyone's Top 10 list of the greatest automobiles of all time. A period favorite of wealthy celebrities, it ranks today among the most valued and collectable sports cars ever produced.

The 300SL coupe was the direct descendant of Mercedes Benz' Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia. Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series. Test Department manager Rudolf Uhlenhaut, having some

experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: there was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to raise the entry so that the doors cut into the roof, but that meant hinging them from the top, thus giving birth to this car's timeless signature design feature.

The 300SL's first racing trial was the 1952 Mille Miglia, where the cars finished second and forth. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions. Then came Le Mans, where after the grueling 24-hour epic, a pair of 300SLs had finished in

the top two positions... and were then driven back to the factory! In 1955, Mercedes would go on an incredible winning streak which included the famous Stirling Moss and Denis Jenkinson victory where a record average speed of just under a hundred miles an hour was set.

The 300SL Gullwing in final form was unveiled at the New York International Motor Sports Show in early February, 1954, and actual production began that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection. It was claimed by the factory, "the fastest German production sports car".







## THE MOTORCAR OFFERED

Although this Gullwing is one of 1,100 production cars built on the blueprint of the race model – it has an outstanding race history of its own.

The Gullwing was completed at the factory on January 10th, 1955. The car was ordered in the gorgeous shade of DB 534 red, over a 953 black interior. The formative years of the car are undocumented, but early records suggest that this Gullwing was driven in race events right out of the gate – as it was shipped back to Stuttgart in the 60s where it received a new aluminum motor complete with sports cam. Jump to November, 1978, and the car appeared in an advertisement in Hemmings Motor News offered for \$30,000 – completely restored in fire engine red with black interior and only 13,000 miles on the new aluminum motor. Mr. John Olson, editor and publisher of the SL Market Letter in

Minneapolis, Minnesota, snapped up the car and a new era began.

In 1982, Olson entered the car in the 3,000 mile road rally from Boston to San Diego, called the Four Ball Rally. Apparently averaging a ‘sedate’ 65 miles an hour, the 27-year-old classic – the oldest car in the field - finished in 47 hours. The following year the car came in 3rd in the Coast to Coast Cannonball, a strenuous feat which resulted in Olson having the Gullwing overhauled in April, 1984, under the watchful eye of Paul Russell at Gullwing Service Co. in Essex, Massachusetts. With all systems fully addressed, it was off to the races again.

In 1986, Olson drove the car to 2nd place in a field of thirty 300 SLs at Laguna Seca, and then attended the Pebble Beach Concours d’Elegance, which was honoring

the Mercedes-Benz marque that particular year. In his final racing foray, Olson entered his Gullwing into the Mille Miglia of 1987 and upon completion extended his European tour in Stuttgart where he presented the car at the annual Mercedes meet. Finally, Olson decided it was time to hang up his racing goggles and in 1988 he let the car go to Alex Dearborn of Topfield, Massachusetts, with no small amount of nostalgia and reluctance. In a letter scripted in Olson’s superb penmanship (and included in the documents provided herewith) he tells Dearborn that over the past decade he spent over \$35,000 on the mechanicals to draw out the car’s ‘guts and vinegar’. He goes on to say, “This car has soul, but don’t be afraid of it. The harder you drive it, the more it loves you.”

Dearborn immediately put this advice to the test and drove the Gullwing to first place





overall at the Road America 300 SL Grand Prix in Elkhart Lake, Wisconsin. The following year the car was treated to a repaint – again in fire engine red – and was re-detailed, before entering the Historic Exhibition Race at Lime Rock, Connecticut, in 1989. According to magazine clippings, Dearborn and his Gullwing led the field for most of the race, but was out-maneuvered towards the end by another red Gullwing driven by Joe Tompkin. Crowds at the finish line erupted at the Mercedes one-two finish, reminiscent of the team victories celebrated by the factory race teams of the 1950s.

In 1990, Dearborn sold the car into a major East Coast collection, and thenceforth it was never raced again. Since its track days, the Gullwing has been routinely maintained and carefully stored by the collector and current owner – thus rendering the car in its current

excellent condition. The paint is very good for a car restored almost 40 years ago, the engine bay is clean and tidy, and the interior exhibits a comfortable patina of careful use.

Accompanying the 1955 Mercedes 300 SL Gullwing is an extensive portfolio of documentation: race history, advertisements, judging record sheets, service invoices, handwritten correspondence and clippings from several magazines, including Victory Lane and Vintage Motorsports. Maps of racing routes and photographs of the car en route add important historical gravitas and color to this extraordinary Gullwing's racing history. This car has it all – it is collectible, highly desirable, a legend of the Mercedes line and a thoroughbred racing champion of the Golden Years of 1950s motor racing. It's beautiful, iconic, suited up and ready for

its next racing adventure at the hands of a worthy companion.

**\$900,000 - 1,100,000**

# 92.

## 1955 PORSCHE 356 1500 CONTINENTAL COUPE

Coachwork by Reutter

Chassis no. 54215

Engine no. 35730

1,488cc OHV Flat 4-Cylinder Engine

Twin Carburetors

55bhp at 5,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Beautiful restoration of a matching number, bent-window 356
- ★ Fastidiously documented example with much period paraphernalia
- ★ Documented with Porsche Certificate of Authenticity and copy of the factory Kardex
- ★ Pure and rare Porsche Continental Coupe



### THE PORSCHE 356

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

Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 Coupe at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. In 1951, a works car finished first in the

1,100cc class at the Le Mans 24 Hours, thus beginning the marque's long and illustrious association with Le Sarthe.

The man responsible for introducing the spartan and sporty Speedster to the USA, New York-based importer Max Hoffman, had begun his series of entry level Porsches with the 1500 America, a 'de-trimmed' 356 powered by the Normal (as opposed to Super) engine. For 1955, the 1500 America was superseded by the better equipped, though still 'Normal' powered, Continental. According to Road & Track: "The Normal produced more torque than the Super below 3,000rpm, and in any given gear, from any given speed, could out-accelerate the more powerful car. In deference to its graciousness, German customers called the 1500 Normal "die Dame - the Lady." The 'Continental' name, however, was dropped

after little more than a year after objections from Ford. Today, the refined Continentals are among the rarest and most sought after of early 356s.





## THE MOTORCAR OFFERED

This elegant early Porsche 356 – chassis 54215 – was completed on September 28, 1955, as the 7,567th Porsche 356 on the production line and one of the very last Continentals ever built. In 1955, the purchase price of a new Porsche Continental Coupe was \$3,445, as affirmed by the accompanying Price Card; by comparison a fully optioned 1955 Cadillac Series 62 Four Door Sedan cost \$3,977 – making the Continental a pricey and elitist item.

Clothed by Reutter and presenting in stunning Graphite Silver paint with Garnet Red leather interior, this rare bent-windshield Pre-A model is ultimately desirable and highly collectible. The restoration of the body of this car was executed by restoration expert Skip McCabe of McCabe Automotive Restoration in Mundelein, Illinois. Meanwhile, Werner Schottmuller, who worked in the upholstery

atelier in Stuttgart in 1955, was employed to recraft the interior, while working with Skip McCabe in Mundelein. In accordance with this no-expense-spared mantra of the owner, other restoration experts were commissioned to rebuild the car's mechanical aspects.

The car comes with an embarrassment of riches – both in terms of documentation and extras. Included in the sale is a spare set of 15.5 inch tire/wheels, a jack and tool kit, as well as custom crafted leather luggage, made specifically to fit the trunk.

The car is riding on original 16-inch wheels, mounted with vintage Dunlop tires, the car's impressive history file includes the Porsche issued Certificate of Authenticity and a copy of the factory Kardex sheet, the original owner's manual, pricing card from Max Hoffman in New York and the marketing

brochure with technical specifications.

The provenance is extensively documented and supported by various images and correspondence. The restoration process is fully chronicled with invoices, photographs and a DVD. A plethora of invoices and ownership records date back to the 60s and 70s, and detailed records of the 'fine tuning' work completed within the last three years is also included. Both the front and rear deck lids are stamped '215', indicating they are the original ones for the car, and the original matching numbers engine is still in situ, as well as the original transmission.

This classic Porsche is a fabulous standard bearer for 356 1500 Continental. Beautifully restored and fully documented with an abundance of extras, it offers an exclusive opportunity to acquire a matching number engine example of an early bent-window 356.  
**\$190,000 - 260,000**

# 93.

## 1984 FERRARI 288 GTO

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFPA16B000053301

Engine no. F114B00047

2,855cc DOHC Twin Turbocharged V8 Engine

394bhp at 7,000rpm

Electronic Fuel Injection

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Retained by the first owner until 2017
- ★ One of only 272 built
- ★ Complete With Air Conditioning and Power Windows
- ★ Fresh major Service Including Belts Just completed by Authorized Ferrari Dealer
- ★ Offered with service records, books, tools and Marcel Massini's report



### THE 288 GTO

The original, immortal 250 GTO had been developed for the FIA GT Championship, duly taking the manufacturer's title for Ferrari in 1962, 1963 and 1964; clearly, any revival of the 'GTO' name could only be permitted for a very special car indeed. Enter the 288 GTO. Like its illustrious forebear, the 288 GTO (the initials stand for Gran Turismo Omologato) was conceived as a limited-edition model, just 200 units being planned to meet the then-existing Group B homologation requirements for international sports car racing.

Styled by Pininfarina's Leonardo Fioravanti, creator of the awe-inspiring Ferrari 365GTB/4 'Daytona', the 288 GTO was based on the 308 GTB (another Fioravanti creation) and made its public debut at the Geneva Salon in February 1984. Fioravanti later recalled Enzo Ferrari's original design brief. 'There was no specific instruction, just to produce a car

based on the 308 GTB that could be used for racing.'

Although superficially similar to the contemporary 308 GTB Quattrovalvole, the 288 GTO was radically different beneath the skin, mounting its V8 engine longitudinally rather than transversely, a change that necessitated a new chassis with a wheelbase extended from 234cm to 245.1cm. This new frame was constructed of steel tubes in the traditional manner while incorporating the latest in Formula 1-derived composite technology in the form of a Kevlar and Nomex bulkhead between the driver and engine.

The alteration in engine layout had been made to accommodate twin IHI turbochargers and their associated Behr inter-coolers and plumbing; the adoption of forced induction requiring that the quad-cam,

32-valve V8 be downsized from 2,927cc to 2,855cc to comply with the regulations. Ferrari's considerable experience gained from turbo-charging its Formula 1 engines was deployed in adapting the 308 unit, the latter in highly modified 288 GTO form producing 400bhp at 7,000 rpm and a mighty 366lb/ft of torque at just 3,800 revs. Top speed was a staggering 189mph.

Its three rear-wing cooling slots deliberately recalling the earlier GTO, the 288 body likewise benefited from the adoption of F1 technology, being constructed of glass fiber and a mixture of the lightweight composite materials Kevlar and carbon fiber. Aerodynamically refined in the wind tunnel, the 288 GTO sported flared wheelarches, larger front and rear spoilers, taller door mirrors and four additional driving lights in the front grille, these subtly altered looks









combining elegance with muscularity in equal measure. Given its race-bred, state-of-the-art technology and drop-dead gorgeous looks, it is not surprising that the 288 GTO appealed to Formula 1 drivers of the day, with Ferrari's Michele Alboreto and René Arnoux, and even McLaren's Nikki Lauda, numbered among its owners. In the event, the 288 GTO never contested the races for which it had been conceived, as the FIA axed Group B, citing lack of manufacturer interest as the reason.

Testament to its relevance in reviewing the 2016 Ferrari 488 GTB, Road & Track chose to compare it with a 288 GTO, producing many memorable quotes, from author Chris Chilton: 'The 288 GTO's blistered fenders and quad headlamps are pure lust', 'If there's one thing that really dates the 288, it's the steering because it's finger-tingling spectacular. Short on kickback but big on

the richly textural feedback that reminds you how sanitized most modern systems are' 'While the GTO wasn't Maranello's first boosted mid-engine road car, it's the first one you should care about.' and 'There are no disappointments with the GTO; you make no excuses for its age. You drive it, abuse it like a new car. And then you get out wondering how it must have felt in 1985 to experience something so brutally rapid as its 189-mph top speed.'

With total production amounting to only 272 cars, every one of which was sold prior to the start of production in July 1984, these cars have been covetable ever since the production ceased in 1986. Priced at \$85,000 new, within the next three years asking prices for the few that had made their way to North America were pushing seven figure sums. The modest number

built particularly compared to all subsequent Ferrari flagship supercars has ensured that today it is truly a worthy successor to the 250 GTO and remains one of the most desirable and sought-after Ferraris of recent times.





## THE MOTORCAR OFFERED

Four months after first bursting to life in Ferrari's Maranello workshops, this coveted Ferrari 288 GTO arrived in the United States through Daytona Imports in May of 1985. The original owner who managed to secure one of the just 272 examples built was Dr. Allen Meril of Garland, Texas. Dr. Meril would retain ownership of this powerful Ferrari for the next 32 years.

During his long stewardship of this GTO, the Dr. Meril drove it frequently, covering nearly 68,000 kilometers, often employing it for regular driving duties about town. Boardwalk Ferrari in nearby Plano, Texas was called upon to service this potent supercar during his stewardship, keeping it in fine working order. On August 24th, 1994, this 288 GTO was shown at the 31st annual Ferrari Club of America Concours in Monterey. Finished in timeless Rosso Corsa paint over a Nero

leather interior and fitted with air conditioning and power windows from the factory, this well-optioned 288 GTO is a very good example of Ferrari's second model to bear the GTO designation.

This numbers-matching Ferrari underwent a thorough service performed by an authorized Ferrari dealer. Overall, this 288 GTO is in great condition, having benefitted from one long-term owner for the great majority of its existence. The original interior, trimmed in black leather, has an even, gentle patina throughout. As part of the federalization process in 1985, a miles-per-hour overlay was added to the speedometer, however the odometer still reads in kilometers, showing just under 67,700 miles at the time of cataloguing. Happily, the overlay is very well done and matches the classic orange-on-black scheme of the rest of the dashboard. The muscular Pininfarina-designed

bodywork is excellent and the vibrant Rosso Corsa paint has a great finish.

The original books and tool kit accompany the sale of this excellent GTO, as does a copy of Marcel Massini's history report further adding to its already strong appeal. With just 272 examples produced and fewer still delivered to the US, this great example offers a rare opportunity to add one of these coveted, turbocharged Ferraris to your collection.

**\$1,900,000 - 2,200,000**

# 94.

## 1972 FERRARI DINO 246 GT

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 04092

Engine no. 0009814

2,419cc DOHC V6 Engine

3 Weber Twin-Choke Carburetors

195bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Just one owner in the past 30 years*
- ★ *Desirable European-spec example*
- ★ *Exquisite restoration to original specification*
- ★ *Multiple award winner, including Best in Class at the Milwaukee Concours d'Elegance*



### THE FERRARI DINO

A major commercial success for Ferrari in the 1970s, the Dino line arose from the need to homologate a V6 engine for Maranello's new Formula 2 race car. The first of the line, the Dino 206 GT, debuted at the Turin Motor Show in 1967, featuring an all-aluminum, 2-liter, four-cam V6 mounted transversely behind the passenger compartment, and driving the rear wheels through a five-speed transaxle. The coupe's stunningly beautiful lines were by Pininfarina's Leonardo Fioravanti, with production of the coachwork assigned to Scaglietti, Ferrari's carrozzeria of choice.

After just 152 examples had been built, the 206 was succeeded by the 246 GT. Launched at the Turin show in November 1969, this new model was visually similar to its predecessor, though it contained a number of significant changes, the most

important were its more powerful 2,419cc, iron-block V6 engine and its use of steel, rather than aluminum, for the body. The wheelbase was also increased, by a mere 2.4 inches, while the fuel tank was enlarged.

The 246 was built in three series, referred to internally as "L," "M," and "E." Series "L" cars, produced in late 1969 through 1970, have road wheels with a single knock-off spinner, front quarter bumpers that extend into the grille opening, and head rests mounted on the rear bulkhead. A short run of Series "M" cars were produced in early 1971; these had five-bolt road wheels, an internal rear boot lid release catch, and seat-mounted headrests. Series "E" cars were produced from early 1971 to the end of production in 1974. They incorporated all the changes to the Series "M" examples, together with further modifications to the

engine and gearbox and detail revisions. A Targa-top version, the 246 GTS, appeared in 1972, and proved to be popular with North American buyers.

While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Though Enzo was intent on marketing the Dino as a separate, lesser marque, these beloved cars are today considered "proper" Ferraris in every respect.





## THE MOTORCAR OFFERED

Completed at the Ferrari factory on May 30, 1972, this Dino Coupe, chassis no. 04092, was built to Italian market specification. As such, its 2,419cc, 65-degree V6 produces a full 195hp, 20hp more than the emissions-controlled U.S. version. Telltale signs of its European origin are the flush-mounted rather than vertical indicator lights in the nose panel, and the lack of rectangular side marker lights cut into the front and rear fenders. Dino was built with Daytona-style seats with black inserts and matching leather door panels, and was finished at the factory in 501 Rosso, with 3218 Saddle upholstery.

The Dino's first owner was a resident of Milan, Italy. The car was then purchased by a Texan, who subsequently sold it on to a collector in Indianapolis, Indiana. The current owner bought the Dino 30 years ago, finding

it through an advertisement in the Ferrari Market Letter.

This exceptional 246 GT has undergone a comprehensive, careful and total restoration to its original factory specification. The body was refinished in its original shade of 501 Rosso, and the bumpers replated in gleaming chrome. The engine was rebuilt, with new pistons, camshafts, valves, timing chains, bearings and seals, and the transaxle received new shift forks, synchronizers, bearings and seals. The brakes, suspension, cooling system and all other mechanical components were restored to as-new condition as well, with correct Ferrari parts used in all cases. The electrical system benefits from a new, correct alternator.

Since its restoration, the Dino has been driven 4,000 careful miles. It has won awards

at several concours over the past several years, including a Best in Class at the Milwaukee Concours d'Elegance. When not being shown, the car has lived a pampered life, protected under a custom cover in a heated garage. Included in the sale is a binder with all restoration details including invoices, parts, labor and other related documents.

With its classic color combination and impeccably well restored condition, this Dino can be enjoyed on the open road, and shown with pride.

**\$330,000 - 380,000**

95.Ω

## 1933 DELAGE D8S 'CONDUITE INTERIEUR' COUPE

Design by Letourneur et Marchand for Delage

Chassis no. 38186

Engine no. 114

4,050 cc OHV Inline 8-Cylinder Engine

4 SU Carburetors

118 bhp at 3,800rpm

4-Speed Manual transmission

Solid front axle and semi-elliptical leaf-springs,  
live rear axle, and semi-elliptical leaf-springs

4-Wheel Hydraulically-Actuated Drum Brakes

- ★ *One of two known survivors*
- ★ *Original Delage factory chassis with S-type specification*
- ★ *Modified to the rare "100" specification*
- ★ *Exquisite coachwork with stunningly beautiful proportions*
- ★ *Fresh from restoration and yet to be shown in U.S.*



### THE 8-CYLINDER DELAGE

In the early 1930s, the eight-cylinder Delage D8 was the only French car which could be mentioned in the same breath as the six-cylinder 32CV Hispano-Suiza in terms of elegance and engineering excellence. Founded in 1905 by Louis Delâge, the company had commenced production with a single-cylinder De Dion-engined runabout, and within a few years was offering multi-cylinder designs. Delage began racing right from the start. A single-cylinder model won the Coupe Des Voiturettes as early as 1908, and Louis himself took the 1911 Coupe de l'Auto in a 3 liter four-cylinder. Victories at the Grand Prix du Mans and the Indianapolis 500-Mile Race were achieved prior to WWI, and the company went on to become a major force in Grand Prix racing in the 1920s, setting a new World Land Speed Record in 1924 with a 10.7 liter V-12.

Four-cylinder DI and six-cylinder DM models formed the mainstay of touring car production in the 1920s. By then, the Delage factory in Courbevoie was the most modern in the French industry, equipped with the finest tools that money could buy. In 1929, Delage launched its crowning engineering achievement, the D8 model designed by Maurice Gaultier. This new chassis was the sensation of the Paris Salon with its smooth and silent 4.1 liter overhead-valve straight-eight engine and a strong X-braced structure with servo-assisted braking.

The impressive list of D8 owners was promoted by the factory as "experienced and justifiably demanding clients, men of industry and of the world, businessmen and elegant women" and included King Gustav V of Sweden, King Alexander of Yugoslavia, and Emperor Haile Selassie of Ethiopia, as well

as leading businessmen and politicians. The most glamorous film and cabaret stars of the day such as Betty Spell and Josephine Baker often added sex appeal whenever a D8 was shown at the major concours d'élégance where prizes were often won.

The standard D8 engine developed 102 bhp using a single carburetor, but for the sporting enthusiast, the 118 bhp D8 S model was available, adding both power and torque to the mix. In England, a special "Super-Sports 100" dealer-fitted option was available, consisting of four SU carburetors – so named because the retrofit put the Delage D8 S chassis into the exclusive club of automobiles capable of achieving 100 mph. Chassis 38186 is fitted with this rare option.





## THE MOTORCAR OFFERED

The 130 inch wheelbase D8 chassis was destined to attract the creative attentions of Europe's finest coachbuilders. As William Stobbs has written in his book *Les Grandes Routières*, "This thoroughbred of engineering was given outstanding coachwork by Chapron, Figoni, Letourneur et Marchand, Saoutchik, Labourdette, Vanden Plas, Freestone & Webb, Barker, Pourtout, Fernandez & Darrin...."

Yet while the great coachbuilders did their very best to out-perform one another, the factory coachwork was no less attractive. In 1932, Delage commissioned the famous carrossier Letourneur et Marchand to develop a small series of new and exciting bodies that could be offered to clients as catalogue customs, thereby ensuring quicker delivery. In short order, Letourneur came up with a torpedo roadster as well as two versions of a

rakish coupé-like design that in typical French fashion was termed a *conduite intérieure*, what the English would call an owner-driver. One of these styles had enveloping front and rear fenders, a sloping rear deck and a step plate, while the other more classical *conduite intérieure* design featured full running boards, a semi-integrated trunk for a bustleback effect and a prominent rear mounted spare in the continental style.

There was little superfluous ornamentation on these quintessentially French bodies, and correct and beautiful proportion was everything. D8 S chassis 38186 was bodied to the bustleback style and featured a low rounded coupé greenhouse coupled with a hood of seemingly unending length, a narrow vertical windshield, and gorgeous sweeping fenderlines. One superb detail was the glass-covered rear license plate, sandwiched

into the body between the top of the trunk and the rear window: simple, elegant, and functional at the same time.

Mounted on the powerful D8 S chassis, the *conduite intérieure* was a potent long-distance touring car with impressive appeal. But in 1933, the Great Depression still held France in an iron grip, and only four of these magnificent cars were completed, all with detail differences. A mere two survive. The bodies were either built by the Letourneur et Marchand subsidiary Autobineau or at the Delage factory. The bare chassis sold for a hefty 72,000 francs, while the fashionable bustleback body added another 21,000 for a total of 93,000 francs for a complete car. As Louis Delâge had dreamed for many years, Delage was indeed entering Hispano-Suiza territory in terms of beauty, mechanical prowess and price.







Chassis 38186 was finished in 1933. In October 1934, a light colored D8 S conduite intérieure was displayed prominently on the Delage stand at the Paris Salon, and based on a comparison of surviving period images, it is believed that chassis 38186 may well have been the actual Salon car. In 1936, a D8 S conduite intérieure featured in the French film *Prends la route*, which is also likely to be chassis 38186. The film which also included a Grand Prix Bugatti, was a musical comedy by Jean Boyer where the young hero, on his way to his own arranged marriage, falls in love with a woman who after multiple misunderstandings turns out to be the one he was supposed to marry in the first place. At least the film compensated for its rickety plot by showcasing a beautiful Delage D8 S.

Little is documented of the early life of 38186. The car was found in the mid-1950s

in southern France by a certain Mr. Retornaz who registered the car in Marseille. Retornaz used 38186 for some years, but lost interest for reasons unknown and laid the car up in his garage. There, it remained forgotten until 1999 when it was discovered by Charles Howard, the famed classic-car-dealer-at-large who had unearthed many of the world's most fantastic automobiles over the years. In his book *An Auto Biography*, Howard describes the condition of 38186 as "virtually untouched original". When found it sported a Chromos style bumper, which coincidentally the car in the French movie can also be seen to wear. Not long after, he sold the car to another classic car dealer in Madrid, who fell so much in love with the car that he decided to keep it and completed a restoration in a green and yellow color scheme. About five years ago, 38186 was acquired by the present owner, who re-restored the car to its present stunning black livery.

Today, resting on its long 130 inch wheelbase, 38186 has lost none of the captivating elegance with which its design wowed the crowds at the Paris Salon. From any angle, the low bodywork with its narrow windows and subtle curves exudes the presence, balance, and sophistication of line that French coachwork is so justly famous for. The eight-cylinder engine is the most powerful version of the D8 S that was available, and as the coachwork is not overly heavy, the car remains easy to drive, and performance does not suffer. It is a car that will be welcomed at quality concours and road events alike. Coupled with its great originality and authenticity, this D8 S 100 conduite intérieure indeed presents a seldom seen opportunity for a collector of rare French automobiles.

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

# 96.

## 1990 LAMBORGHINI COUNTACH 25TH ANNIVERSARY

Design by Bertone

VIN. ZA9C005A0KLA12923

5,167cc DOHC 48-Valve V12 Engine

6 Weber Carburetors

335bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Less than 2,700 Kilometers from new*
- ★ *Highly original and extremely well cared for example*
- ★ *Desirable end-of-the-run carbureted Countach*
- ★ *Offered with copy of factory build records*



### 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 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 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





#### THE MOTORCAR OFFERED

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.

Offered here, must be one of the lowest mileage; best preserved Anniversario Countach's available on the market today. Completed at the Sant'Agata-based Lamborghini works during the latter part of 1989 and early 1990; the new supercar was equipped for the European market, and finished in striking Rosso Siviglia red over a cockpit trimmed in black. The finished Countach was delivered later in 1990, presumably through Emilian Auto Spa of Bologna, Italy, to its first owner in the UK. The red Anniversario Countach was later purchased by its second owner, who kept the car in Italy from 2011 to 2014. In 2014, the car was purchased by an American enthusiast and exported to the US.

Today, this fantastic Countach presents largely like a new car inside and out. The original black interior shows incredibly well,

as does the Rosso Siviglia paint. With less than 2,700 kilometers showing on the odometer and original factory decals and markings intact throughout, this fastidiously preserved Lamborghini offers its next owner a truly magnificent supercar.

**\$300,000 - 350,000**

# 97.

## 1910 CADILLAC MODEL 30 TOURER

Engine no. 45042

226ci Inline 4-Cylinder Engine  
Single Updraft Carburetor  
30bhp at 2,300rpm  
3-Speed Sliding-Gear Transmission  
2-Wheel Mechanical Brakes

- ★ *Extremely well restored example*
- ★ *The quintessential  
brass-era automobile*
- ★ *Delightful and sporting  
Touring coachwork*
- ★ *Multiple Award Winning example*



### THE CADILLAC MODEL 30

The Model 30 was not the first four-cylinder Cadillac, but it was arguably the perfected four-cylinder Cadillac, setting a standard for quality, luxury, performance and price which positioned Cadillac for the century of leadership that followed.

As any contemporary observer will quickly recognize, the re-invention of Cadillac which the Model 30 represented was not the last time Cadillac would endure that wrenching metamorphosis. In 1909, Cadillac was only in its sixth year. It was still under the guidance of its founder, Henry Martyn Leland, and his son Wilfred, and had only five years before merged with Leland & Faulconer. It was in only its second year as part of William Crapo Durant's General Motors.

Cadillac introduced its first four-cylinder automobile in 1905, the Model D.

Its arrangement of four individual cylinders with copper water jackets and unusual variable valve lift throttle system mimicked aspects of the successful Cadillac singles' design and construction. Its configuration was refined over subsequent years until 1909 when Cadillac realized the singles which had gotten it started were now a distraction from the rapidly evolving market which had come to expect greater refinement, size, reliability and power.

In 1908, there had been five different models in Cadillac's catalog. Three of them were single-cylinder powered cars, while two of them were four-cylinder powered. A year later, there was only one, the four-cylinder powered Thirty. Rationalizing the catalog and streamlining production allowed Cadillac to improve quality and at the same time lower prices by a whopping 30%!

That the Thirty met the expectations of the market is clear in its longevity. It remained the sole model in Cadillac's catalog for the next six years although the model designation changed and in 1913 an increase in stroke of 1 1/4" substantially increased displacement and brake horsepower even though the calculated rating stayed the same. Annual production went from 5,903 in 1909 to 15,018 in 1913 and 14,003 in 1914.





## THE MOTORCAR OFFERED

This exquisitely well-restored 1910 Model Thirty is offered from a prominent life-long brass era collector from Michigan. This very car was one of the first antique automobiles purchased by the consignor several decades ago, and the first car he would embark on a full restoration of. According to the consignor, the Cadillac was a very original car when he purchased it, and the perfect basis for a full restoration.

The sporting Touring bodied Cadillac has received a full nut and bolt restoration, which was finally finished in 2011. The workmanship and level of detail is absolutely breathtaking, and deserves a close look. The prominent Cadillac is finished in lovely dark red color with matching interior, and shows impeccably well throughout. The stunning Cadillac was shown on several occasions at the prominent Concours d'Elegance of

America at St. Johns (formerly called the Meadowbrook Concours d'Elegance), where it was recognized by awards.

Equipped with large Gray & Davis acetylene headlamps; this brass era giant looks just right. The frame and undercarriage are color-coded to the exterior, with matching wood spoke wheels. A pair of spare tires are strapped to the right-hand running board. Suspension is by semi-elliptical leaf springs at the front and platform rear suspension (longitudinal semi-elliptical leaf springs shackled to a transverse leaf spring attached to the rear frame cross member.) The rear wheels have both contracting band and expanding shoe drum braking. Drive is taken through a cone clutch, 3-speed transmission and shaft drive to the rear wheels.

The quality of this 1910 Cadillac Model 30

Tourer is apparent and is a credit to the leadership and standards set by Henry Leland and Cadillac during the formative years of the automobile era. A Superbly restored example of a most charming automobile.

**\$100,000 - 130,000  
WITHOUT RESERVE**

# 98.

## 1966 MASERATI SEBRING SERIES II 3700 COUPE

Coachwork by Vignale

Chassis no. AM101S 10403

Engine no. AM101S 10403

3,694cc DOHC Inline 6-Cylinder Engine

Lucas Mechanical Fuel Injection

245bhp at 5,200rpm

5-Speed Manual ZF Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ *Highly original, preservation class Maserati with less than 34,000 Kms from new*
- ★ *Matching chassis and engine numbers*
- ★ *Elegant and powerful Vignale-designed Maserati GT*
- ★ *Offered with impressive history file including much original paperwork and Maserati Classiche records*



### THE MASERATI SEBRING

Introduced in 1962, the Sebring was one of the final manifestations of the landmark 3500 GT, which had been the linchpin of Maserati's program to establish itself as a manufacturer of road cars. 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 Sports Car 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 forced a withdrawal from racing and Maserati's survival strategy for the 1960s centered on switching production from competition to road models.

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

A luxury 2+2, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500 GT's 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, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining

five speeds, front disc brakes and, finally, all-disc braking.

A car possessing such impeccable antecedents not unnaturally attracted the attention of Italy's finest carrozzeria: Allemano, Bertone and Frua all created bodies for the 3500 GT chassis. Most Coupes were the work of Touring, while all but one (a Frua-bodied example) of the much less common Spider version were the work of Carrozzeria Vignale.





## THE MOTORCAR OFFERED

One of the most elegant and understated Grand Touring cars of the 1960s, the Maserati Sebring offered here is a Series II model fitted with the 3.7-liter engine and five-speed ZF gearbox. According to Maserati factory paperwork, this highly original example was ordered new at Maserati in December of 1965 by Auto Paris, a Barcelona, Spain based Maserati distributor. The livery was just as it appears today, with the exterior finished in Rosso Cordoba and the interior in Pelle Bianca.

The luxurious GT was finally completed in April of 1966, and soon after delivered to its first owner, a Sig. Claudio Vidal Corbera of Barcelona, according to the original Warranty booklet accompanying the car. Although an International Motor Insurance Card was issued for the Rosso Cordoba

Sebring II to a Mr. Ernesto Sentis Roldan of Barcelona, Spain in June of 1968, the car is believed to have been owned and cared for by just one owner until 2014, when purchased by an esteemed Southern California based collector of the finest European sports cars. Today, this highly original and extremely well preserved Sebring presents with an absolute lovely patina throughout. Although the paintwork has been touched up, many surfaces are still in original state, and the original interior shows incredibly well. Importantly, the Maserati retains its original, matching numbers engine, and the odometer reading of less than 34,000 kilometers (22,000 miles) is indeed believed to be actual.

The Maserati has been shown at several concours events including the Arizona and San Marino shows, where it receives much recognition.

The Sebring's impressive history file include the afore mentioned Maserati Classiche paperwork, containing a copy of the original Internal Factory Order, the Delivery Note and Technical Data Sheet, as well the original warranty booklet, along with many other original documents including period registration cards and owner's manual. A use and maintenance booklet can also be found in the file, as well as books and tools. Ready for further preservation class judging, this fine Maserati is unique through and through.

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

# 99.

## 1936 TALBOT-LAGO T120 SPORTS CABRIOLET

Coachwork design by Figoni

Chassis no. 85722

Engine no. 66148

2,996cc OHV Inline 6-cylinder engine

Single Zenith-Stromberg carburetor, 90bhp at 3,800rpm

4-Speed Wilson Pre-Select gearbox

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Single family ownership for the last 55 years*
- ★ *Rare survivor of limited production T120 Cabriolet model*
- ★ *Subject of a careful and thorough restoration*
- ★ *Winner of numerous prizes in Concours d'Elegance events*



### TALBOT-LAGO

On the dissolution of the Sunbeam-Talbot-Darracq combine in 1934, one of the company's assistant directors, Major Anthony 'Tony' Lago, bought the factory at Suresnes and continued production, selling his cars as Talbot in France. The revitalized marque embraced both sports car and Grand Prix racing, and in 1937 achieved victories in the French Grand Prix and the Tourist Trophy; from then onwards it was an uphill struggle against the state-subsidized might of the German and Italian opposition. There were, however, many notable successes in the immediate pre-war and post-war years, including three Grand Prix wins for French Champion Louis Rosier, and by the coming of war in 1939 Tony Lago had succeeded in creating a marque ranked alongside the very best in Europe.

The first newly designed Talbot-Lago built cars introduced for 1935 retained the existing

X-braced, independently front suspended chassis, and were powered by a trio of new six-cylinder engines designed by ex-FIAT engineer Walter Becchia: 2.7-liter 15CV, 3.0-liter 17CV and 4.0-liter 23CV, the latter featuring inclined overhead valves set in hemispherical combustion chambers and opened by crossed pushrods. The Wilson Pre-Select 4-Speed transmission was also employed in these new models.

The new Talbot-Lago sport cabriolet models (T120 and T150) were among the great sensations of the 1935 Season Paris Auto Show, held at the end of 1934. The new coachwork, designed and patented by Figoni, won the Coupe d'Excellence award at the 1935 Concours d'Elegance de l'Auto, and by agreement, this Figoni coachwork would be used the following year on Talbot factory produced models.

Contemporary marketing for the brand played on the profile of its clientele, it read 'Un Talbot se reconnaît aussi à l'élégance de sa propriétaire' - which translates as "A Talbot reflects the elegance of its owner". The new luxury sporty cabriolet models further appealed to an increased public desire for new technology, greater power and speed - along with a more adventurous, modern, and very elegant design.





## THE MOTORCAR OFFERED

Talbot historians cite a production estimate of only 40 of these T120 Sport Cabriolets built with this unique Fignoni design. After decades of searching, the owners of this car have been able to identify only 5 other examples to still be surviving today - making its exceptionally elegant beauty all the more elusive to obtain.

A well-known car in California since its emergence from restoration in 2005 and its debut at The Quail, this rare and supremely elegant Talbot-Lago has resided with its current custodian family since 1962, a remarkable 55 years of ownership...

Through extensive research, the owners have been able to ascertain that it was delivered new to one Jacques Puget in the southern French coastal city of Marseille and first registered there on April 9, 1937. Within 2

years it transitioned Maurice Martignon in that same town, on January 4, 1939. Mr. Martignon lovingly cared for the car for over 22 years and protected it in storage during the war years.

It was in Marseille, France that this Talbot-Lago was discovered and acquired by the present owner's father in August of 1962, and brought home with him to Southern California. It was always the intention to restore the car, but ultimately it took some time before this became a reality. Fortunately it was a very sound basis, and mostly complete particularly in respect to the tricky hard to find trim details.

Working with a handful of specialty restorers, this car was completely restored from the frame up. Wood restoration was provided by expert Doug Carr. Metal body









work, complete rewiring, and mechanical refurbishment provided by Geoffrey Mitford-Taylor. Chrome was refinished by Christiansen Plating, and then the bare metal body was repainted in a handsome deep green hue by Sylva's. A completely new interior in lustrous tan leather was crafted by Ron Mangus along with a new cloth top to finish off the presentation. Beneath the skin, the drive train was thoroughly gone through and restoration expert Alan Taylor assisted with the suspension and gearbox overhaul.

Throughout the restoration process the primary aim was to preserve originality and maintain detail features rather than replace, while all the time striving for a quality presentation well worthy of Concours level showings.

This fine restoration's debut on the Concours

circuit came in 2005, when the car arrived here on the Peninsula being displayed at the Monterey Jet Center and then at The Quail that same week. Over the course of the next 4 years it was displayed at the Art Center School of Design Car Classic, as well as the Los Angeles, Huntington Beach, Newport Beach, Palos Verdes and Dana Point Concours d'Elegances, garnering awards including 2 First Places, 2 Second Places, a Third place, a Special award and the Holloway Memorial Trophy, all in all quite a haul!

Since that time the Talbot-Lago has been carefully maintained and cherished, but in latter years has been shown less often, leading to the decision to part with it after more than half a century. In doing so this creates a great opportunity for the next custodian, to become the fourth owner of

this rare and elegant French sport cabriolet from the golden age of coachwork design.  
**\$375,000 - 475,000**

# 100.

## 1964 PORSCHE 356SC 1600 CABRIOLET

Coachwork by Reutter

Chassis no. 159378

Engine no. 810377

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

95bhp at 5,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Rare, matching-numbers SC Cabriolet*
- ★ *Exquisite presentation inside and out*
- ★ *Award Winner at PCA Concours events*
- ★ *Offered with Porsche Certificate of Authenticity*



### THE PORSCHE 356

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46bhp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine, producing 130bhp. The car's steady development brought not only coupes, but introduced luxurious cabriolets, speedsters, and roadsters. In all there were more than 76,000 examples built by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk lid and rounded fenders

of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

The 356 made its final transformation with the Type 6 body in 1963. Designated 356C, it had a new ZF steering gear and added compensating springs at the rear, the latter calming the swing axle suspension. Four-

wheel disc brakes were also part of the revision, and a 12-volt electrical system became available. Two 1,600 cc engines were offered, the "C" version with 75DIN (European horsepower, rated 88 by SAE), and the "SC" with higher compression and counterweighted crankshaft making 95DIN (107 SAE).





## THE MOTORCAR OFFERED

This fine example of the 356 SC was completed on September 19, 1963, in Signal Red paint with classic Black leather upholstery and optional tinted windows – exactly as you see it presented today. Previously owned by Harvey Wilson of Ventura, California, the car was meticulously restored over a period of time in the 1990s. Although we do not have the receipts or restoration documentation, we do know from the current owner that works included an engine rebuild receiving a mild street cam. As is evidenced upon close inspection and confirmed by the accompanying Porsche Certificate of Authenticity, the car was restored using correct materials and colors from factory - Signal Red paint, black top and black leather interior.

In May 2006, Wilson sold the car to the current owner, a Porsche enthusiast and

purist, with 71,719 miles on the odometer. He immediately took his new acquisition to the Porsche 356 Club meet at Dana Point, California, where it received a score of 288.1 out of 300. The car finished third in its class having driven to the event, and then home – a total of almost 300 miles. Subsequently, the cosmetics and engine compartment were addressed by Larry Markham of Markham Motor Works of Burbank, California, and Vredestein tires were installed on the original painted wheels.

The car returned to Dana Point the following year and finished first in its class. The current owner describes his car as having been ‘very reliable’ over the period of his 11 years of ownership, during which he has participated in numerous rallies, including the 356 North Meets South, plus he has shown the car at several events.

The car comes with 8,000 post-restoration miles on the clock, a set of tools and manuals. With its beautiful aesthetics and good mechanical condition, this Porsche can be enjoyed both on the show green – and on the road.

**\$190,000 - 230,000**

# 101.

## 1958 LANCIA AURELIA B24S CABRIOLET

Coachwork by Pininfarina

Chassis no. B24S 1678

Engine no. 1798

2,451cc OHV V-6 Engine

Single Twin-choke Weber Carburetor

110bhp at 5,100rpm

4-Speed Manual Transaxle with Clutch In Unit

4-Wheel Independent Suspension

4-Wheel Drum Brakes, Rear Brakes Inboard

- ★ *Rare Italian collectible*
- ★ *Never restored, largely original, matching numbers*
- ★ *Sophisticated Lancia mechanics with Pinin Farina styling*
- ★ *Owned by celebrated Lancia collector for 34 years*



### THE LANCIA AURELIA B24

The B24S represents the ultimate development of one of the most influential designs to emerge from Italy post-WW2: the classic Aurelia. First car ever to employ a V6 engine, the Aurelia was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminum 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 landmark, Pinin Farina-styled B20 Coupe, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and this unit in up-rated form went into the B20. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this unit was adopted for the B24S Spider launched in 1955, by which time the Aurelia had gained a leaf-sprung De Dion rear axle.

The Lancia Aurelia Spider was clearly inspired by the Pinin Farina's open Ferraris. As the Spider was intended for sale mainly in the USA, and with its wraparound

windscreen of American inspiration, it was quickly dubbed 'America'. Built on a 2,450mm wheelbase, the B24S was mechanically similar to the 4th Series Aurelia B20, except for different air filters. All models had a floor gearchange and it was the first Lancia with left-hand drive as standard (the 'S' in the type number meaning 'Sinistra' - left - in Italian). The Spider America was only produced in 1955. From 1956, it was succeeded by the more conventional B24S Convertible, mechanically based on the 5th series Aurelia B20.

Again, the work of Pinin Farina, the B24S Convertible looked superficially very similar but in fact was a total redesign that shared no panels with its predecessor. Easily recognizable differences were many: deeper doors with external handles and wind-up windows, flatter windscreen with quarter-







#### THE MOTORCAR OFFERED

lights, and one-piece bumpers, to name but three. There was also, of course, a proper convertible hood providing decent weather protection. The B24S Convertible was built on the same short-wheelbase chassis as the Spider and used a slightly less powerful version of the 2,451cc V6 engine producing 110bhp. Top speed was also marginally reduced, to 172km/h.

Super rare, and desperately sought after by discerning Italian sports car collectors, Lancia Aurelias are few and far between – those that do exist are, for the most part, fully restored. This Aurelia B24S is largely original and for a car over 60 years old – it is in exceptional condition.

Dressed in grey with red leather upholstery, the car was finished on August 30, 1958. According to research by the previous owner, it appears that this example was purchased new by a proud father for his son while he attended Harvard University. Ownership was eventually transferred to a large East Coast collector who specialized in Lancias and purchased his first car – an Appia Zagato – straight off the showroom floor in Italy at the age of 20. Having acquired this Aurelia B24S Cabriolet in 1983, he kept the car for 34 years, as is verified by registration documents, which accompany the sale.

Today, this beautifully preserved Lancia Aurelia is offered with the Registro Aurealia from Milan, which clearly verifies that the car sports matching numbers for the body, engine, and gear box. Never fully restored, this fine automobile presents with the original Pelle Rossa upholstery of 1958.

Last year, under new and current ownership, a mechanical service was commissioned, with parts and labor totaling \$16,000. During this process, all major components were addressed, including the fuel system, carburetor, cooling system, instruments, engine and subframe mounts, steering, clutch, brakes and tires. New parts were purchased NOS or as-original. Prior to the Aurelia's current ownership, it was repainted, and having recently received a professional buff and polish, the paint still shows extremely well.





With a freshly sorted engine, coupled with a smooth transmission, plus new tires, this lovely Aurelia is an enthusiastic driver presenting in excitingly original condition, primed and primed for its next adventure. The fortunate next owner of this car will have the choice to continue to maintain it mechanically in the thorough manner in which it has enjoyed, and drive the heck out of it right away, or eventually give it a sympathetic restoration for which it is a perfect base. It will be difficult to get out of the driver's seat long enough to make the decision.  
**\$350,000 - 450,000**

Please note this car is titled under the model year 1959.



# 102.

## 1969 FERRARI 365 GT 2+2 Coachwork by Pininfarina

Chassis no. 13269  
Engine no. 13269 GT

4,390cc SOHC V12 Engine  
3 Weber Carburetors  
320bhp at 6,600rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ *Matching numbers example of the classic Touring Ferrari*
- ★ *Elegant Pininfarina-built coachwork in Grigio Mahmoud*
- ★ *Great Ferrari for high-speed rallies such as the Copperstate 1000*
- ★ *Offered with restoration and service records, books and jack*



### THE FERRARI 365GT 2+2

By the mid-1960s, fifty percent of all Ferraris produced were being built with four seats. Following on from the success of its first such model, the 250 GTE of 1960, Ferrari introduced the 330 GT 2+2 in January 1964. Its replacement, the 365 GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365 GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330 GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and in addition to featuring independent suspension all round (for the first time on a Ferrari 2+2) the car boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from

noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.

Developing 320bhp in its 365GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox. The car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all around. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by Car magazine as 'the most civilized Ferrari yet.'

### THE MOTORCAR OFFERED

Completed in December of 1969, the stellar example offered here, chassis number 13269; was among the last examples built in the series. The new Ferrari was finished in Grigio Mahmoud (dark grey) over a Beige interior, and was in April of 1970 sold via Ferrari agent Italcar S.p.A to first owner Mr. Banololino Mussa of Torino, Italy. 13269 had been equipped for the home market, with metric instruments, European lights, a passenger side headrest and left hand drive steering arrangement.

According to noted Ferrari historian Marcel Massini's research, the Ferrari would remain with Mr. Mussa until 1982, when another Torinese resident took ownership. The car remained in this ownership until 1988, when the third owner purchased 13269; also, a resident of Torino, Italy. In 1999, the car went to a new owner in Varese, Italy, with whom





it remained until 2005 when it was sold at auction. A Milanese enthusiast purchased the car here, and in turn sold the car to noted restorer, Tommaso Gelmini and his GPS Classic S.r.l. Mr. Gelmini sold the car to noted life-long Ferrari collector, Mr. P. Paul Pappalardo in 2012. Mr. Pappalardo would keep the car in Europe, until selling a couple years later.

Many service and maintenance receipts on file attest to specialty shops performing restoration work on 13269 over the years. A full engine rebuild was performed while the car was in Mr. Pappalardo's ownership, and is fully documented on two CDs which can be found in the car's comprehensive history file, along with an owner's manual, jack and Marcel Massini's history report.

Finished in the elegant and correct Grigio

Mahmoud light metallic paint over the beige leather interior, 13269 is a wonderful and well-kept example of these classic touring Ferraris. On a recent test drive, the Ferrari performed exceptionally well, and rates at the top of the best driving examples we have had the pleasure of offering. The car still retains its original matching numbers engine, and is ready for Grand Touring on high speed rallies such as the Copperstate 1000.

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

# 103.

## 1978 MASERATI KHAMSIN

Coachwork by Bertone

Chassis no. AM120-1224

Engine no. AM120-1224

4,930cc DOHC V8 Engine

Bosch Electronic Fuel Injection

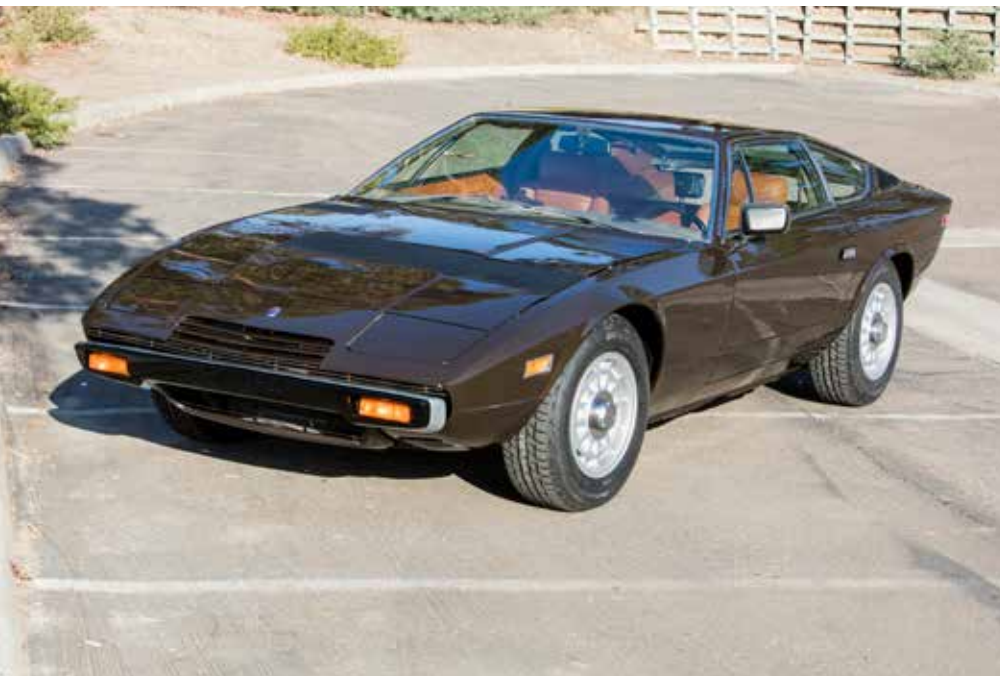
320bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Coil Spring Suspension

4-Wheel Power-Assisted Hydraulic Disc Brakes

- ★ Desirable 5-speed manual transmission
- ★ Sold new through Kjell Quale in San Francisco
- ★ Offered with extensive history file containing many factory records
- ★ One of just 155 Khamsin's delivered to the US-market



### THE MASERATI KHAMSIN

The last Maserati developed under Citroën's and Giulio Alfieri's aegis, the Khamsin, introduced at the 1972 Turin show, was named after an Egyptian desert wind. It was very much a major evolution of the iconic but conceptually dated Ghibli.

Fitted with a 4.9-liter four cam alloy dry sump V8 with 352ft/lbs of torque, 320hp and 275kmh performance with for the first time on a front engine Maserati four-wheel independent suspension, it was in fact a front mid-engine Berlinetta with perfect weight distribution. Its alluring very unique body with tremendous gravitas was the first production model designed by Bertone with the hand of Marcello Gandini a design he started from the basis of the Lamborghini Urraco along with the alluring vertical glass back end he had penned on the Lamborghini Espada. The result had immense class as much as it

had outstanding charisma behind the wheel. Driving one is an event. Crucially it also had incredible ease of use thanks to Citroën's hydraulically assisted steering, brakes and clutch which meant that the frailest of drivers could drive it easily all day long in the worst traffic jams, contrary to the very heavy controls then endemic in GT cars. Jay Leno was very impressed during his online test drive. These brakes were extraordinarily powerful and fade free even on a racetrack in sharp contrast to what was typical at the time.

The quintessential grande routiere to cruise with regal ease from London to Monaco or New York to Palm Beach it was set for major success, in fact Dolce Vita actor Marcello Mastroianni offered one to silver screen Goddess Catherine Deneuve. Like an obscure under-appreciated fine wine, the Khamsin was long a forgotten car but is now

sought by an ever-wider caste of connoisseurs. Reflecting its market value has gone up ten-fold in the last 25 years.





## THE MOTORCAR OFFERED

Finished on February 6, 1978 in Maserati's Modena factory, the 5-speed manual Khamsin offered here was painted in the rare shade of Tabacco with Cinghiale (wild boar) interior.

It was shipped to San Francisco, California where dealer Kjell Qvale sold it new to client Jim Liston. He drove it home to the exclusive enclave of Incline Village, Nevada where he kept it until 1989. He then sold it to another Reno resident with a mere 15,000 miles on the clock. The new owner was Sam Dibitonto a well know Maserati expert who wrote numerous authoritative articles in the eighties and nineties. The car remained his property for 24 years when he sold it with 21,000 miles. Having lived three decades in the dry desert air it was perfectly preserved and pampered.

It was bought December 10, 2013 by the current owner who had a complete and

very painstaking bare metal repaint done in the Los Angeles area in fact it took several years and was finished this spring. During that process, it received a European bumper conversion away from the hideous US version. It has just been serviced by a top southern California workshop familiar with Khamsins.

There are a variety of records from the Liston era whereas Dibitonto, a WWII military mechanic with considerable expertise did all his own work. He studiously made notes of his work in the owner's manual. The car's file include copies of many factory records, including the Certificate of Origin, the Technical and Aesthetic sheet, the Final Test Data Sheet, the End of Line Data Sheet, the Delivery Note, and the Original Maserati window sticker for British Motor Car Dis Ltd of San Francisco.

Exceptionally low in mileage at 23,332 yet never neglected and with a very well preserved interior it is a true find in appealing period colors, 1224 is not to be missed as there are almost none left in the USA. Indeed, of the 155 Khamsins sold new in North America, 100 were 5 speed. Of these less than 30 remain in the US as the rest have mostly been shipped to Europe where they have always been better appreciated than to the lack of US bumpers. This along with the other Khamsin in this auction, represents a now dwindling opportunity to buy a proper 5 speed Khamsin looking the way Maserati, Giulio Alfieri, Bertone and Marcello Gandini meant it to look, as the ultimate most accomplished front engine GT of the 1970's.  
**\$140,000 - 180,000  
WITHOUT RESERVE**

# 104.

## 1970 PLYMOUTH ROAD RUNNER SUPERBIRD

Chassis no. RM23U0A164599

Engine no. 0A 64599

440ci OHV V8 "Super Commando" Engine

Single 4-Barrel Downdraft Carburetor

375bhp at 4,600rpm

3-Speed Torqueflite Automatic Transmission

Independent Torsion bar front and Semi-Elliptic Leaf Spring Rear Suspension

Front Disc and Rear Self-Adjusting Drum Brakes

- ★ *Three owners from new*
- ★ *Recently completed*  
*6-year restoration*
- ★ *Numbers matching example*
- ★ *A Mopar legend*



### THE PLYMOUTH SUPERBIRD

The winged Mopars appeared first in 1969 with the Dodge Charger Daytona, carrying streamlining and aerodynamic downforce to new heights in NASCAR.

The 1969 regulations required that Dodge build only 500 of the pointy-nose high-wing Daytonas. When Plymouth decided to emulate the success of the Daytona with the Road Runner Superbird in 1970 NASCAR made it quite a bit more difficult, requiring that any model raced in NASCAR be built in sufficient quantity to supply all the manufacturer's U.S. dealers. For Plymouth that meant building nearly 2,000 of its bullet-shaped NASCAR Superbirds, just to qualify them for racing on NASCAR's two high speed ovals, Daytona and Talladega.

Even though the Dodge Charger and Plymouth Road Runner were built on the

same mid-sized Chrysler platform the bodywork was substantially different. Plymouth was forced to develop its own variation on the extended nose, raised wing Charger concept. The Superbird's nose was 1" longer than the Charger's and had a raised entry angle. The rear wing stood on supports with much deeper chord which swept back farther and inclined gently toward the body's centerline.

Perfectionists sometimes ask what kind of aerodynamic research the designers at Plymouth did to arrive at the ideal placement height for the rear wing. The answer is somewhat simpler: they didn't do any. It is high enough to allow the trunk lid to open without interference with the wing.

The Road Runner Superbird became the most popular and well known of all the

NASCAR specials built during the Sixties and Seventies, helped in no small measure by NASCAR's insistence that Plymouth build plenty of them so they created a high profile on the street. Most of the street Superbirds are very well equipped with luxury and convenience options in addition to the performance equipment which was included in the Superbird package. Those included the 375hp 440 Magnum V8, Torqueflite automatic transmission, performance axle, power steering, power disc brakes and hood hold down pins. A black vinyl covered roof also was standard.





## THE MOTORCAR OFFERED

The example offered here is comprehensively equipped including bucket seats, console, outside mirrors, AM radio, rim blow steering wheel and Rallye road wheels. Its original color is Tor Red (Hemi Orange EV2) which it still wears today.

A three-owner car from new, the penultimate owners—Dean and Joyce Luke from Wheeler, Indiana—had acquired the car from the original purchaser in 1972. Originally constructed in mid-November 1969, most recently the car was the subject of a six-year restoration during which only correct, original parts were used. Specific attention was paid to the original 440 “Super Commando” motor which was rebuilt with new pistons, rods, valves, rings, and bearings. The Torqueflite automatic transmission was also rebuilt while a freshly redone electrical system was installed.

Documentation includes a copy of the penultimate owner’s title and photos of the hard to see engine number and date coding indicating that it was born with this car. Also included is the Chrysler-Plymouth ‘Special Parts and Maintenance Schedule for Road Runner Superbird’ booklet, an invaluable resource for Superbird owners.

Having covered precious little distance since the completion of the restoration, this Superbird will turn heads quicker than just about anything else on the road.

**\$140,000 - 160,000**

# 105.

## 1923 STUTZ SPEEDWAY FOUR ROADSTER

Chassis no. 13253  
Engine no. D13259H

360ci 4-Cylinder Engine  
Single Stromberg Carburetor  
88bhp at 2,200rpm  
3-Speed Manual Transaxle  
Rear Drum Brakes

- ★ *Sporting Roadster version of the Speedway Four*
- ★ *A Modoc and Mozart tour veteran*
- ★ *Serviced and maintained by renowned Mosier Restorations*
- ★ *A high quality Nickel era car for tours and events*



### THE STUTZ MOTOR COMPANY

An outstanding showing at the inaugural 1911 Indianapolis 500 by one of the first cars built by Harry C. Stutz inspired the slogan, "The Car That Made Good in A Day." The legacy carried on, and from 1915 to 1917, the "White Squadron" racing team carried the Stutz banner, and earned the team prize at the 1915 Vanderbilt Cup and American Grand Prize races. Board and dirt track races comprised the rest of the 1915 season, with legendary Earl Cooper earning the most points and an unofficial national driver's championship.

Cooper continued the good fortune in 1916, and at season's end, he was victorious in a 50-mile match race at Ascot in Los Angeles, nosing out both a Mercer and a Duesenberg. In 1917, AAA-sanctioned racing was curtailed after United States' entry into World War I, but Cooper entered

his famous Stutz No. 8 into six contests, winning four of them. He also accumulated the most points that season, but the AAA was reluctant to name a champion due to the somber wartime environment.

After a period of instability and the departure of Harry Stutz, the Stutz Motor Car Company came under the direction of Hungarian-born engineer Fredrick Moskovics. He completely redesigned the Stutz car, yet kept the cars racing heritage.

Stutz is perhaps most remembered for the race it did not win, a match race resulting from a \$25,000 wager between Moskovics and his friend Charles Weymann, the inventor of the Weymann lightweight fabric body construction. Pitting Moskovics' Black Hawk against Weymann's Hispano-Suiza, the favorite due to its much larger-displacement

engine, the race was run at Indianapolis three days prior to the Stevens Challenge, with the Stutz dropping a valve after 56 laps and handing the race to the Hispano. Despite the mechanical failure, Weymann was so impressed with the Stutz that he entered one at Le Mans the following year.

The Stutz Speedway Four was produced by in 1923 and 1924. Stutz produced two Speedway models – the Four and the Six. Although most would think that the larger Six-cylinder model was the more powerful of the two; yet that wasn't the case; it was the large 360 cubic-inch Four. Eight body styles were offered, but among the best looking and most sporting was the Roadster looks. Stutz motorcars remain highly collectible for their power, build quality, and modern day usability.





## THE MOTORCAR OFFERED

A Veteran of Mozart and Modoc Nickel era tours, this sporting Stutz Speedway Four is noted for dependability, and running out front. Boasting the incredible sound when passing with the exhaust cut-out open, this may be the only Nickel Age Car that drives 140 miles' round trip each year to attend the 15 mile HCCA Holiday Motor Excursion in Pasadena!

A sympathetic restoration was carried out in the early 1960s, and prize-winning show life led to 30 years in a mid-west museum. When exhumed, the Speedway Roadster profited from engine prep by the late Stutz Expert, Paul Freehill. The Stutz has been much improved and maintained for touring purposes by the seller and Bob Mosier's renowned LA-based Mosier Restorations. Bright work has been re-plated to correct nickel by the seller, while wheels were

powder coated and shod with new 33x5 Goodrich tires. The exhaust system, gas tank, starter, generator and cooling systems have been made refurbished or maintained for bold motoring among the other hard-charging giants of the day. The coachwork presents in beautifully aged and very original condition, as does the lovely old interior. The final iteration of the 360 cubic-inch, four valve, proprietary detachable head Stutz engine is a marvel of the time, powerful and proven.

**\$175,000 - 225,000**

# 106.

## 1965 PORSCHE 356C CABRIOLET

Coachwork by Reutter

Chassis no. 162126

Engine no. 733180

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

- ★ *Matching numbers*
- ★ *Originally owned by actor Christopher Lloyd*
- ★ *Largely original*
- ★ *First 356 model with disc brakes*
- ★ *Porsche Certificate of Authenticity*



### THE PORSCHE 356 C

Porsche had offered a cabriolet version of its 356 from the very beginning of series production in 1950, and it had proved to be quite popular over the years. However, when the final "C" version of this iconic sports car was introduced for 1964, cabriolet sales had begun to decline. Only 2575 examples were for that model year and a mere 587 more in model year 1965, making these last-of-the-line convertibles even more collectible today. Cabriolets were luxurious and comfortable touring cars, capable of cruising at 90 mph for hours on end.

The 1964 "C" also brought the introduction of four-wheel disc brakes, which added to the C's driving prowess. The "Normal" C engine produced a reasonable 75 horsepower, while the "Super" C developed 95 horses with the help of higher compression and larger carburetors.

### THE MOTORCAR OFFERED

This very attractive 356C cabriolet has a most interesting ownership history. It left the factory on the 20th of May, 1965, finished in 6406 Irish Green with a black leather interior. The only option listed on its certificate of Authenticity was a set of Dunlop tires, and a radio was installed at a later date. It was purchased new in Southern California by stage and film actor Christopher Lloyd (*Back to The Future*). When a former owner asked Mr. Lloyd if he had been a car collector, Lloyd reportedly said "I knew somebody who was very much into cars and kind of an engineer himself and he said, 'this is the car to get'. I wanted a car to last me a long time, and it was apparently very durable and well made. So, I went out to order it at the dealer in 1965, a 356C, and the salesman said they'd just stopped making them, like, a month before. He showed me the 911, going to the next model, and it just didn't appeal to me at all. I was very disappointed."

Shortly afterward, however, Lloyd's disappointment was allayed; the salesman called to tell him that a 356C cabriolet was on the water, and its prospective buyer had changed his mind. The car was available if Lloyd wanted it, and of course he did. Lloyd kept and enjoyed the green cab until 2011, more than 45 years. "I drove it I don't know how many thousands of miles. I mean, it was fabulous. And I sold it to a real collector. He had, like, an airplane hangar full of collectible cars. But that was my one romance with a car."

Over its long life, this 356C cabriolet was driven and maintained, but never "restored". The engine and transmission are original to the car. The current owner states that "there is no evidence of any prior collision damage, and its floor pans, longitudinals, and battery box (typical restoration sheet-metal





replacement items), lights, instruments, and trim are all original. It is safe to assume that the top and seat covers have been replaced given the car's age. Much of the car's exterior paint appears to be original, but there have undoubtedly been some spot paint repairs over time, but apparently no total repaints." The consignor states that there is no evidence of prior accident damage.

The most recent prior owner carried out some major mechanical work. According to the consignor, the engine, fuel system, exhaust and brakes, along with the suspension and steering were all professionally rebuilt and are well sorted. A new clutch was installed. The car has been fully detailed. Exposed metal from peeling undercoat on the underside was painted and the factory undercoating lightly touched up, but not totally stripped and re-undercoated.

Small paint chips were touched up and the complete exterior paint polished to bring out the shine. The result is well-preserved and very usable un-restored car with the patina you would expect of a well maintained 52 year old Porsche 356C Cabriolet.

This very attractive and largely original Porsche 356 C cabriolet shows great patina appropriate to its age. The odometer reads approximately 55,000 miles, but the actual figure may be greater. It is supplied with a nearly complete tool roll, a jack and spare wheel and tire.

**\$120,000 - 150,000  
WITHOUT RESERVE**

# 107.

## 1952 LANCIA AURELIA B20 GT 2ND SERIES COUPE

Coachwork by Pinin Farina

Chassis no. B20 1580

Engine no. 1685

1,991cc OHV All-Alloy V-6 Engine

2 Weber Twin-choke Carburetors

80bhp at 4,700rpm

4-Speed Manual Transaxle

Sliding Pillar Front - Independent Rear Suspension

4-Wheel Drum Brakes - Inboard Rear

- ★ *A rare early B20 GT*
- ★ *Freshly and authentically restored by respected specialists*
- ★ *Successfully completed the 2017 California Mille*
- ★ *Eligible for the most selective events including the Mille Miglia*



### THE LANCIA AURELIA

From its beginnings in 1907, Vincenzo Lancia's company produced cars noted for their technical sophistication, refined aesthetics, and attention to detail. When launched in 1950 at the Turin Auto Show, the Aurelia was arguably the most advanced automobile on the market, with its innovative semi-trailing arm independent rear suspension, four-speed transaxle, and first use of a V6 engine in a production car.

The product of two great engineers, Francesco de Virgilio and Vittorio Jano, the all-aluminum V6 employs a 60-degree v-angle and a central camshaft with short pushrods for inherent balance and compactness. The chassis, too, emphasizes balance by locating the transaxle and inboard rear drum brakes close to the vehicle's centerline, under an innovative unitary body. The tenacious poise of 4-wheel independent suspension was

achieved through Lancia's proven sliding pillars at the front and trailing arms at the rear, and the Aurelia was the first car fitted with radial tires as standard equipment.

The Aurelia berlina (sedan) was followed a year later by the more sporting B20 GT coupé, with a larger and more powerful engine installed in a shorter and lighter chassis. The 2 + 2 coachwork, attributed to Felice Mario Boano, was initially built by Carrozzeria Viotto but production was soon transferred to Pinin Farina.

While the B20 GT is widely acknowledged to be the world's first Gran Turismo, it is less recognized that the car's sporting reputation rests mostly upon accomplishments of the first two of the six different series that Lancia produced. Most famous is Giovanni Bracco's second place in the 1951 Mille Miglia, in

which he outpaced the winning Ferrari over the mountain passes. In the 1951 event B20s took three of the first seven places, and in the 1952 Mille Miglia, four of the first eight.

Factory driver Gino Valenzano, quoted in Niels Jonassen's *Lancia Aurelia in Detail*, opines that the 2-liter engine in the first two series was much sweeter and more willing to rev than the later 2.5-liter, and the independent rear suspension was far superior to the De Dion system used on later B20s. He further notes that the 2-liter cars, which are hundreds of pounds lighter, are more agile and can be cornered with greater precision, and do not lean as much.

Early B20s are also significantly different in appearance, most visibly in their elegant rounded tail fins, streamlined headlights, pivoting door handles and other fascinating





#### THE MOTORCAR OFFERED

details. The combination of performance, luxury and engineering refinement was unparalleled for its era.

It is worth noting that like many Italian high performance cars of the era, all B20 GTs through the first three series are right-hand drive.

This exceptional Aurelia slumbered for many years in its native Italy, until a comprehensive two-year restoration completed in late 2016 by the award-winning specialists of Scuderia Azzurra, a firm of German and Swiss enthusiasts with a modern shop just inland from the Portuguese Riviera.

Its history is known only back to 1972, when it was seized and subsequently auctioned by the Italian Customs authorities after being used for smuggling into Switzerland. Unfortunately, no stray bundles of lire were found during the restoration! To ensure a clean transfer of title at the Customs auction, the car received a second VIN at that time. Documentation from the Fiat Archivio e Centro Storico confirms that the car retains of its original numbered components.

Notwithstanding the obvious quality of the

restoration, the owner sent the car to noted Lancia specialists Omicron Engineering in Norfolk, England for further mechanical refinement. The objective was to ensure reliable performance on driving events, and indeed the car successfully completed the 2017 California Mille after air shipment from England.

As it stands, this rare early Aurelia is ready and eligible for the most exclusive driving events and concours, not least the Mille Miglia where early B20s were so successful.  
**\$220,000 - 260,000**

# 108.

## 1930 LINCOLN MODEL L CONVERTIBLE ROADSTER

Coachwork by LeBaron

Chassis no. 64277

385ci L-Head V-8 Engine  
Single 2-Barrel Carburetor  
90bhp at 2,800rpm  
3-Speed Manual Transmission  
Leaf Spring Suspension  
4-Wheel Mechanical Drum Brakes

- ★ *Rare and elegant LeBaron Convertible Roadster*
- ★ *Lovely older restoration in elegant color-scheme*
- ★ *CCCA Full Classic*
- ★ *Accompanied by Lincoln Automobile Record*



### THE LINCOLN MOTOR COMPANY

The Lincoln Motor Company had been founded in 1917 by the great engineer Henry M. Leland and his son Wilfred. After the Great War, Leland's first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358ci L-head, 60°, V-8 engine. Post-WWI recession and an erroneous 4.5 million-dollar tax bill spelled the end of Lincoln, and it was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.

Ford put his son Edsel, who had an innate sense of style, grace, balance and proportion, in charge of Lincoln and the automobiles soon began to reflect Edsel's vision.

### THE MOTORCAR OFFERED

This elegant 1930 Lincoln Model L is one of just 100 produced wearing this sporty LeBaron Convertible Roadster body style, denoted as the Model 185. Priced at an exorbitant \$6,900 when new, the Model 185 Lincoln boasts refined, sweeping curves, a hidden rumble seat, dual side-mounted spare wheels, a classic upright windshield and, crucially, a Convertible top that folds neatly behind the two-seat cockpit, offering disappearing top Roadster-like good looks with Convertible practicality.

According to the Lincoln Automobile Record written by The Henry Ford museum, car number 64277 was assembled new on June 10th of 1930 with production number 64536 and crankcase number 71. The body was the style number 185, with body number 15-94, and was finished in black with trim 2446. Today, the athletic body is painted in

two-tone grey and black, with contrasting brown interior. The well-performed older restoration of this Roadster makes it a lovely example of America's Pre-war styling prowess and creativity.

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



## 1936 BMW 319 FOUR-WINDOW CABRIOLET

Chassis no. 57546

Engine no. 57547

1,911cc OHV Inline 6-Cylinder Engine

Single Downdraft Carburetor

45 BHP at 3,750 RPM

4-Speed Manual Gearbox

Front Independent Suspension - Live Rear Axle

4-Wheel Mechanical Drum Brakes

- ★ One of BMW's earliest inline 6-cylinder models
- ★ Charming cabriolet coachwork
- ★ Documented with period registrations and restoration photos
- ★ Extremely rare prewar BMW tourer



## THE BMW 319

In 1933 BMW introduced the 303, its first model to feature the iconic kidney-shaped grille, and the first to be equipped with an inline 6-cylinder engine. Eventually regarded as BMW's hallmark, this early inline-six displaced 1,182 cc, and was a development of the prior 3/20's inline 4-cylinder unit (itself an extension of the motor the company had licensed from Austin).

Within two years, the 303 was phased out and replaced by two similar models with larger 6-cylinder engines. The 1.5-liter BMW 315 arrived in 1934, joined a year later by the 1.9-liter 319, the company's most powerful car yet. Offered in several body styles, the 319 was produced in a total quantity of 6,646 examples through 1937, of which approximately 2,066 were bodied as 4-window cabriolets with rear seats, though very few are known to exist today.

## THE MOTORCAR OFFERED

Chassis no. 57546 is a lovely example of the early Bayerische Motoren Werke product. Though the car's prewar history is not documented, by the early 1950s it had been exported to Guatemala. Period Guatemalan records reflect the BMW was purchased in May 1956 by Ernesto Johan Pira Snepels, but it is unclear how long he retained possession. In October 1987, the cabriolet was acquired by a Guatemalan BMW dealer named Arne Rainer Sapper Cordua, and he sold the car in 1989 to a well-known local collector and sports car racing participant.

In 1991, a restoration was conducted that is documented with a handful of photo prints, and around this time the car was exported to the United States for display and potential sale. During the following years, the BMW was displayed at the Auto Collections in Las Vegas, and in 2011 it was sent to China for

exhibition at the Shanghai Auto Museum.

Believed to feature its original matching-numbers engine and 4-speed gearbox, this rare early BMW cabriolet still benefits from the 1990s restoration, and it is doubtlessly one of the finest examples in the world. The car is finished in a charming two-tone paint combination with matching disc wheels, and abounds in fascinating period details like the early kidney-shaped grille and circular propeller logo. Sure to be welcomed at regional concours d'elegance or BMW events, this remarkable 319 merits the attention of prewar specialists and German car enthusiasts, offering a unique complement to any collection.

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

**110.****2003 BMW ALPINA V8 ROADSTER**

VIN. WBAEJ13423AH62283

4,800cc 32-Valve DOHC V8 Engine  
 Bosch Motronic Fuel Injection  
 375bhp at 6,600rpm  
 5-Speed Steptronic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ Fewer than 16,800 miles
- ★ Factory hardtop included
- ★ Just one owner from new
- ★ Number 280 of just 555 cars built

**THE BMW Z8**

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

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taught bodywork was all wrought in

aluminum, as was the space-frame chassis. The V8 engine was aluminum as well, with massive torque and horsepower figures. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production Roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2002, 5,703 of these fabulous cars had been built.

With production of the Z8 completed by November 2002, for 2003 the Z8 was replaced by the limited edition Alpina V8 Roadster. A new, softer grade of Nappa leather replaced the Z8's less supple specification, and special Alpina gauges were featured on the dash cluster. An Alpina steering wheel with three solid spokes replaced the original, and larger Alpina wheels were fitted.

In the United States, this special edition Z8 was sold directly through BMW dealerships, marking a first for Alpina, whose cars had never been sold through retail channels in the U.S. Only 555 of these Alpinas were built.





### THE MOTORCAR OFFERED

This Alpina V8 Roadster, one of just 555 examples produced worldwide and 450 for the US market, was completed at the BMW works in February of 2003. The new car first landed on US shores on May 27th, 2003, when it arrived with US customs in Port Hueneme, California, and has remained in the Golden State ever since. The new BMW V8 Roadster was sold new from BMW of San Francisco BMW in September of 2003, to the first and sole owner the car ever had.

The CARFAX report on file records dedicated service and maintenance by BMW of San Francisco, starting with a first service in October of 2004 at 245 miles. By July of 2005, the Alpina V8 Roadster had just 1,591 miles, yet came back for another service. This one-owner car's mileage is very carefully recorded on the CARFAX, with recorded readings nearly every year since 2003 until today.

Most recently, the car received a thorough cosmetic freshening by renowned San Francisco-based Cars Dawydiak. The wheels were refurbished to get rid of any scratches or imperfections, and the front and rear bumpers painted. The balance of the bodywork was touched up as needed as well. The Silver Metallic paintwork, complimented by the unmistakable 20-inch Alpina multi-spoke wheels, accentuates the sleek BMW 507-inspired bodywork.

The interior is swathed in black with a body-colored dashboard. The car is optioned with a lovely silver hard top, making the car very usable in any climate. This rare German convertible has less than 16,800 miles from new, and is ready to be driven and enjoyed by its just second owner.

**\$200,000 - 250,000**

# 111.

## 1947 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Chassis no. 7404990  
Engine no. C39-46357

5,302 cc L-Head Inline 8-cylinder Engine  
Carter Dual Downdraft Carburetor  
135bhp at 3,400rpm  
Fluid Drive Presto-Matic 4-Speed Semi-Automatic Transmission  
Independent Front and Semi-Elliptic Leaf Springs Rear Suspension  
4-Wheel Hydraulic Drum Brakes

- ★ Sought after T&C Convertible
- ★ CCCA Full Classic®
- ★ A well-kept example
- ★ Retains its original woodwork



### THE CHRYSLER TOWN & COUNTRY

Wood-bodied station wagons began as utility vehicles, often cataloged in the manufacturers' commercial lines. During the 1930s, however, the style developed a certain vogue, particularly as prestige manufacturers like Packard and Chrysler began offering them. In 1941, Chrysler created a sensation with the Town & Country, a stylish barrel-backed four-door wood-bodied station wagon. Based on the six-cylinder Windsor line, it came in either six- or eight-passenger form and had swing-open clamshell doors at the rear. About 2,000 were built in 1941 and '42 before automobile production was suspended for World War II.

After the war, Chrysler had designs on a vastly expanded Town & Country line, and made plans for five body styles. The sedan-wagon was eliminated, but a brochure was published for two- and four-door sedans, a

three-passenger roadster, and both hardtop and soft-top convertibles. In the end, only the four-door and the soft-top made it to production. Reportedly seven prototype hardtops were built, and a single two-door; the roadsters seen on the auction circuit are latter-day replicas. Production sedans were Windsor sixes, convertibles were in the eight-cylinder New Yorker line.

A prime example of Chrysler's flagship of the postwar period, a Town & Country convertible is a desirable addition to any collection.





## THE MOTOR CAR OFFERED

This handsome Town & Country has benefited from a lifetime of care from a series of fastidious owners. Showing well, the car has in fact never been fully apart just carefully maintained with attention given where needed. A well-equipped example, numerous factory options are fitted including an in-dash clock, Presto-Matic transmission, driver and passenger side mirrors, AM radio, seatbelts, driver's side spotlight, center bumper guard, and factory wheel covers surrounded wide-whitewall tires.

The penultimate owner, a meticulous Midwestern collector, repainted the car in its original Yellow Lustre and attended to the chrome with re-plating of some of the brightwork. The wood trim which is the most famous hallmark of the model has been lovingly maintained and cared for from new and it is understood and the old growth

timber with which the car left the factory is still fitted on it today. The tan, power-operated top is concealed by a custom fabricated top boot that was made for the current owner by the well-regarded Glen Rock, Pennsylvania restorer Al Prueitt.

The last of the true woodies, this Chrysler is a CCCA Full Classic® would make a brilliant and comfortable tour car. Alternatively, one can enjoy it for how it was originally intended — on any sunny day for a nice drive!

**\$90,000 - 120,000  
WITHOUT RESERVE**

## ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2017 QUAIL LODGE AUCTION CATALOG:

Quail Lodge & Golf Club  
Warren Barnes  
Jürgen Barth  
Greg Brown  
John Clark  
Marissa Boucher  
Miles Collier  
The REVS Institute  
BMW Group Classic  
Scott George  
Cris Bertschi  
Richard Crump  
Walter Baumer  
Richie Cline

National Automobile Museum - Reno  
Sebring Raceway  
Lime Rock Park  
Mazda Raceway Laguna Seca  
Bert Skidmore  
Cindy Perry  
Phil Denny  
Rick Roso  
Ryan McIntosh  
Peter McKee  
Heinrich Dinsmore  
British Heritage Trust  
Kate Constantin  
Stefan Dierkes

The GP Library  
Doug Feeney  
Verity Spencer  
Philip Porter and Porter Press  
Wyatt Seaverns  
The Petersen Automotive Museum  
Bruce Meyer  
Ferrari Classiche  
Peter Larsen  
Simon Clay  
Peter Singhof  
Tim Scott  
Dirk Jager  
Jaguar Daimler Heritage Trust

Peter Linsky  
Pawel Litwinski  
Marcel Massini  
Motorcar Studios  
Richard Fong  
Calvin Miller  
The Stables Group  
Motoring writer Michael Daly  
Doug Nye  
Porsche North America  
Mercedes Benz Classic Center  
Rick Carey  
Steve Carlson  
David LaChance

## PHOTOGRAPHY CREDITS

### MOTORING PHOTOGRAPHER, PAWEŁ LITWINSKI:

After more than a decade of specialization in this field, Paweł's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. [www.litwinski.com](http://www.litwinski.com)

**PAWEŁ LITWINSKI:** 1, 2, 3, 5, 6, 7, 10, 11, 13, 15, 16, 18, 20, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 38, 41, 42, 44, 45, 46, 47, 48, 51, 52, 53, 56, 58, 60, 61, 62, 63, 64, 65, 66, 68, 69, 70, 71, 72, 73, 76, 78, 80, 81, 84, 85, 87, 89, 90, 91, 96, 98, 99, 100, 101, 102, 103, 105, 108, 109

**THEO CIVITELLO:** 39, 43, 88

**JEREMY CLIFF:** 94

**PATRICK ERNZEN:** 49

**GREG KEYSAR:** 111

**MOTORCAR STUDIOS:** 4, 50, 73, 74, 82

**LEGACY OVERLAND:** 75

**LUCAS SCARFONE:** 12, 19, 24, 54, 83, 93

**JASEN DELGADO:** 8, 9, 37, 106

**DAVID BUSH:** 17, 107, 110

**KEITH TREDER:** 86, 104

**SIMON CLAY:** 21, 57, 77

**DREW SHIPLEY:** 36, 97

**JOHN REID:** 95

**DIRK JAGER:** 55

**WALLY WRIGHT:** 92

**CLINT DAVIS:** 59, 67





# THE BONHAMS MOTORING NETWORK

## UNITED STATES

### SAN FRANCISCO

Jakob Greisen  
220 San Bruno Avenue  
San Francisco, CA 94103  
Tel: +1 (415) 391 4000  
Fax: +1 (415) 391 4040  
motors.us@bonhams.com

### LOS ANGELES

Michael Caimano  
7601 W. Sunset Boulevard  
Los Angeles, CA 90046  
Tel: +1 (929) 666 2243  
Fax: +1 (323) 850 5843  
michael.caimano@bonhams.com

### NEW YORK

Rupert Banner  
580 Madison Ave  
New York, NY 10022  
Tel: +1 (212) 461 6515  
Fax: +1 (917) 206 1669  
rupert.banner@bonhams.com

## USA REPRESENTATIVES

### SOUTHERN CALIFORNIA

David Edwards  
Tel: +1 (949) 460 3545  
david.edwards@bonhams.com

Derek Boycks  
+1 (949) 842 7828  
derek.boycks@bonhams.com

### MIDWEST AND EAST COAST

Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 (917) 340 4657  
evan.ide@bonhams.com

### MIDWEST

Tim Parker  
+1 (651) 235 2776  
tim.parker@bonhams.com

### NORTHWEST

Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 (503) 239 0227  
tom.black2@comcast.net

### SOUTHEAST

Greg Porter  
+1 (336) 409 6636  
greg.porter@bonhams.com

## UNITED KINGDOM

101 New Bond Street  
London, W1S 1SR  
Tel: +44 (0)20 7447 7447  
Fax: +44 (0)20 7447 7400  
ukcars@bonhams.com

## UK REPRESENTATIVES

### COUNTY DURHAM

Stephen Cleminson  
New Hummerbeck Farm  
West Auckland, Bishop Auckland  
County Durham, DL14 9PQ  
Tel: +44 (0)1388 832 329  
cars@orange.net

### CHESHIRE & STAFFORDSHIRE

Chris Shenton  
Unit 1, Wilson Road, Hanford  
Staffordshire, ST4 4QQ  
Tel / Fax: +44 (0)1782 643 159  
astondb@hotmail.co.uk

### SOMERSET / DORSET

Mike Penn  
The Haynes Motor Museum  
Sparkford, Nr. Yeovil, BA22 7UI  
Tel: +44 (0)1963 440 804  
Fax: +44 (0)1963 441 004

### DEVON / CORNWALL

Jonathan Vickers  
4 Union Place  
Truro, Cornwall, TR1 1EP  
Tel: +44 (0)1204 844 884  
Fax: +44 (0)18 7222 2249  
jonathan.vickers@bonhams.com

### HAMPSHIRE

Michael Jackson  
West Winds, Cupernham Lane  
Romsey, Hants, SO51 7LE  
Tel: +44 (0)1264 810 875  
veryoldmj@gmail.com

### EAST ANGLIA

David Hawtin  
The Willows, Church Lane  
Swaby, Lincolnshire, LN13 0BQ  
Tel / Fax: +44 (0)1507 481 110  
david.hawtin@bonhams.com

### MIDLANDS

Bob Cordon-Champ  
Highcliffe, 2 Cherry Orchard  
Lichfield, Staffordshire, WS14 9AN  
Tel/fax: +44 (0)1543 411 154  
bob-cordon.champ@virgin.net

Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon, CV37 7YR  
Tel/Fax: +44 (0)1789 414 983  
richard.hudson-evans@bonhams.com

### HOME COUNTIES

Colin Seeley  
3 Whiteoak Gardens, The Hollies  
Sidcup, Kent, DA16 8WE  
Tel: +44 (0)2083 027 627  
Eva\_colin@btinternet.com

## HERTS, BEDS & BUCKS

Martin Heckscher  
April Cottage  
Cholesbury, near Tring, HP23 6ND  
Tel: +44 (0) 1494 758838  
martin@heckscher.co.uk

## LANCASHIRE & CUMBRIA

Mark Garside  
Knarr Mill, Oldham Road  
Delph, Oldham, OL3 5RQ  
Tel: +44 (0)1457 872 788  
Mob: +44 (0) 7811 899 905  
mark.garside@bonhams.com

Alan Whitehead  
Pool Fold Farm  
Church Road, Bolton, BL1 5SA  
Tel: +44 (0)1204 844 884  
Fax: +44 (0)1204 401 799

## GLOUCESTERSHIRE

George Cohen  
Manor Farm, Chillington  
Ilminster, Somerset, TA19 0PU  
Tel: +44 (0)14 605 2646  
geo@norton.uk.com

## WALES

Mike Worthington-Williams  
The Old School House, Cenarth  
Newcastle Emly, Carmarthenshire,  
SA38 9JL  
Tel: +44 (0)1239 711 486 (9am-5pm)  
Fax: +44 (0)1239 711 367

## EUROPE

### FRANCE

Paul Gaucher  
4 Rue de la Paix  
75002 Paris  
Tel: +33 (0)1 42 61 1011  
Fax: +33 (0)1 42 61 1015  
eurocars@bonhams.com

## EUROPEAN REPRESENTATIVES

### BELGIUM

Philip Kantor  
Boulevard Saint-Michel 101  
B-1040 Brussels  
Tel: +32 476 879 471  
Fax: +32 10 68 10 72  
philip.kantor@vbonhams.com

### GERMANY

Paul Gockel  
Reitacker 2  
D-31177 Harsum-Asel  
Tel: +49 5127/9026996  
Mob: +49 160 94984316  
paul.gockel@t-online.de

Hans Schede  
An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@bonhams.com

Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24205 812  
Mob: +49 17 16209 930  
Fax: +49 89 24207 523

## ITALY

Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@bonhams.com

Cecilia Grilli  
Tel: +39 06 485 900  
cecilia.grilli@bonhams.com

## DENMARK

Henning Thomsen  
Tel: +45 4051 4799  
henning.thomsen@bonhams.com

## THE NETHERLANDS

Saskia Magnin  
de Lairessestraat 123  
1075 HH Amsterdam  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
saskia.simonis@bonhams.com

## NORWAY/ SWEDEN

Pascal Nyborg  
Tel: +47 9342 2210

## REST OF THE WORLD

### AUSTRALIA

9799 Queen Street  
Woollahra  
Sydney NSW 2025  
Tel: +61 2 84122222  
Fax: +61 2 94754110  
info.aus@bonhams.com

### ARGENTINA

Daniel Clarmunt  
Catamarca 1538  
(B1640FUP) Martinez  
Buenos Aires  
Tel: +54 11 479 37600  
Fax: +54 11 479 34100  
daniel.clarmunt@bonhams.com

### JAPAN

Akiko Tsuchidav  
1-10-13 Tenjincho, Fujisawa-shi  
Kanagawa, 252-0814  
Tel: +81 466 82 6842  
Fax: +81 466 82 6809

# CONDITIONS OF SALE – MOTOR VEHICLES

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

## 1. DEFINITIONS

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

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

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

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

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

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

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

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

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

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

1.10 'Sale' means the auction held at the Quail Lodge & Golf Club in Carmel, California, on Friday, August 18, 2017.

1.11 'Seller' means the person who offers the Lot for sale.

## 2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

## 3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars

(or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

## 4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

## 5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

## 6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

## 7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance

by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

## 8. BUYER'S PREMIUM

Buyer's Premium for Motor Vehicle Property: The Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of each purchased Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

## 9. CONTRACT OF SALE

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

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

## 10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon Pacific Time on Sunday, August 20, 2017. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

## 11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.



# CONDITIONS OF SALE – MOTOR VEHICLES

## 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. Jurisdiction

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

### Mediation and Arbitration Procedures

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

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

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

- (i) the arbitration shall occur within 60 days following the selection of the arbitrator;
- (ii) the arbitration shall be conducted in the city of San Francisco, California; and
- (iii) discovery and the procedure for the arbitration shall be as follows:
  - (A) All arbitration proceedings shall be confidential;

## CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows:

(I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor;

(II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

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

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

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

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

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

18.7 Time is of the essence of this agreement.

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

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

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY

ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

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



# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

**Paddle number (for office use only)**

**General Notice:** This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

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

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

**Notice to online bidders;** If you have forgotten your username and password for [www.bonhams.com](http://www.bonhams.com), please contact Client Services.

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

Bonhams Client Services Department  
7601 W Sunset Blvd  
Los Angeles, California 90046  
Tel +1 (323) 850 7500  
Fax +1 (323) 750 6090

# Bonhams

Sale title: Quail Lodge Auction	Sale date: August 18, 2017
Sale no. 23977	Sale venue: Quail Lodge & Golf Club Carmel, California, CA
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm Aug 20 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

**Please note that all telephone calls are recorded.**

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

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

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

By signing this form you agree that you have read and understand our conditions of sale and shall be legally bound by them, and you agree to pay the buyer's premium, any applicable taxes, and any other charges mentioned in the buyer's INFORMATION or conditions of sale. This affects your legal rights.	
Your signature: _____	Date: _____

## SAMPLE BANK LETTER OF REFERENCE

### **BANK LETTERHEAD**

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

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Quail Lodge Auction on August 18, 2017.

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 REFERENCE

### **BANK LETTERHEAD**

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

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

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

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Quail Lodge Auction on August 18, 2017.

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.

# GOODWOOD REVIVAL SALE

Important Collectors'  
Motor Cars and Automobilia  
Saturday 9 September 2017  
Chichester, Sussex

Entries now invited



*The ex-Georges Fillipinetti and in current ownership since 1975*  
**1952 BENTLEY R-TYPE CONTINENTAL SPORTS SALOON**

*The Peter Riley/Tony Ambrose  
1961 Acropolis Rally Class Winner, ex-Rauno Altonen*  
**1961 AUSTIN-HEALEY 3000 MK I WORKS RALLY  
TWO SEATER – XJB 871**



*The Ex-John Willment Racing Team,  
Driven by Jack Sears to the 1963 British Saloon Car Championship*  
**1963 FORD GALAXIE 500 'BML 9A'**



## THE JACK SEARS COLLECTION

Bonhams is pleased to announce the collection of the late Jack Sears, winner of the inaugural British Saloon Car Championship, renowned motoring enthusiast and true gentleman.

For a full listing of vehicles please contact the department.

## ENQUIRIES

+44 (0) 20 7468 5801  
[ukcars@bonhams.com](mailto:ukcars@bonhams.com)

## Catalogue

+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)



# Bonhams

[bonhams.com/motorcars](http://bonhams.com/motorcars)



**THE JOEL FINN COLLECTION  
OF EXCEPTIONAL LICENSE PLATES**

Collectors Motorcars & Automobilia  
Simeone Foundation Automotive Museum  
Monday October 2, 2017  
Philadelphia, PA

**INQUIRIES**  
Rupert Banner  
(917) 340 9652



Bonhams

[bonhams.com/simeone](http://bonhams.com/simeone)



**COLLECTOR MOTORCARS  
AND AUTOMOBILIA AUCTION  
AT THE SIMEONE FOUNDATION  
AUTOMOTIVE MUSEUM**

Monday October 2, 2017  
Philadelphia, PA

**INQUIRIES**

East Coast  
+1 (212) 461 6515

West Coast  
+1 (415) 391 4000  
[motors.us@bonhams.com](mailto:motors.us@bonhams.com)



*Ex Ford Museum, matching numbers*

**1913 ROLLS-ROYCE LONDON TO EDINBURGH SILVER GHOST**

Coachwork by Reuters

**Bonhams**

[bonhams.com/simeone](http://bonhams.com/simeone)



# THE CHANTILLY SALE

FINAL CALL FOR ENTRIES

## Exceptional Collectors' Motor Cars

Sunday 10 September 2017  
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.

*11th overall, 1st in class 1997 Carrera Panamericana*  
**1957 MERCEDES-BENZ 300 SLS EVOCATION**  
**'ALLOY COMPETITION ROADSTER'**

Chassis no. 1980427500220

## ENQUIRIES

### Europe

+32 (0) 476 879 471  
eurocars@bonhams.com

### UK

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

### USA

+1 212 461 6515  
+1 415 503 3285  
usacars@bonhams.com



# Bonhams

[bonhams.com/chantilly](http://bonhams.com/chantilly)



28 October 2017  
Padova, Auto e Moto d'Epoca

Bonhams are pleased to announce their inaugural sale of important collector's cars at the "Auto e Moto D'Epoca" show in Padua, Italy's largest classic car fair, which can be easily reached via Venice airport.

Entries are limited to 60  
exclusive automobiles.

**1962 LANCIA FLAMINIA SPORT 3C  
'DOUBLE BUBBLE' COUPÉ**

Coachwork by Carrozzeria Zagato

Chassis No. 824.13.3388

€400,000 – 500,000

**ENQUIRIES  
UK**

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

**Italy**

+39 333 564 3610  
gregor.wenner@bonhams.com



# Bonhams

## LONDON TO BRIGHTON VETERAN CAR RUN SALE

Friday 3 November 2017  
New Bond Street, London

**ENTRIES NOW INVITED**

**1902 WESTFIELD 13HP MODEL G  
TWIN-CYLINDER REAR-ENTRANCE  
TONNEAU**  
£200,000 - 250,000

### ENQUIRIES

+44 (0) 20 7468 5801  
[ukcars@bonhams.com](mailto:ukcars@bonhams.com)

### CATALOGUE

+44 (0) 1666 502 200  
[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)



# Bonhams

LONDON

[bonhams.com/motorcars](http://bonhams.com/motorcars)



## DEXTER BROWN

### Selling Exhibition

December 2017

New Bond Street, London

Bonhams is pleased to announce a selling exhibition for Dexter Brown at their New Bond Street galleries to coincide with the Bond Street Motorcar sale on December 1-2, 2017.

## DEXTER BROWN

*1971 Daytona 24hrs, Siffert & Bell in the Porsche 917 leading the sister car of subsequent winner Rodriguez & Oliver (detail) signed and dated 2017, acrylic on canvas 100cm x 150cm (40in x 59in).*

For further information please contact James Knight.

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

James Knight will be attending the Quail Lodge sale from Wednesday to Friday and will be pleased to meet interested parties.

Dexter Brown

# Bonhams

LONDON

[bonhams.com/motorcars](http://bonhams.com/motorcars)



**PASSPORT  
TRANSPORT**

***First and Still the Finest***



**Protecting Your Investment Since 1970**  
**Call for a free quote and see the difference**  
**1-800-325-4267**  
**[www.PassportTransport.com](http://www.PassportTransport.com)**

**At Passport Transport we realize you have a lot of choices when it comes to enclosed auto transport but we believe our drivers make the difference. They possess something we call "Passport Pride" and it's demonstrated in the personal attention they give every car they transport.**

- ~ Our Drivers Average 15 Years Experience ~**
- ~ Up To \$20 Million in Coverage ~**
- ~ Real Time Online GPS Tracking ~**
- ~ Competitive Pricing with Realistic Timing ~**
- ~ No Brokering, No Warehousing ~**

**PASSPORT  
TRANSPORT**







## BECAUSE WE KNOW A GOOD INVESTMENT WHEN WE SEE ONE.

Northern Trust is proud to support Bonham's Quail Lodge Auction. For more than 125 years, we've been meeting our clients' financial needs while nurturing a culture of caring and a commitment to invest in the communities we serve. Because great returns can come from anywhere.

FOR MORE INFORMATION CONTACT

Tim Geraghty, Regional President  
580 California Street, Suite 1800  
San Francisco, CA 94104  
415-765-4416

[northerntrust.com](http://northerntrust.com)



NORTHERN  
TRUST

WEALTH PLANNING \ BANKING \ TRUST & ESTATE SERVICES \ INVESTING \ FAMILY OFFICE



## SAVE THE DATE FOR THE QUAIL 2018

*The Quail, A Motorsports Gathering* • Friday, August 24, 2018 • Hosted at Quail Lodge & Golf Club in Carmel, California

The crown jewel in a whirlwind of prestigious Monterey Car Week events is *The Quail, A Motorsports Gathering*. Join fellow connoisseurs and enthusiasts to celebrate the ultimate in automotive design, engineering, and camaraderie. Since its inception 15 years ago, this Peninsula Hotels' signature motoring event has combined a lush golf course setting nestled against the Santa Lucia mountain range with exceptional cuisine, top luxury automotive and lifestyle sponsor activations, and the world's finest and rarest examples of vintage sporting automobiles.

Learn more at [signatureevents.peninsula.com](http://signatureevents.peninsula.com)

**FOLLOW US!**

Facebook.com/PSE.TheQuailEvents • Twitter.com/TheQuailEvents  
Instagram.com/TheQuailEvents • YouTube.com/QuailSignatureEvents

**THE PENINSULA**  
SIGNATURE EVENTS



# CARS

Classic Automotive Relocation Services

TRADITIONAL VALUES  
MODERN THINKING

- SEA AND AIR FREIGHT
- WORLDWIDE CUSTOMS BROKERAGE
- RACE AND RALLY TRANSPORTATION
- INTERNATIONAL STORAGE
- UK AND EUROPEAN TRUCKING



## JAPAN

Tel: +81 (0) 453 067 043  
Email: [info@carsjp.net](mailto:info@carsjp.net)  
Web: [www.carsjp.net](http://www.carsjp.net)

## LOS ANGELES

Tel: +1 310 695 6403  
Email: [info@carsusa.com](mailto:info@carsusa.com)  
Web: [www.carsusa.com](http://www.carsusa.com)

## NEW YORK

Tel: +1 516 210 6868  
Email: [info@carsusa.com](mailto:info@carsusa.com)  
Web: [www.carsusa.com](http://www.carsusa.com)

## EUROPE

Tel: +44 (0) 1284 850 950  
Email: [info@carseurope.net](mailto:info@carseurope.net)  
Web: [www.carseurope.net](http://www.carseurope.net)

---

THE PREMIER INTERNATIONAL SHIPPING SERVICE  
DEDICATED TO COLLECTIBLE VEHICLES.

---



Please visit us at  
Bonhams Quail Lodge Auction:  
18th August, 2017  
Carmel, Quail Lodge & Golf Club

Warren Barnes will be on site  
email: [warren@sclusa.com](mailto:warren@sclusa.com)  
tel: 310 626-7117



**SCHUMACHER  
SECURE**  
*Confidence in transport.*





**LOT 45**  
1980 FERRARI 312 T5 SINGLE SEATER

# INDEX

Lot No	Year	Model	Lot No	Year	Model
70	1959	AC ACE-BRISTOL	76	1962	JAGUAR E-TYPE SERIES I 3.8 ROADSTER
84	1957	AC ACECA-BRISTOL	52	1963	JAGUAR E-TYPE LIGHTWEIGHT
17	1959	ALFA ROMEO GIULIETTA SPIDER VELOCE	66	1966	JAGUAR E-TYPE SERIES I 4.2 ROADSTER
23	1985	AUDI SPORT QUATTRO S1	96	1990	LAMBORGHINI COUNTACH
12	1969	AUSTIN MINI COOPER S MK II	107	1952	LANCIA AURELIA B20 GT COUPE
15	1960	AUSTIN-HEALEY 3000 MK I BN7	54	1955	LANCIA AURELIA B24S SPIDER AMERICA
48	1964	AUSTIN-HEALEY 3000 MK III BJ8	101	1958	LANCIA AURELIA B24S CABRIOLET
2	1959	AUTOBIANCHI BIANCHINA TRASFORMABILE	69	c1975	LANCIA STRATOS HF 'JOLLY CLUB'
109	1936	BMW 319 FOUR-WINDOW CABRIOLET	78	1983	LANCIA RALLY 037 STRADALE
90	1957	BMW 503 CABRIOLET	46	1985	LANCIA DELTA S4 STRADALE
60	1972	BMW 3.0 CSL	108	1930	LINCOLN MODEL L ROADSTER
3	2001	BMW Z8 ROADSTER	32	1956	LINCOLN CONTINENTAL MARK II COUPE
110	2003	BMW ALPINA V8 ROADSTER	59	1962	LOTUS ELITE SERIES II SUPER 95
62	1953	BUICK SKYLARK	82	1964	LOTUS TYPE 34 SINGLE-SEATER INDY
97	1910	CADILLAC MODEL 30 TOURER	7	1966	LOTUS CORTINA MK I
27	1938	CADILLAC 38-90 V-16 IMPERIAL SEDAN	38	1956	MASERATI 300S SPORTS RACING
86	1938	CADILLAC SERIES 90 V-16 CONVERTIBLE	61	1956	MASERATI A6G/54 GRAN SPORT SPIDER
14	1939	CADILLAC SERIES 75 CONVERTIBLE SEDAN	98	1966	MASERATI SEBRING 3700 COUPE
36	1959	CADILLAC SERIES 62 CONVERTIBLE	67	1968	MASERATI MISTRAL 4000 SPYDER
89	1963	CHEVROLET CORVETTE 327 COUPE	9	1974	MASERATI BORA 4.9
43	1963	CHEVROLET CORVETTE Z06 COUPE	71	1976	MASERATI KHAM SIN
50	1967	CHEVROLET CORVETTE 427 ROADSTER	103	1978	MASERATI KHAM SIN
47	1972	CHEVROLET CORVETTE 454 ROADSTER	80	1990	MASERATI SHAMAL
111	1947	CHRYSLER TOWN & COUNTRY	73	1995	MCLAREN F1
55	1953	CHRYSLER GHIA SPECIAL	49	1938	MERCEDES-BENZ 320 CABRIOLET A
95	1933	DELAGE D8S COUPE	29	1941	MERCEDES-BENZ 540K CABRIOLET B
10	1958	DUAL-GHIA CONVERTIBLE	91	1955	MERCEDES-BENZ 300SL GULLWING
77	1956	FERRARI 250GT BERLINETTA	21	1957	MERCEDES-BENZ 300SL ROADSTER
85	1958	FERRARI 250 GT 'TOUR DE FRANCE'	19	1964	MERCEDES-BENZ 230SL
63	1963	FERRARI 400 SUPERAMERICA COUPE	56	1968	MERCEDES-BENZ 280SL
16	1965	FERRARI 275 GTB ALLOY	74	1989	MERCEDES-BENZ 560SL
81	1966	FERRARI 275 GTS	1	1941	MERCURY MODEL 19A STATION WAGON
26	1967	FERRARI 275 GTB/4	40	1992	NISSAN SKYLINE R32 GT-R
102	1969	FERRARI 365 GT 2+2	25	1930	PACKARD 745 CONVERTIBLE VICTORIA
83	1971	FERRARI 365GTB/4 DAYTONA COUPE	31	1931	PACKARD 840 DUAL COWL PHAETON
30	1971	FERRARI 365GTB/4 DAYTONA COUPE	44	1985	PEUGEOT 205 TURBO 16
65	1972	FERRARI 365GTS/4 DAYTONA SPIDER	6	1923	PIERCE-ARROW MODEL 33 SEDAN
94	1972	FERRARI DINO 246 GT	104	1970	PLYMOUTH ROAD RUNNER SUPERBIRD
88	1977	FERRARI 308 GTB	92	1955	PORSCHE 356 CONTINENTAL COUPE
45	1980	FERRARI 312 T5 FORMULA 1	64	1956	PORSCHE 356A SPEEDSTER
93	1984	FERRARI 288 GTO	35	1957	PORSCHE 356A SUPER SPEEDSTER
20	1986	FERRARI TESTAROSSA 'MONOSPECCHIO'	57	1961	PORSCHE JUNIOR L108 TRACTOR
28	1987	FERRARI TESTAROSSA	100	1964	PORSCHE 356SC 1600 CABRIOLET
5	1988	FERRARI 328 GTS	106	1965	PORSCHE 356C CABRIOLET
39	1990	FERRARI 348 TB	33	1965	PORSCHE 356SC 1600 COUPE
87	1990	FERRARI F40	8	1904	PREMIER MODEL F 16HP TONNEAU
34	1998	FERRARI F355 BERLINETTA	79	1927	ROLLS-ROYCE PHANTOM 1 REGENT
42	2003	FERRARI ENZO	24	1964	SHELBY COBRA 289
51	1955	FORD CROWN VICTORIA SUNLINER	58	1966	SHELBY 427 COBRA
4	1955	FORD THUNDERBIRD	72	1966	SHELBY GT350H FASTBACK
53	1986	FORD RS 200	41	1931	STUDEBAKER PRESIDENT ROADSTER
18	1986	FORD RS 200 EVOLUTION	105	1923	STUTZ SPEEDWAY FOUR ROADSTER
13	2006	FORD GT	99	1936	TALBOT-LAGO T120 SPORTS CABRIOLET
11	1939	HORCH 930 V PHAETON	37	1909	THOMAS FLYER MODEL K 'FLYABOUT'
22	1951	HUDSON HORNET BROUGHAM	75	1979	TOYOTA LAND CRUISER BJ40
68	1904	HUMBER 8.5HP TWIN-CYLINDER			



**Bonhams**

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

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

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

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

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

