Thursday January 18, 2018 The Westin Kierland Resort & Spa

Scottsdale, Arizona

· · · · THE · · ·





Bonhams







January 18, 2018 at 11am The Westin Kierland Resort & Spa Scottsdale, Arizona



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

PREVIEW & AUCTION LOCATION

Bonhams Pavilion on the Pittman Lawn of The Westin Kierland Resort & Spa 6902 E Greenway Parkway Scottsdale, Arizona 85254

PREVIEW

Tuesday January 16, 9am to 6pm Wednesday January 17, 9am to 6pm Thursday January 18, 9am to 11am

AUCTION NUMBER: 24452 Lots 1 - 111

INQUIRIES

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

Mark Osborne +1 (415) 518 0094 mark.osborne@bonhams.com

Rupert Banner +1 (917) 340 9652 rupert.banner@bonhams.com

Eric Minoff +1 (917) 206 1630 eric.minoff@bonhams.com

Evan Ide +1 (917) 340 4657 evan.ide@bonhams.com

Michael Caimano +1 (929) 666 2243 michael.caimano@bonhams.com

John Neville +1 (917) 206 1625 john.neville@bonhams.com

General Information

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

Gregory Coe +1 (212) 461 6514 gregory.coe@bonhams.com

Vehicle Documents Stanley Tam

+1 (415) 503 3322 stanley.tam@bonhams.com

+1 (323) 850 7500 motors.us@bonhams.com

From January 14 to 20, to reach us directly at The Westin: +1 (415) 391 4000 +1 (415) 391 4040 (fax)

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

Please see pages 4 to 5 and 200 to 202 for bidder information including Conditions of Sale, after-sale collection and shipment.

ADMISSION TO PREVIEW AND AUCTION

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

FRONT COVER

Lot 44: 1958 PORSCHE 550A SPYDER

Bonhams

BUYER INFORMATION

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

For all registrable vehicles, Bonhams is an Arizona motor vehicle dealer, dealer number L00012102. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

ADMISSION TO PREVIEW AND AUCTION

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

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

BIDDER REGISTRATION FEE

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

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

BUYER'S PREMIUM, TAXES AND 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 a valid sellers permit number and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

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

Important SALES TAX Information:
Please note that all items being sold will be subject to Arizona State and City privilege sales tax. The Arizona Department of Revenue has requested the following to properly document and exempt transactions from sales tax:

- 1. The lots are picked up by a carrier and shipped out of the state of Arizona.
- 2. The buyer is an Arizona, Out of State and or Foreign Automobile Dealer. All dealers will be required to complete an Arizona Resale Certificate and or one of their home state and provide a copy of their dealer's license.

All out of state dealers must provide proof of shipping to their home state by an ICC carrier. Also, a copy of your driver's license may be required along with completion of one or more of the following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State and Form 5012, Certificate to Establish Residency In a Foreign Country. In addition all buyers shipping their Automobile out of State will be required to sign an Arizona "90 Day Permit".

A qualified nonresident of Arizona cannot take possession of the automobile in Arizona without incurring sales tax. The automobile must be shipped through an ICC carrier and the client must complete one or more of the

following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State.

A legible copy of a current valid driver's license that indicates an address outside of Arizona must also be furnished.

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco.

REFERENCES

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

BUYER INFORMATION

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.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951 or to Bonhams in Scottsdale, AZ at +1 (415) 391 4040 beginning Monday January 15 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 from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www. bonhams.com/scottsdale 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 & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Saturday January 20. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Thursday January 18. We will be open on Friday January 19 from 8.30am until 5pm, and again on Saturday January 20 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 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, REMOVAL AND STORAGE CHARGES

All Motor Vehicle lots must be paid for and collected from the sale venue by 12pm on Saturday January 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 Saturday January 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 Saturday January 20.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday January 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 its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

DOMESTIC MOTORCAR TRANSPORT

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

INTERNATIONAL MOTORCAR TRANSPORT

CARS (Classic Automotive Relocation Services) Contact: Alistair Forbes USA +1 (310) 695 6403 info@carsusa.com

Domestic and International Motorcar and Motorcycle Transport Schumacher Cargo Logistics Contact: Warren Barnes, +1 (310) 626 7117 warren@sclusa.com

HAPPY NEW YEAR

Welcome to Bonhams seventh Scottsdale auction. It is our pleasure to be part of this annual market opening season of sales and to bring you to the beautiful Westin Kierland resort which has been our home since the inception of this sale.

This year Bonhams brings a forward thinking fashionable selection of cars of exceptional quality, usability, rarity and overall collectibility.

The Porsche story is told through an array of cars from the earliest sports racing competition days with the exquisite 550 Spyder, through to its modern descendants the 918 and 911R and via notable examples of the most desirable 356 and 911.

Bonhams has brought the finest multi million dollar Ferraris to the desert each year, and in 2018 our selection is led by an unparalleled

stable of prancing horses from a breathtaking Giallo Fly 4 Cam to one of only two black on black F50s.

All the while maintaining a strong content of no reserve cars allowing you to decide their values.

It is our wish to provide you with the very best cars and service, please feel free to contact our team regarding any of the cars on offer or the event itself.

With our best personal regards,

The Bonhams Global Motoring Team

BONHAMS AT THE WESTIN KIERLAND RESORT & SPA



BONHAMS PAVILION - THE WEST PARKING LOT 6902 E Greenway Parkway Scottsdale, AZ 85254

DIRECTIONS

From the East Valley/ Tempe/ Chandler:

From Loop 202 East, access Loop 101 North. Continue for approximately 12 miles and exit at Frank Lloyd Wright Boulevard. Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.

From North Phoenix:

Take Interstate 17 South and merge onto Loop 101 East.
Continue 11 miles to exit at Scottsdale Road. Exit right onto
Scottsdale Road and continue for 2 miles to East Greenway Parkway.
Turn right (west) to find The Resort 1/2-mile ahead on your right.

From Phoenix Airport/ West Phoenix:

Follow exit signs at Sky Harbor International Airport toward the 24th Street/West Exit. Upon exiting terminal area, follow signs for Interstate 10 West. Merge onto the I-10 West and immediately follow signs to merge onto AZ-51 North. Continue on AZ-51 North for 12 miles to Greenway (exit #12.) Exit right (east) onto Greenway and continue for 4.5 miles. The Resort will be on your left, approximately 1/4-mile east of 66th Street/Clubgate Drive.

From South Phoenix/ Tucson:

Take Interstate 10 West and take the exit ramp to US-60 (Superstition Freeway). Travel east and continue on US-60 and take Loop 101 North (exit #176B.) Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.

PLEASE JOIN US

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

Thursday January 18 9am to 11am

Westin Kierland Resort at the Pittman Lawn

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



John Neville



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

1959 FIAT 1200 TV TRASFORMABILE

Chassis no. 103G115004252

1221cc OHV Inline 4-cylinder engine Single Carburetor Approx. 55bhp 4-Speed Manual Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- ★ Recently restored by European craftsmen
- ★ With the current owner for nearly 30 years
- ★ Rare Fiat model not often seen in U.S.
- ★ Sporty Italian 'La Dolce Vita' era car







THE FIAT TV TRASFORMABILE

Introduced as the 1100/103 TV Trasformabile at the Geneva Motor shown in March of 1955, the little roadster was designed by Fabio Luigi Rapi, the department head of Fiat's in house special bodies division known as Dipartimento Carrozzerie Derivate e Speciali. As the name suggests, the model shared many of the mechanicals with the more mundane 1100 sedan. However, the two letters in the name express the most important characteristic of the model: Turismo Veloce, or fast touring. The hotter engine received 12 more horsepower over the standard models thanks to a twin chock weber carb and higher compression. Roughly one thousand of these 1100cc Trasformabile roadsters were built before the updated 1200 model was introduced in 1957.

THE MOTORCAR OFFERED

The consigner had originally purchased this Fiat in the early 1990s from a California owner who claimed to be just the second owner. At the time, it was an entirely complete and running car that had been sparsely driven throughout its life and as a result, accumulated only a limited sum of miles. After spending many years with the roadster, mainly in storage, the current owner decided it was time to give the car a muchdeserved restoration. The vehicle was put in the hands of Master European craftsman who meticulously rebuilt the car. A true "nuts & bolts" project, the Trasformabile was stripped down to its bare components for refurbishment over the course of 3 years from 2012 to 2015. Many of the parts including the linkages and coil springs were either anodized or powder coated for a new fresh look and the car was then reassembled with an extra

attention to detail. Consequently, the vehicle sits in wonderful condition. Like many other Italian cars with performance pretentions, the exterior sports the ubiquitous red paint of its kin. The interior is made to match with a twotone black and red treatment as well.

This is a genuinely unique and charming vehicle not to often seen on the roads and would make a great acquisition for anyone looking for some fun in the sun.

\$50,000 - 70,000 WITHOUT RESERVE



- ★ Iconic British sports car
- ★ Great candidate for events and rallies
- ★ Long term enthusiast ownership
- ★ Well sorted example

1959 AUSTIN-HEALEY 100-6 BN4

Chassis no. BN4L077189

2,639cc Inline 6-Cylinder Engine Twin SU Carburetors 102hp at 4,600rpm 4-Speed Manual Transmission Independent Front Suspension - Rear live axle 4-Wheel Drum Brakes







THE AUSTIN-HEALEY 100-6

Some have called the Austin-Healey "a stunt plane for the road" in as much as its designer Donald Healey was both a successful automobile racer and a veteran WWI RAF pilot. When first debuted in London at the 1952 Earls Court Motor Show, Healey's new car concept, the Healey Hundred, was a major hit. Healey approached the already well-established Austin Motor Company with his new design as Austin was seeking a car to penetrate the lucrative U.S. market. Austin had been building cars since 1905 and in 1912 had success with the Austin 7, a small, inexpensive vehicle that appealed to a mass market. In 1952 Austin merged with the parent company of Morris to form the British Motor Corporation with Leonard Lord in charge. Having seen and been impressed by the car at the Earls Court show, Lord chose Donald Healey's concept for a new

sports car and a new marque was born, the Austin-Healy.

The first Austin-Healey, the 100-4, utilized the existing plentiful supply of Austin four-cylinder A90 engines, while the next generation, the 100-6, was powered by a 2,634 cc OHV six-cylinder. The 100-6 would gain status as the finest expression of the line, a true sports car. Donald Healey would add to the luster of the Austin-Healey when he recorded a speed of 142.636 mph at Bonneville in the process setting several records in a streamlined version of the car. As of 1957 the street model's performance benefited from a new a six-port cylinder head and aluminum intake manifold.

THE MOTORCAR OFFERED

This beautiful, early BN4 100-6 has recently come from an owner who has cared for the big Healey for over 40 years. Throughout its life, the car has been continually restored and refurbished with the end result being the gorgeous and well sorted 100-6 that is presented here today. The deep red paint is in great shape, possessing a luscious shine. The interior is equally as clean and tidy, creating a welcoming atmosphere. Under the hood, the big six presents very well, but more importantly, is said to be in great working order, adding to the thrilling experience one enjoys when piloting the open top cruiser.

\$45,000 - 65,000 WITHOUT RESERVE



3. 1940 FORD 01A DELUXE SEDAN DELIVERY

Chassis no. 18-5740418

221ci Flathead V8 Engine
Single Twin-Throat Carburetor
85bhp at 5,000rpm
3-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- ★ Rarely seen Deluxe Sedan Delivery
- ★ Flathead Ford V8 power
- ★ Elegant 1940s styling
- ★ Fun and practical
- ★ Offered from a deceased estate







THE MOTORCAR OFFERED

When Ford came out with the Model T, the famous Touring body was just the beginning. Every iteration under the sun, with two and four doors, passenger and commercial was offered. The introduction of the Ford V-8 in 1932—along with the bifurcation of Standard and Deluxe trim lines meant that even more diversity could be made available. With a four door Station Wagon already in the lineup, few changes were required to produce a two-door Sedan Delivery for commercial applications. While the use case for these nearly windowless wagons was all business, the looks were pure style-retaining the handsome and elegant good looks of the passenger cars. While both a Standard and Deluxe option were available in 1939, for 1940 only the Deluxe remained.

This Deluxe Sedan Delivery is a nice example

of a rare survivor. While just over 4000 Model 01A Deluxe Sedan Deliveries rolled off the line in '40, their business-oriented purpose meant most were driven into the ground. Of the few that remained, many others fell under the knife of customizers and hotrodders who favored the cars' looks and the easy availability for the tried-and-true flathead V-8.

Finished in Mandarin maroon over a Tan vinyl interior, this Sedan Delivery has been carefully restored to its original specification—with just a bit of liberty taken in the more luxuriously trimmed rear box. Running a trusty flathead V-8 mounted to the standard column-shift 3-speed, this Ford was owned for over three decades by a single family in North Dakota. From there the car ended up in the Early Ford V-8 collection of Richard Munz before it was acquired in 2010 by Rick Baker, another Blue

Oval enthusiast. Coming into the present collection in 2015, it is offered today as an opportunity to wow crowds at shows or for use in promoting a business. Then as now, the truck's good looks shine through no matter where it goes or what it does.

\$25,000 - 35,000 WITHOUT RESERVE



- ★ Incredibly rare, Rally-derived French sports car
- ★ Recently refurbished cosmetically and mechanically
- ★ Unique rally looks with V6 power
- ★ Direct handling and lightweight construction

1980 RENAULT ALPINE A310

Chassis no. A3102700VA47231

2,664 PRV V6 Engine Single Carburetor Approximately 150bhp at 6,000rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE ALPINE A310

Founded by Jean Rédélé in 1955, Alpine foundations were built on Renault powered competition machines. The 60's and 70's saw great success for the company with their A110 model taking home numerous rally wins across France. First seen at the 1971 Geneva Motor Show, the A310 was initially powered by the four-cylinder 1.6-liter Renault 17 TS engine, tuned by Gordini, and followed the established formula of a tubular-steel backbone chassis clothed in a one-piece glass fiber body shell.

Restyled in 1976 by Robert Opron, it was fitted with the new 'PRV' 2.7-litre V6 engine developed jointly by Peugeot, Renault, and Volvo. In Group 4 specification the A310 enjoyed considerable success in rallying at national level, works driver Guy Frèquelin winning the French Rally Championship in 1977.

THE MOTORCAR OFFERED

Available here is a truly rare and special V6 powered Alpine A310. Just around 30 of these cars are said to have made it into the United States, making this a unique car indeed. The current owner purchased this French sports/rally car from a North Carolinian in 2014, yet earlier history remains unknown. Upon acquirement, this Alpine received a general refurbish and repaint in 2015 that totaled just around \$30,000. As a result, the sporty A310 appears in good condition inside and out.

While the mechanicals of the vehicle have remained largely stock beside the upgraded headers, the exterior treatment has been modified as a tribute to the Alpine Calberson rally team of the late 1970s. A full team livery, rear spoiler, louvres, period correct Cibie lights, and a roll bar in the cabin all add to

complete the competition look. An A310 near identical to one on offer took the French rally championship in 1977 with Guy Fréquelin & Jacques Delaval at command, making this an interesting offer for anyone looking to live out their rally fantasies. Offered with a fuel injection kit on the side, this fast Frenchman would be a fun and entertaining drive on high-speed rallies and tours.

\$30,000 - 40,000 WITHOUT RESERVE



1963 ALFA ROMEO 2600 SPIDER Coachwork by Touring

Chassis no. AR192672 Engine no. AR00601*06439

2,584cc DOHC Inline 6-Cylinder Engine
3 Weber Carburetors
145bhp at 5,400rpm
5-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Girling Power Disc Brakes

- ★ 3 registered owner California car from new
- ★ With the current owner for 23 years
- ★ Great candidate for rallies, driving events, and shows
- ★ Extensive and impressive list of awards
- ★ Powerful 2.6 Liter Six-cylinder engine with Elegant Touring coachwork







THE ALFA ROMEO 2600 SPIDER

Carrozzeria Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively. The big news for the 2600 was the engine - in place of the old, longstroke, 2.0-litre four was a new, 2,584cc, all-aluminum twin-cam six-cylinder. A maximum output of 145bhp was claimed and when installed in the Sprint coupé and Spider, it was good for a top speed of around 125mph.

Cars Illustrated magazine reckoned this magnificent power unit 'one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience.' Rarest of these two high-performance variants was the Spider, a total of only 2,255 being produced between 1962 and 1965. Today this rare and hitherto underappreciated model is becoming increasingly sought after by discerning collectors.

THE MOTORCAR OFFERED

This pristine three owner Touring bodied 2600 was sold new at the Carl Block Alfa Romeo dealership of Oakland, California. Being one of the last 500 examples built, it is what some refer to a "Super Touring" model, which were equipped with 4-wheel power disk brakes. When new, the cars price was around \$6,000, which made it slightly more expensive than the "E" model Jaguars of the day. The cars' first owner was Lake Merritt, California resident, Eric De Reynier. Mr. De Reynier was known for taking his Super Touring on biannual trips to Mexico. After about a decade of ownership, Mr. De Reynier sold the car to its second owner and fellow Oakland, California resident, James Brian Cooper. Mr. Cooper would lovingly care for the alfa for the next 20 years. The third and current registered owner, Robert C. Yeager, also happens to be a fellow Lake Merritt, California resident. Thus

for most of its life the car has lived less than 3 miles from where it was originally sold!

Shortly before Mr. Yeager acquired the car in 1996, a bare-metal, two-stage acrylic respray was performed by Santa Rosa, California master painter Larry Franc - a finish that remains dazzling today. Photos of the process are included in the cars extensive history file. Over the years the car has been rigorously maintained and has received several desirable upgrades. These include the addition of Weber carburetors; Koni shock absorbers; sodium exhaust valves; electronic ignition; (original) European turn-indicators; a newly installed stainless exhaust system, and a recently replaced steering box. All of the mechanical upgrades were carried out by noted Alfa Romeo specialist, Glenn Oliveira of Oliveira Engineering in Berkeley, CA. Receipts for the









work performed are on file. Aside from the cars respray, mechanical upgrades, and the replacement of the carpet, the car remains in its unmolested original state. Cosmetically complete, the spider is fitted with a lined Robbins Stay-fast top with a zippered rear window, a period-correct 4-band Blaupunct radio, and original Touring trunk and floor mats. Accompanying the sale is an extensive history file which includes numerous receipts, books, the cars original zippered tonneau cover, factory-supplied jackstand and an intact and complete boxed Alfa Romeo tool kit.

Despite regular use and enjoyment since new, due to the meticulous care the car has received, it continues to win awards wherever it goes. The impressive list includes number 2 Alfa Romeo at the 2009 Concorso Italiano; a 1st place win as best Pre-1970 Alfa Romeo

at the 2012 Danville Concourse d'Elegance; and many first-place class and club awards at such regional concourse venues as Palo Alto; Santa Rosa; Chico; and Lafayette. The car has also been invited to the San Francisco's Mille Miglia pre-show and the Hillsborough Concourse d'Elegance. It has participated in rallies and tours, including the Palo Alto and Hillsborough tours d'elegance. In 2015, it was one of three vintage Alfas chosen for the prestigious "featured circle" at Concorso Italiano; in 2016, it captured 1st in Class at the Concourse d'Elegance in Ferndale, CA; in 2017, it received the Annual Terrace Award at the Gualala Arts Auto Show.

This meticulously maintained Touring-bodied 2600 is a stunning example of the car marque guru Pat Braden ranked among the most reliable vintage Alfa ever built. With its all-

aluminum, double-overhead cam 6-cylinder engine; three side-draft carburetors; power disc brakes; and five-speed transmission; the 2600 was one of the more technologically advanced sports convertibles of its era. The 2600 series is also historically notable as being among the last of the large, coachbuilt Alfa Romeos. This incredible 3- Owner California from new example presents an amazing opportunity for a collector to acquire an extraordinary Alfa boasting an ultraimpressive resume.

\$125,000 - 175,000



6. 1995 LAND ROVER DEFENDER 90 HARD TOP

VIN. SALDV2285SA962124

3,947cc OHV V8 Engine Electronic Fuel Injection 182bhp at 4,4200rpm

- 5-Speed Manual Transmission
- 4-Wheel Drive with Manual Lock Center Differential
- 4-Wheel Disc Brakes

- ★ Highly original example with less than 16,000 miles from new
- ★ Striking Portofino Red exterior over grev interior
- ★ Optioned with many extras
- ★ Desirable US example of the classic Defender 90







THE LAND ROVER DEFENDER

In the long history of the motorcar, very few designs have been as significant, as successful or as long-lived as the Land Rover. It is rightly considered to be one of the landmark cars in automotive history. The Land Rover's engineering was radical and brilliant when it was launched in 1948 but its real significance goes beyond its intrinsic qualities. It lies in what the Land Rover has done for its country: as an export earner, as a linchpin of the post-war British car industry, as a workhorse for Britain's farmers, transport for soldiers and anyone with a sense of adventure. The Land Rover has carried people to the most remote corners of the globe, and brought them back safely again.

Production of the model now known as the Defender began in 1983 as the Land Rover 110, a name which reflected the 110-inch

wheelbase. The Land Rover 90, with 93-inch wheelbase, and Land Rover 127, with, yes, a 127-inch wheelbase, soon followed. This period saw Land Rover market the utility Land Rover as a private recreational vehicle, while the basic pick-up, 4x4 and van versions were still working vehicles. Later, the switch from leaf to coil spring suspension was a key part of the new model's success. It offered improved off-road ability, load capacity, handling, and ride comfort for city use. In 2015, Bonhams sold the 2,000,000th Land Rover Defender produced, a Defender 90, for charity - the car sold for a record GBP 400,000.00 (USD 600,480.00), marking the impact the Defender has had on post WWII car culture.

THE MOTORCAR OFFERED

Offered here is a highly original and wellpreserved example of the classic Defender 90. The new Land Rover was completed at the UK based Land Rover factory in February of 1995, and specified for the US market with the 3.9-liter V8 engine. The car was finished in Portofino Red, just as it appears today. The new Defender 90 is believed to have been delivered to a first owner in the Boston, MA area, and would according to the CARFAX remain on the East Coast until 2015. Just two previous owners are recorded, and with 15,783 miles on the odometer at the time of cataloguing, the Land Rover remains in excellent and well cared-for condition.

\$90,000 - 120,000 WITHOUT RESERVE



- ★ Extremely well cared for example
- ★ Only 10,500 miles from new
- ★ One of only 650 produced

2003 FERRARI 456M GTA Design by Pininfarina

VIN. ZFFWL50A830132002

5,474cc DOHC. 48-Valve V-12 Engine Electronic Fuel Injection 442bhp at 6,250rpm 4-Speed Automatic Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE FERRARI 456

Not since the 412's demise in 1989 had Ferrari offered a '2+2' and when the 456GT debuted at the Paris Salon in October 1992 it was obvious that the long awaited newcomer eclipsed all Maranello's previous four-seat Grand Tourers. Although new from stem to stern, the 456GT incorporated elements familiar to generations of Ferrari cognoscenti - front-mounted four-cam V12, rear transaxle, tubular steel spaceframe chassis and allindependent suspension - while making an appearance for the first time were electronically-controlled adaptive suspension and a six-speed gearbox.

Essentially a de-tuned version of that powering the 550 and 575, the new 5.5-litre V12 unleashed no less than 442bhp at a lowly 6,250rpm yet remained smooth and tractable from idling speed to red-line thanks to its

state-of-the-art engine management system. F40 excepted, the 456 was the most powerful road car developed by Ferrari up to that time, yet despite delivering supercar performance this relatively unstressed engine has proven to be very reliable.

For the 456 Pininfarina worked its magic once more to create a subtly beautiful curvaceous body that contrasted with the hard edges of its predecessor. Although bereft of extraneous aerodynamic devices, the 456 remained stable up to its maximum speed of around 190mph, a figure that made it the world's fastest production four-seater passenger car.

THE MOTORCAR OFFERED

This automatic transmission example of the 456 M GT has covered only 10,500 miles from new and comes with factory manuals and tool kit each in their own leather bag in addition to a car cover. Finished in silver with black leather interior, the car is in great condition. The car's history file contains numeruous service recipts documenting the care that it was given. The current owner purchased the low mile grand tourer in 2013 and has been sparingly enjoyed it since. Recently, the car received four new Pirelli tires, now with less than 500 miles on each. Given the fantastic condition and rarity, with only 650 456M GTAs produced, this is certainly a prancing horse not to pass up.

\$60,000 - 80,000 WITHOUT RESERVE



8. 1989 SHELBY DAKOTA

VIN. 1B7FL96Y2KS114902 Engine no. KN652000912

318ci OHV V8
Fuel injection
175bhp at 4,200rpm
Four-speed automatic transmission
Independent A-arm Front Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

- ★ One of 995 red examples
- ★ Restored to high standard
- ★ Sought after performance truck
- ★ One of the last MOPAR Shelby collaborations







THE SHELBY DAKOTA

Offered in 1989 only as a limited-production high performance variant of the Dodge Dakota Sport mid-size pickup, this was the first rear-wheel drive product to come out of Shelby workshop since partnering with Chrysler Corporation.

Like many Shelby products that had preceded the Dakota, the drivetrain received a plethora of upgrades. Gone was the 3.9L V6 of the more mundane pick-ups and instead a 5.2 liter overhead valve V-8 was shoe-horned under the hood. Due to the limited space available, the engine driven fan mounted on the front of the motor had to be removed in favor of electric fans, with a beneficial side effect of an added 5 horsepower. The total output was an impressive for the day 175 horsepower and 270 ft-lbs of torque, just about a 70% increase over the stock V6. The

pick up also received a limited slip differential, transmission cooler, 15-spoke hollow alloy wheels, and a slew of body mods including a unique air dam and bumpers. For what started life as a utility vehicle, a zero to sixty time of 8.5 seconds was an impressive figure for 1989, and only Dodge's previous performance truck, the Li'l Red Express, offered this level of performance in such a rugged package.

One could order the truck in any color as long as it was either red or white, and production was extremely limited with only 1,500 of these Shelbys to roll out of the factory in its single year of production. The Dakota proved popular enough to be the first in a wave of new performance oriented utility vehicles with the GMC Syclone and Ford Lightning soon following just a few years later.

THE MOTORCAR OFFERED

This Dakota received a thorough restoration courtesy of its previous owner, Dallas Rice, who specialized in refurbishing MOPARs. The current owner purchased the truck in August of 2012, and the vehicle has remained in excellent condition since. Both the exterior and interior present incredibly well, and this is just one of 995 examples finished in red.

\$20,000 - 30,000 WITHOUT RESERVE



- ★ Just 414 miles on the odometer at the time of cataloging
- ★ The 272nd of the first Tesla Roadster run of just 500 cars
- ★ Recently upgraded by Tesla with new improved R80 3.0 batteries
- ★ A sports car that marked the beginning of an era

2008 TESLA ROADSTER

VIN. 5YJRE11B881000272

3-Phase 4-Pole AC Induction Electric Motor 3.0 80kWh Battery 288bhp and 295ft.lb. of torque BorgWarner Single-speed Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE TESLA ROADSTER

Named after Nikola Tesla, a genius who, more than 100 years ago at the dawn of the electric age, invented alternating electrical current, the radio, and the AC motor, among other things, Elon Musk's Tesla Motors has made quite an impact on the automobile industry and the cars of today. Introduced at the 2006 San Francisco Auto Show, the Tesla Roadster was Musk and teams first car, and first highway legal serial all-electric car to use lithium-ion battery cells and the first production all-electric car to travel more than 200 miles per charge.

Based on the Lotus Elise, the Tesla Roadster was built at Tesla's Menlo Park plant, as is a high-performance sports car motivated by a completely electric powertrain. The innovative car was featured on the cover of Time Magazine in December of 2006 as the

recipient of the magazine's 'Best Inventions 2006 - Transportation Invention award'. The first 100 Tesla Roadsters sold out in less than three weeks, and general production began on March 17, 2008, with just 500 of these first-generation Roadsters to be built. The Tesla Roadster marked the beginning of an era, and remains a very sporty and entertaining car to drive.

THE MOTORCAR OFFERED

Offered here is a superb example of the 1st generation Tesla Roadster, with just over 400 miles from new. This Roadster was kept in a private garage among other performance vehicles until 2017, by just one owner. Today, Tesla offers battery upgrades for Roadster owners, of which this example recently received the ultimate R80 3.0 upgrade to the tune of \$30,000.00. All work was carried out by trained Tesla technicians. Finished in the factory Radiant Red, the car is offered with the original owner's manual set, alternate soft top, tool kit, 3 key set and wall-charger. This Roadster is the 272nd of just 500 produced, and is ready to be enjoyed, while on its way to becoming a future classic.

\$80,000 - 100,000 WITHOUT RESERVE



1953 MERCEDES-BENZ 220 CABRIOLET A

Chassis no. 187 012 03 412 Engine no. 180 920 03 536

2,195cc SOHV Inline 6-Cylinder Engine Twin SU HS6 Sidedraft Carburetors 86hp at 4,600 rpm

- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Hydraulic Drum Brakes

- ★ Restored in Germany to exacting specifications
- ★ Highly sought after cabriolet A model
- ★ Stunning and desirable livery
- ★ Fully documented, numbers matching example
- ★ Offered with an extensive list of accompaniments including a complete set of luggage







THE MERCEDES-BENZ 220

Mercedes-Benz introduced the 220 Sedan at the Frankfurt Auto Show April 1951. The successor to the 170 S, it contained a number of updates, the primary of which being a streamlining of the headlight fitment. They were now faired into the fenders with chrome trim atop. The most significant change in the car, however, was under the bonnet, where a new 2.2-liter six-cylinder engine replaced the earlier four-cylinder engine used in the 170 S. Horsepower made a significant increase from 52 to 80, transforming the car into the autobahn cruiser that Mercedes-Benz had intended.

The Motor magazine found that the new Mercedes-Benz offered "unique sensations by combining a smooth and comfortable suspension on degraded roads with a light and precise steering, a behavior without roll and an ability to be part of a trajectory that would do

honor to a race car". The 220 lineup included a stylish cabriolet that was produced from the beginning of the run to August of 1955 - a total of 2,360 cabriolets were built over a five-year run. More than 16,000 Mercedes-Benz 220s were sedans, but more discerning buyers also had the option of ordering a two-three seat Cabriolet A or a full four-seat Cabriolet B. Just 1,278 people opted for the "A" version which commanded a 70 percent premium over saloon models, this understandably kept production numbers to a minimum. The Cabriolet A is a twopassenger convertible distinguished from the Cabriolet B by having a rear jump seat and a single side window compared to the four-passenger B. Cabriolet As also include a leather-covered dash top in veneered wood and bound Wilton carpet covering a large portion of lower interior.

THE MOTORCAR OFFERED

This highly sought after cabriolet A was delivered new to the United States on September 30th, 1953. The car was ordered in the stunning combination of Hellblau, DB Code 353, over a leder rot, DB Code 1079, interior. The car was highly optioned with items such a Becker Monaco radio, passenger side head rest, heater, secondary engine fan, and a grey convertible top. In 2005, the car was sent back to Germany where it would undergo a multi-year nut and bolt restoration. During the restoration, every inch of the car was restored to the highest of standards.

The entire car was stripped and brought down to bare metal, all of the trim was re-chromed, and the interior was redone using all of the proper materials. The numbers matching engine was fully rebuilt with new pistons,









bearings, and seals, as was the transmission, steering box, and the rear end.

A new stainless steel exhaust system was also fitted at this time. In total, over 2,000 hours were spent making this cabriolet A one of the finest in existence. The entire restoration process is fully documented with hundreds of photos detailing the extensive build. When the restoration was completed in early 2012, the car was brought back to the US where it has lived in the Colorado mountains, only making trips out on sunny weekends.

Today, the metallic paint exhibits a deep shine, and the brightwork is in fantastic shape. The red leather interior is in exceptional condition, showing no signs of wear. The engine bay and undercarriage are equally as clean. This as-new cabriolet A

comes complete with fitted luggage, tool roll, owner's manual, an extremely rare hardtop, and an extensive history file which includes photo documentation of the restoration. Having seen limited use since its restoration the car makes an excellent candidate for the country's most prestigious concours events.

\$200,000 - 250,000

11. 1967 TOYOTA LAND CRUISER FJ40

Chassis no. FJ40-48587 Engine no. F239479

3,878cc OHV Inline 6-Cylinder Engine Single carburetor 125bhp at 3,600rpm 3-Speed Manual Transmission

- 4-Wheel Leaf Spring Suspension
- 4-Wheel Drum Brakes
- 4-Wheel Drive Low and High

- ★ Professionally restored to a high standard
- ★ Toyota's off-road icon
- ★ Fresh Toyota Cadet Blue Paint
- ★ Produced within first decade of 25 year run







THE LAND CRUISER

The Toyota Land Cruiser in its many sizes and configurations has had a long and successful history of reliable service through the most rugged of conditions. Patterned to compete with the ubiquitous Jeep, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars; but what would become legendary as some of the most capable vehicle across the globe.

Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators.

THE MOTORCAR OFFERED

Like most FJ40s, upon delivery this truck immediately went to work. The owner of a historic coffee plantation in Costa Rica used this Land Cruiser to drive about his land inspecting crops and checking up on the workers. It was even used as a family car going back and forth between the land and San Jose for weekend errands. Beginning in early 2017, a rigorous 10-month restoration was conducted.

The FJ was completely disassembled down to the frame, and nut and bolt restored to like new condition. To correct any problem areas of the body, corroded regions were fixed only using new steel included all new bed, floor pans and fenders. The rare Cadet Blue color Toyota paint was then applied on the bare metal with proper layering of wash primer, base primer, polish, and two coats of Matrix

coating for the final layer. The electrical system received a refresh with new modern wiring, and new electrical parts including coil, plugs, wires, relays, starter, alternator, regulator and instrument cluster. Both the engine and drive train were given professional refurbishments in a laboratory, and new leaf springs, shocks, wheels and tires were installed. Inside, new upholstery adorns the seating alongside a fresh contrasting soft top. Items Supplied with vehicle include complete replica tool bag and tools, jack, and inspection trouble light. Appearing in fantastic restored condition, this is surely a classic Land Cruiser not to pass up.

\$60,000 - 80,000 WITHOUT RESERVE



- ★ Attractive Duck Tale styling
- ★ Solid Lifter high performance V8
- ★ Great for high speed rallies such as Texas or Copperstate 1000.
- ★ Delightful color combination

1961 CHEVROLET CORVETTE 283/270HP ROADSTER

Chassis no. 10867S106986 Engine no. 1196986F03220U

283cid OHV V-8 Engine 2 Four-barrel Carter Carburetors 270bhp at 5,600rpm 4-Speed Manual Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Hydraulic Drum Brakes







THE C1 CORVETTE

In 1956, the Corvette was completely restyled and re-engineered. With the exception of a dozen items, most all in the grille, all the parts and technology differed from 1954. The soon to be legendary small block overhead valve V-8 engine with options generating substantial horsepower, torque, and added comfort and convenience, becoming the basic successful format for the next 60 years. In 1961 the Corvette C1 received the iconic duck tail rear end treatment. This was the first year that Corvette received its four round tail lights, a staple of Corvette styling ever since. The exhausts were also changed, from exiting through the bumpers, to under the car in a traditional way. Many enthusiasts believe that the duck tail cars are the best looking of the C1 Corvettes.

THE MOTORCAR OFFERED

This particular 1961 Corvette left the St. Louis assembly plant in 1961. That year, 10,261 Corvette were built. This particular car is believed to be one of 429 that was finished in tuxedo black with silver two tone color code.

1961 was the last year of production for the famed 283 small-block and this particular car was ordered with the 270-horsepower power plant fitted with dual Carter 4 barrel carburetors, and Borg Warner T-10 4 speed transmission, making it quite a sports car for the period. The current power plant fitted to the car is believed to be the original unit.

Much of this particular Corvette's early history is not known. A few years ago it was restored to NCRS standards. Two years ago the car was acquired by its current owner and has resided in his private collection of sports cars. Last year the car was shown at the Boca Raton Concours where it won the American Sports Open 1960-1970 class.

The C1 corvette is one of the most iconic sports cars of the early 1960s. The duck tail style cars were only made for two years, and many believe them to be the most stylish Corvettes. The well powered dual carbureted cars are extremely desirable, as they offer a powerful reliable alternative to the sometimes finicky fuel injected version. A great car for driver events or for the concours lawn. The opportunity to acquire this car should not be missed.

\$60,000 - 80,000 WITHOUT RESERVE



1963 GLAS GOGGOMOBIL TS 250 COUPE

Chassis no. 02214683

4-wheel Drum Brakes

247cc Two-Stroke 2-Cylinder Engine Single Carburetor 13.5bhp at 5,000rpm 4-Speed Manual Transmission 4-wheel Independent Suspension

- ★ Beautifully presented inside and out
- ★ Charming and classic Goggomobile microcar
- ★ Great smiles-per-gallon
- ★ Offered with restoration file







THE GOGGOMOBIL TS 250 COUPE

The Goggomobil was named for the young nephew of the company president, Hans Glas, whose nickname was "Goggi." So Goggi's Mobil became Goggomobil. The little car was hugely successful because it was a "real" car in miniature, rather than a hybrid scooter mobile. Glas had a keen market sense and was, in hindsight, one of the few microcar manufacturers who would follow the "true path" by giving the public exactly what it wanted. The Goggomobil became the largest selling microcar in Germany, with some 260,000 examples finding buyers. Introduced at the 1957 IFMA international bicycle and motorcycle show, the Coupe version of Goggomobil's rear-engined microsedan sported a beautifully proportioned body on the same chassis featuring 4-wheel independent suspension and a 4-speed floor-shifted transmission.

THE MOTORCAR OFFERED

Purchased by the consignor in 2004 from an avid Goggomobil aficionado and collector of micro cars, this lovely TS 250 Coupe presents beautifully in the medium blue exterior paint over a grey interior. While in the previous owner's hands, the Goggomobil was treated to a comprehensive restoration, which still presents very well today. Utilizing correct parts, it is evident that this TS 250 was given a proper restoration with handsome execution and attention to detail. The binder of information included with the car offers documentation in the German language, showing that the previous owner had communications, parts purchases, and more with Goggomobil experts in the country of which this TS 250 originates.

Overall, this charming micro car is in wonderful condition. The simple dashboard

area is adorned by the large, ivory-colored steering wheel and aluminum trim, and a neat rear luggage rack is fitted on the trunk, strapped with a basket weave suitcase with plenty of room for Riesling and sausage for the picnic. This lovely example has been displayed in a climate-controlled facility among other fine automobiles since the restoration, and will surely give the next owner many smiles per gallon.

\$25,000 - 35,000 WITHOUT RESERVE



- ★ Exquisitely restored and sorted TD
- ★ Under the care of the current owner for nearly 50 years
- ★ Extensive history file and list of accompaniments
- ★ Award winning, magazine feature car
- ★ Unique example of a well-loved British sports car

1952 MG TD

Chassis no. TD/17297 Engine no. XPAG/TD2/17736

1,250cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 57bhp at 5,400rpm 4-Speed Manual Transmission Front Independent Suspension - Live Rear Axle 4-Wheel Drum Brakes







THE MOTORCAR OFFERED

This lovely TD was acquired by the consignor in July of 1970. The car was found in the local classifieds, advertised as having been semirestored in Buena Park California with an asking price of \$795. After some intense negotiations, the car was purchased for \$695. The TD was unique in that it did not have a convertible hood, but instead was accompanied by a seldom seen fiberglass hard top. After 28 years of enjoyment, the consignor decided that it was time to treat the TD to a total nut-and-bolt restoration. The restoration began in 1998 and was completed in 2000.

During the restoration, exhaustive measures were taken insure that everything was done correctly to factory specifications - even going as far to restore the original, factory supplied nuts and bolts. The only things that were not finished to factory specification were

the undersides of the fenders, which were painted black instead of body color, and the radiator slats were left in chrome instead of being painted.

Since the restoration was completed, the car has traveled fewer than 2,000 miles, but has been continuously exercised and properly maintained. During those 2,000 miles, the car has made trips to local shows in the Southern California area where it has won numerous awards. In 2011, the car was featured in Hemmings magazine where it was used in a 6 page buyers guide for the MG TD model. Today the car is in exceptional condition, appearing as though the restoration was completed yesterday rather than 18 years ago - a true testament to the quality of the work and care that it has received. The numbers

matching 1250cc engine roars to life instantly,

making all of the right sounds, communicating that the car is just as capable on a back road as it is on the show field.

Accompanying the car is an extensive history file which includes photos of the car prior, during, and post restoration, a binder full of the restoration invoices, and original paperwork/ registration cards dating back to 1970. In addition to the history file, the car is offered with its original hand crank, jack, California black plate, hard top, and a toneau cover. One would be hard pressed to find another TD that is as well sorted and charming as this lovely example.

\$30,000 - 40,000 WITHOUT RESERVE

Please note, this vehicle is titled under engine number XPAG17736.



1995 PORSCHE 911 CARRERA RS 3.8

VIN. WP0ZZZ99ZTS390226 Engine no. 63S85817

3,746cc DOHC Flat 6-Cylinder Engine Varioram and Motronic Engine Management 300bhb at 6,500rpm 6-Speed Manual Transaxle

4-Wheel Independent Suspension 4-Wheel Disc Brakes

- ★ Highly original example of the rare and desirable 993 Carrera RS 3.8
 - ★ Just 67,297 kilometers (41,816 miles) from new
 - ★ Highly optioned from the factory
 - ★ Offered with owner's manuals, service records and Porsche COA







THE PORSCHE CARRERA RS

Following in the footsteps of the legendary Carrera RS 2.7, Porsche would reinterpret the Rennsport-spec 911 for the 1990's. The result was the Stuttgart firm's most pure and refined form of the final generation air-cooled 911.

While the 964 Carrera RS that debuted several years earlier is seen as uncompromisingly hardcore, the 1995 model year benefitted from all the work that had been done producing the 993 platform. Nearly 80% of the parts were specifically engineered for this next generation. A new alloy subframe served as the base for the redesigned multilink rear suspension. Generally, this improved stability, ride quality, and reduced the tendency for the car to oversteer off-throttle like previous 911s. Along with the other improvements, to quantifiably large to list, Porsche had created the best 911 to date.

It would only get better with the RS. Much of the focus was spent on reducing the greatest killer of performance: weight. Electric power windows, adjustable mirrors, central locking, headlight washers, and audio system speakers were all luxuries sacrificed in the name of speed. However, the extensive diet did not stop there. Porsche even went so far as to reduce the size of the windshield washer bottle and decrease the thickness of the glass. Well bolstered leather bucket seats saved an additional 66lbs and sound insulation was removed throughout the car. Simple door cards with pull straps instead of door handles rounded off the extensive weight saving measures.

Under the skin, further refinements were implemented to improve the driving characteristics. The center of gravity was

lowered thanks to a reduction, 30mm front and 40mm rear, of the suspension's ride height. This suspension offered supreme control, not just in handling but also setup. 5-way adjustable front anti-roll bars and struts allow the driver to dial everything in precisely to their liking. Larger aluminum 4 piston brakes aided in decreasing un-sprung mass but increasing stopping power, while larger tires wrapped around three-piece Speedline wheels all around ensured a maximum footprint on the tarmac.

Sitting at the core of the driving experience is the wonderful M64/20 flat six engine. An increased bore to 102mm resulted in a total displacement of 3.8 liters, up from the standard 3.6 of other 993s. Internally, forged pistons helped reduced the rotating mass within the engine helping it rev much





freer. Better breathing from increased intake and exhaust valves in addition to Porsche's 'Varioram' variable intake tract lengths meant 300 total horsepower was produced by the motor. With the additional low-end torque provided by the increased displacement, Porsche created a real gem of a motor that is a delight to rev out all the way to its 7,100rpm redline.

THE MOTORCAR OFFERED

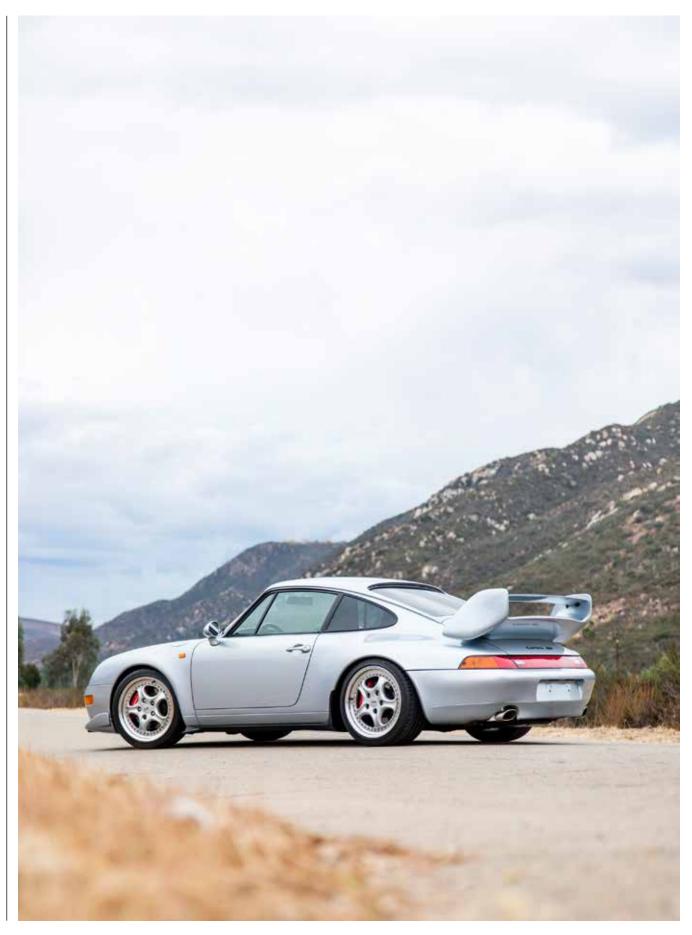
Completed at the factory in Stuttgart July, 1995, 993 Carrera RS 3.8 #390226 received a good variety of options available to purchasers. Degrees of comfort were added thanks to the re-installation of essentials such as automatic air conditioning, radio, power windows, and power steering. On the performance end, this RS received the large fixed wing on the back of the car with integrated ram intakes, and a deeper chin spoiler compliments up front. Together, both elements work to increase stability at speed and increase downforce. Originally delivered to a Japanese customer on August 30th, 1995 via the Yuzuki Pro Co. Ltd., he clocked just over 64,000 kilometers with his time spent with the car.

Today, this rare and desirable, air-cooled 911 Carrera RS 3.8 shows extremely well

throughout, with just the type of wear you would expect from a vehicle with this low mileage. Outside, the Polar Silver metallic paint appears in largely original condition and the body is straight with proper panel fitment. Inside, the original interior has also been looked after with great attention, while the Blue/Black leatherette and Alcantara seats certainly add a bit of flare to what is for the most part a car with a buttoned-up, Teutonic demeanor. Throughout the car one finds original factory and service applied decals and markings, further speaking to this cars originality. The iconic RS alloy wheels appears unmarked, and the car retains its original matching numbers engine.

This sporting 993 Carrera RS was recently imported to the U.S., and has since resided with a lifelong Porsche enthusiast in San











Diego, California. Well taken care of during this period, an invoice dated to February 2017 shows the Porsche received both a new battery and a thorough inspection. Additional recent work done to the car include the installation of new door trim and window switches. With a Certificate of Authenticity from Porsche, the 993 Carrera RS also carries a correct set of manuals, Porsche radio, jack, and service records that go back all the way to 1998. The odometer reading of 67,297 kilometers (41,816 miles) at the time of cataloging is indeed believed to be the distance this highly original Porsche has traveled since new.

This 993 Carrera RS 3.8 occupies a nice middle ground with both the street oriented comfort options and race track readiness. A new owner should be able to easily find

purpose with the car doing either, and pride her or himself with owning a limitedproduction, highly sought-after Porsche.

It should be noted that the car was imported under show and display laws, as the vehicle was originally not intended to be sold in the U.S. market. While this makes the car an exceedingly rare sight on the road stateside, new owners will have to apply and be granted Show and Display Status with the NHTSA. This is subject to change once the car hits its quarter century in 2020. A UK V5 was issued for the car in 2015.

\$375,000 - 475,000



1966 SHELBY GT350H FASTBACK

Chassis no. SFM6S707

289ci OHV V8 Engine Single Four-Barrel Holley Carburetor 306bhp at 6,000rpm Automatic Transmission Front Independent Suspension - Live Rear Axle Front Disc - Rear Drum Brakes

- ★ Carroll Shelby's personal GT350H
- ★ On display at Shelby Automobiles since 2008
- ★ Desirable Hertz "Rent-a-Racer" Shelby
- ★ Iconic Wimbledon White with factory painted LeMans stripes
- ★ The ultimate in provenance and ownership history







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 lacocca, 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 lacocca'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 heavyduty, 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 iconic 1966 Shelby GT350 Hertz Renta-Racer left the factory in 1966 dressed in Wimbledon White with factory painted LeMans stripes in Guardsman Blue. Prior to delivery, the car was sent to Hi-Performance Motors of Segundo, California, where a radio was installed. The Shelby was then shipped to City Motors of National City, California on January 19th, 1966 for final dealer prep before being delivered to Hertz of San Diego, California. The car was optioned with chrome Magnum wheels (\$104.56), the radio (\$45.45), and a brake booster (\$39.58). With the options, the predelivery fee, and the freight charge, the totals invoice came to \$3,865.

On September 7th, 1967, the Hertz was purchased by its first pedestrian owner, Fred Johnson. It was the cars second owner however, Mike Shoen of Vancouver, Washington, who would bring the GT350 to the next level by outfitting the car with a 65' GT350 pod with tach and oil pressure gauge, R-Model apron, valve covers, radiator, roll bar, R-Model wheels, and a Berry Plastiglas rear spoiler.

Carroll Shelby must have been very impressed with the car as he would go on to purchase it from Mr. Shoen - the car has remained in the Shelby collection ever since. While under Carroll's ownership, the car was featured in Petersen's Complete Ford Book and was displayed at the Imperial Palace Automobile Collection in Las Vegas, Nevada. In 2008, the car was noted as no longer wearing the rear spoiler, and was put on display at Shelby Automobiles in Las Vegas, Nevada, where it has lived until being brought to Bonhams for the sale. Shelby has primarily returned the car

to its original specification, with the exception of the wheels.

Today, Shelby GT350H models are highly sought after collectibles. Although these coveted models come up from time to time, none of them possess the provenance of being owned by Mr. Carroll Shelby himself, such as this example. With its ownership history and desirable specification, this Shelby GT350H is the one to own.

\$150,000 - 200,000 WITHOUT RESERVE



1937 CORD 812 SUPERCHARGED "SPORTSMAN"

Chassis no. 31631F Engine no. FC2136

289cid Supercharged Flathead V-8 Engine Single Stromberg Carburetor 170bhp at 4,250rpm 4-Speed Pre-selector Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- ★ Gorgeous example of the iconic "Coffin-nose" Cord
- ★ Powerful supercharged engine and innovative pre-selector gear shift
- ★ Previously owned by well-known collector Jules Heumann
- ★ 30 year build by Cord enthusiast



THE "COFFIN-NOSE" CORD

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognized American car of all time, the Cord 810 debuted in November 1935, where it received a rapturous reception at US automobile shows. Originally conceived as a baby Duesenberg, this amazing design was the work of a team headed by Gordon Buehrig, who had previously designed the famous Duesenberg Beverly style and the stupendous Duesenberg "Twenty Grand" for the 1933 Chicago World's Fair.

The 810 body style with its louvered "coffin" nose, streamlined wings, concealed gas filler under a modern flap, headlamps that opened by means of hand-cranks on either side of the airplane-style engine-turned aluminum dash and the absence of running boards would

prove immensely influential. The following model year, cars all over the world suddenly had horizontal chrome strips along the hood, squared-off grilles and more shapely side treatments. None however, could aspire to the clean, simple and timeless beauty of the original. A front-wheel-drive car like the L-29, the 810 differed from its predecessor by virtue of its more compact Lycoming V-8 engine and 4-speed, pre-selector electric gearbox, modelled on the French Cotal.

The Cord was re-designated 812 for 1937 when custom sedans on a longer wheelbase joined the range, although it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Supercharging was made available on the 1937 812 model, and these can be distinguished from the normally

aspirated 812s by the chrome-plated external exhaust pipes mounted on each side of the hood and grille. Priced competitively in the USD 2,000 - 3,000 range, the 810/812 should have been a huge success, but this was not to be. The Cord Corporation was in deep financial trouble, and when Mr. Cord sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.











THE MOTORCAR OFFERED

By far most of the about 3,000 Cord 810/812s were closed cars, the model was designated the Westchester when built as a fastback, and the Beverly when fitted with a bustleback trunk. Of the open models, the most common was the four-passenger Phaeton. Only 195 examples were manufactured of the supremely elegant two-seat convertible coupe later called the Sportsman, and according to the factory records, a mere 64 of these were supercharged.

According to previous owner and famous Hispano-Suiza expert Jules Heumann, 31631F is a three-decade long effort by one of the most respected Cord enthusiasts, namely Henry Portz of Arroyo Grande, California. This car never left the factory officially in its present configuration, but was assembled over a thirtyyear period using original Cord 810/812 parts.

Faults of the original design, such as slipping out of gear and vapor lock were corrected. The build of the car is fully authentic and it is probably the finest one extant. The rich maroon color is an original Cord color as well.

Although the Auburn-Cord-Duesenberg club were unable recognize the car as being originally delivered by the factory in its current state, it nevertheless allowed it entry to one of its national meets. It has the reputation of being one of the finest Cord 812 supercharged convertible coupes from a technical point of view. Jules Heumann acquired 31631F from Henry Portz in late 2011, as he had never previously owned an American classic. He kept the car for a little over a year, but sold the car to renowned Danish collector Henrik Frederiksen in late 2012 as he felt unfamiliar with the front wheel drive configuration, having previously

owned a number of Hispano-Suiza automobiles. When this car was shipped, it had a standard coolant, but not long after reaching Denmark low temperatures were encountered and the engine was damaged by freezing. Amazingly, Henrik Frederiksen was able to acquire a rebuilt supercharged Cord 812 engine from Mark Tomei in January 2013, which was then fitted to the car.

This example represents the second-generation front wheel drive Cord in its ultimate 812 supercharged configuration. In addition, this car has the rarest open body type, which is very sought after due to its clean and exquisite style with fully disappearing top, unencumbered by the frivolous ornamentation plastered on so much of its competition at the time.

\$175,000 - 250,000



18. 1967 JAGUAR F-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E15966 Engine no. 7E13765-8

4,235cc DOHC Inline 6-Cylinder Engine 3 SU Carburetors 265bhp at 5,400rpm 5-Speed Manual Transmission 4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Meticulously restored by renowned marque specialists
- ★ Matching-numbers, covered headlight example in spectacular triple-black livery
- ★ Delivered new to Cannes, France
- ★ Accompanied by \$247,294.62 in restoration receipts and Heritage Certificate



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 sportscar, 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 Series I E-Type benefits not only from an extensive recent restoration, but also from having been delivered new to Cannes, France - quite a rare destination for an E-Type from this era as most of them went to the US market. Truly magnificent in its as-delivered triple black livery, this E-Type was completed in August of 1967 as a Series I model, and dispatched later that month with the note 'Overseas Delivery to Cannes, France'. A Mr. Jack R. Hayward is noted as the first owner of this left-hand drive, covered headlight example. The E-Type later migrated to the US, where it eventually came into the ownership of Dr. Michael Carl Mueller of Austin, TX; co-author of the book Jaguar E-Type Originality Guide. In 2015, Dr. Mueller sold the Jaguar to the consignor, a sophisticated collector of exceptional European sports cars, who soon embarked on a comprehensive restoration. The Series I E-Type was a great candidate,

intact with its original components and without modification to the body work. The consignor commissioned an open-wallet, nut-and-bolt restoration by marque specialist David Ferguson, of Images Auto Body, Campbell, California.

The restoration was completed in 2017 to concours standards, and is fully chronicled with photographs, receipts and invoices. 3 CD's documenting the restoration totaling \$247,294.62 can be found in the cars history file, alongside the Jaguar Heritage Trust Certificate confirming its matching-numbers status and original triple-black livery. Mr. Ferguson and his team went above and beyond with this restoration, stripping the car back to the bare metal tub and reassembled according to factory specifications. Triple plated chrome, cadmium plated hardware, correct fabric interior, and top and the complete electrical system redone to

factory specifications is just the top of the iceberg. The original matching numbers engine was completely rebuilt with sport cams and lightened flywheel, as was the remainder of the driveline, braking, and suspension systems. Tasteful performance upgrades were incorporated to improve drivability without losing originality, such as the installment of a 5-speed transmission and aluminum radiator, performance exhaust, and upgraded suspension bushings, shocks, and torsion bars. 72-spoke wire wheels were fitted, mounted on Blockley tires. Absolutely stunning through and through, this fabulous E-Type brings its new caretaker the prestige and power of an iconic marque in what must be one of the best presented examples period.

\$225,000 - 275,000 WITHOUT RESERVE



1913 REGAL UNDERSLUNG MODEL N 25HP ROADSTER

Chassis no. 4596 Engine no. 4708

200ci Side-Valve Inline 4-Cylinder Engine Single carburetor 25bhp 3-Speed Manual Transmission Underslung Chassis with Leaf Spring Suspension 2-Wheel Mechanical Brakes

- ★ Owned for more than 60 years by Bill Harrah's curator Bud Cattlett
- ★ Technically advanced underslung chassis format and sporting Roadster coachwork
- ★ A highly recognized and genuine example with great provenance
- ★ Eligible for Horseless Carriage Club and AACA events







THE REGAL UNDERSLUNG

Founded in Detroit in the autumn of 1907, the Regal Car Company hired Paul Arthur to design its car, which was bodied by the Fisher coachworks of Detroit. A conventional, medium-sized, medium-priced automobile, the Regal enjoyed considerable success, thanks in part to a promotion that saw a standard 30hp model - 'Plugger' - travel from New York to San Francisco in the summer of 1909 and then cross the continent a further five times before finally returning home to Detroit in the summer of 1910 after a journey of 22,000 miles.

In the autumn of 1910 the company's famous Underslung model was introduced at \$900 for a runabout, \$1,250 for a colonial coupé and since bodies were interchangeable the car could be bought with both for \$1,400. Because of its lively performance and similarity in size, the Regal Underslung was frequently

compared to America's pre-eminent sports car of the era, the Mercer. As the Mercer was twice as expensive the Regal came to be known as the 'poor man's Mercer'.

Annual sales increased steadily from 425 in 1908 (the first full year of production) to a peak of 8,227 in 1915, by which time Regal was large enough to be considered a major manufacturer, exporting widely. The marque gained success overseas also, Regals were imported into the UK between 1911 and 1918 by Seabrook, of Great Eastern Street, London EC2 and marketed as 'Seabrook RMC's. Financial difficulties, however, were just around the corner. The WWI materials shortage contributed to halved production in 1917 and the receivers moved in during February of 1918 to close what, almost certainly, was still a going concern.

THE MOTORCAR OFFERED

This rare jewel of an authentic 1913 Regal Model N Underslung Roadster was discovered in 1938 and owned personally for more than 60 years by Bud Catlett, the late curator of the famed Harrah's Automobile Collection. Catlett finally parted with his beloved Regal in 1999, when it passed to the penultimate owner. That owner undertook a sympathetic restoration and continued to maintain the Regal to the same standard as shown here. The radiator, hood, and fenders are all dramatically finished in black with red coach stripes while the diminutive body tub, chassis, and wheels are finished in dark grey, all in very good condition and the nickelplated trim is exceptional. The patinated black buttoned leather reveals just the right amount of age and caring use, showing only light fading and cracks. The wooden dashboard exhibits only the most basic









essentials: a Warner Auto-Meter speedometer/odometer and a sight glass oil indicator. The fuel tank and turtle deck are mounded to the frame immediately behind the body, with a single spare tire attached to the running board. The large windshield folds at the center, allowing for the top half to be folded down for ventilation even when the top is in place. The folding black fabric top is in very nice condition, and under the hood, the T-head four-cylinder engine is nicely detailed and presented.

This wonderfully authentic early American sports car, with its technically advanced underslung chassis, undersized presence, and outsized history is eligible for Antique Automobile Club of America, Horseless Carriage Club and Nickel Era Touring Registry events and tours - and is sure to be a

standout wherever it is driven. Only a very small number of these groundbreaking Regal Underslung automobiles still exist, and this is believed to be the only one that also comes with a significant known history in the hands of the man Bill Harrah called his own 'car finder'. The appeal of sporting cars from the brass and teen era continues to grow, particularly for the handful of cars which were produced in the intriguing 'underslung' format. This is a wonderful genuine example of this coveted genre.

\$100,000 - 125,000



1967 FIAT-ABARTH 1000 OTR

Chassis no. 100GC.112404

982cc OHV Inline 4-Cylinder Engine 2 Twin-Throat Weber Carburetors Approximately 100bhp at 5,800rpm 4-Speed Manual Transmission 4-Wheel Independent Suspension Front Disc – Rear Drum Brakes

- ★ Rare Abarth homologation special from the golden era
- ★ Exceptional restoration
- ★ Delivered new to the US
- ★ Period hill climb history in the Northeast
- ★ Incredible horsepower for sub-one-liter displacement







THE FIAT-ABARTH 1000 OTR

An innovative concern with a sporting pedigree, Abarth branched out from producing induction and exhaust systems, into building limited-production competition cars. One such model is the very rare Fiat-Abarth 1000 OTR (for Omologato Turismo Radiale), a very much modified and Abarthtuned version of Fiat's more humble 850 Coupe, designed for FIA Group 3 competition. The 1000 OTR was actually considered to be so much better than its contemporary production car racing competitors that some racing organizations, notably the SCCA, banned it from competition - accounting for part of the reason so few of these roadgoing cars were ever constructed. The 1000 OTR offered nearly 100 horsepower from its sub-one-liter "Radiale" engine, a formidable achievement, alas it is thought that only some three-dozen or so were ever produced.

THE MOTORCAR OFFERED

It is believed that there are only 3 known examples still driving on the roads here in the United States, a further eleven examples are reported as surviving internationally and the vehicle on offer today is one of this very limited group of global survivors and this vehicle on offer is one of them. Originally exported from new and delivered to an Alfa Romeo and Fiat agent, Henry Mearig Inc., in Lancaster Pennsylvania, the Abarth didn't leave the dealership until John Mitchell, an employee, purchased the vehicle. He would then frequently campaign the racer in local hill climb and track event racking up many wins until an accident in 1970 mothballed the car for 7 years.

1977 would see the car transferred to Brian Hershock, also a Pennsylvanian. For three years he maintained ownership before returning the car back to its original importer Henry Mearig. 10 years would be spent back home for the vehicle, and in 1992 the new owner, Charles Callis, would embark on a restoration. Unfortunately, it was never finished and before long the 1000 OTR would be in new hands. This time Jim Saunders, an Australian enthusiast, would complete a full restoration, returning the car to its former glory in 2006. The car has been back in the States for a few years now and still presents beautifully as it has been lightly used since the overhaul. As the car sits today, it is the single best example of the 1000 OTR on the planet.

\$80,000 - 110,000



- ★ Exceptionally well-preserved example retaining most original paint and interior
- ★ Matching numbers example with just over 60,000 miles from new
- ★ Striking livery in Light Yellow over Black Leatherette
- ★ Classic and iconic early Porsche 911

1970 PORSCHE 911T 2.2 COUPE Coachwork by Karmann

> Chassis no. 9110122810 Engine no. 6107815

2,195cc SOHC Flat 6-Cylinder Engine 2 Zenith Carburetors 125bhp at 5,800rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE PORSCHE 911

Since Porsche's long-running 911 arrived in 1964, replacing the 356, the car has continuously amazed aesthetes, engineers, and driving enthusiasts, on its way to being known as a 'modern classic'. When planning the 911 designers retained the 356's rearengine layout, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower.

THE MOTORCAR OFFERED

Offered here is an exceedingly original and beautifully preserved example of the desirable first-generation 911. Produced at the Zuffenhausen-based Porsche plant in February 1970, this fine example was finished as it appears today; as the 2.2 T model with 5-speed manual transaxle, and painted in largely the same striking Light Yellow (6262) exterior paint as seen on the car today.

The interior was trimmed in black leatherette, and remains equally intact and original to this day. Inside and out, one will notice original finishes and factory decals, and the odometer reading of just 60,063 at the time of cataloguing is indeed believed to be the original mileage. An oil change decal is affixed to the driver's doorjamb, and indicates the yellow 911 had 56,272 miles in 1984. The spare wheel and Firestone Phoenix brand tire

appears to be original items, but the steel rim spare does suggest that the Fuchs wheel on the car might have been mounted at a later date. A Becker Mexico radio adorns the dashboard, which appears equally sound and well-preserved. A recent test drive by a Bonhams specialist was a very positive experience, where the very well handling and sorted, low-mileage 911T was experienced first-hand. Few cars of this vintage can boast such high originality as seen on this 911T Coupe, and acquiring such an outstanding, matching numbers example is an opportunity not to be missed.

\$120,000 - 150,000 WITHOUT RESERVE



1970 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111027.12.000998 Engine no. 116980.12.000789

3,499cc SOHC V8 Engine Bosch Fuel Injection 200bhp at 5,800rpm

- 4-Speed Floor-Shift Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ Top-of-the-line, hand built Mercedes-Benz of supreme quality
- ★ Fitted with floor-shift and air conditioning
- ★ Less than 58,000 miles from new
- ★ Offered with copies of factory build sheets and restoration receipts







THE MERCEDES-BENZ 280SE 3.5

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

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

ignition. Thus equipped, the 280SE 3.5 was good for cruising speeds up near 125mph, with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

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

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz's Stuttgart factory in the latter part of 1970, this extraordinary 280SE 3.5 Cabriolet was prepared for the US market, and finished in DB396 Medium Blue over a blue leather interior and blue convertible top. The car was equipped with the desirable floor mounted shift lever, a Becker radio, air conditioning, folding armrest and white wall tires.

This elegant Mercedes-Benz 280SE 3.5 Cabriolet is believed to have resided on the East Coast until 2015, and kept mostly as a "special occasions" collector's car, as the odometer reading of less than 58,000 attests to. By the early 2000s, the Mercedes-Benz was owned by enthusiast Warren Greene of Atlanta, Georgia. Soon after acquiring the car, Mr. Greene decided to have the Mercedes-Benz cosmetically restored, treating it to a re-









paint, new interior and many other details. The 280SE 3.5 had at that time accumulated just over 50,000 miles since new so was a very original and solid example to refurbish.

The Mercedes-Benz remained in Mr. Greene's collection until 2010, when purchased by Mr. Gene Taggart of South Carolina. While in Mr. Taggart's ownership, the car was treated to a comprehensive service and tune-up, as well as a refurbishment of the air conditioning system. This work was performed by the renowned, Hilton Head, South Carolina based classic Mercedes-Benz specialists at Modern Classic Motors. The 280SE 3.5 was purchase by the consignor in 2015, and has since resided in his climate-controlled San Diego, California based collection. During his ownership, the car has received both

mechanical and cosmetic upkeep and attention, including installment of new shock absorbers,

Today this beautifully presented, top-of-therange V8 Mercedes-Benz Cabriolet presents exceptionally well in a period-correct white over blue interior. It is a rare model as well; only about 800 examples of the luxurious 280SE 3.5 Cabriolet were specified for the US market. The car's comprehensive history file includes copies of the Mercedes-Benz factory build records and receipts from service and maintenance work. A tool roll is neatly situated in the trunk. These highquality, stylish V8 powerhouses are the last of the classic, hand-built cars to come out of the Mercedes workshops in Stuttgart. They offer timeless styling and extreme luxury in a very usable package, accounting for why

they are so highly prized today. With fewer than 58,000 miles from new, this beautiful Cabriolet is a great way to experience the legend of the opulent and powerful 280SE 3.5, a model carrying the distinction of being one of the marque's most highly prized models of its generation.

\$300,000 - 400,000



23. 1972 BMW 3.0 CS Coachwork by Karmann

Chassis no. 2240160 Engine no. 2240160

2,986cc SOHC Inline 6-Cylinder Engine

- 2 Carburetors
- 172bhp at 5,800rpm
- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ Desirable 4-speed manual carbureted 3.0 CS
- ★ Matching numbers example delivered new to San Francisco
- ★ Classic BMW E9 with powerful six-cylinder engine
- ★ Good candidate for rallies such as the Copperstate 1000







THE 3.0 CS

BMW returned to six-cylinder power for its top-of-the-range models in 1968 with the launch of the 2500 and 2800 saloons together with the stylish 2800 CS coupé. Designated 'E9', the latter was powered by the 2800 saloon's M30 engine, though its running gear had more in common with the existing, four-cylinder 2000C/CS.

The 2800 CS's replacement by the similarly styled 3.0-liter CS in 1971 brought with it numerous improvements, including four-wheel disc brakes in place of the old disc/drum combination. With plenty of power on tap, the 3.0 CS was good for in excess of 130mph.

THE MOTORCAR OFFERED

This fine E9 3.0 CS was sold new on June 8, 1972 to Bernard Von Ammon of San Francisco, California. Von Ammon had owned a 2000 CS that he had been very happy with, so in January 1971 he ordered a new 2800 CS through Weber Motors in San Leandro, CA. He was willing to wait the estimated three months for delivery, but was informed in May that there had been a mix-up and his car not been ordered at all. He would instead be receiving a newer 3.0 CS with its more powerful engine, again to his specifications. The months passed once more and there was still no BMW. Frustrated but determined, Von Ammon contacted BMW directly, and it wasn't until eighteen months had passed since the original order that he finally received his new E9, the example now offered here.

Finished in Verona Red with a black interior and equipped with a sunroof, the 3.0 CS appears much as it did when new, and is all in all a very original, matching numbers car that has neither received nor ever needed significant restoration. Von Ammon took special care of his 3.0 CS and kept records from the communication among him, Hoffman, Weber and BMW to its maintenance history through to his passing in 1979. Its subsequent owners have taken similarly good care of it. Ready for spirited touring, the BMW offered here is one of the most iconic designs from the celebrated Bayerische Motoren Werke.

\$50,000 - 70,000 WITHOUT RESERVE



- ★ Just over 10,000 original miles
- ★ Beautifully preserved and wellloved time capsule
- ★ Single family ownership for 38
- ★ Recent engine rebuild by respected specialists

1977 MASERATI MERAK SS Coachwork by Guigiaro/Italdesign

Chassis no. AM122US2210

2,965cc DOHC V6 Engine 3 Carburetors 217bhp at 6,000 rpm 5-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE MOTORCAR OFFERED

Morris Albert Kaiserman, stage name Morris Albert, released a hit single titled "Feelings" in 1975 to great commercial success. With a new-found fortune, Mr. Kaiserman wisely purchased this Merak SS on July 10, 1978 at Newport Imports of Newport Beach California. Being an SS, the car had 30 additional horsepower, a 110-pound weight savings, and the more desirable Bora dashboard compared to the earlier standard Meraks. In period, Road & Track magizine stated "The more powerful, and rarer, SS version is the most desirable for collectors and driving enthusiasts. It elevates this small rocket ship into true junior supercar territory rather than being a merely a swift sports car"

After roughly 3,000 miles and a year of ownership, Mr. Morris Albert Kaiserman was ready to let go of his Maserati. On July 31,

1979, the consignor's uncle acquired the car from the one-hit-wonder and held onto it until passing ownership of the family jewel to his nephew 3 years ago. During its time spent with the consignors' family, the car has remained in California, only covering 11,000 miles over the last 40 years. As a result, this Maserati is in outstanding original condition inside and out. The paint possesses a deep shine with only the slightest of imperfections to be found upon close inspection. The interior is in equally phenomenal shape and exudes the perfect level of patina. Everything appears to be original and factory correct, with the exception of an electric ignition serving as the sole upgrade.

In 2016, the car was sent to the experts at Bobileff motorcars where the entire engine was lovingly refreshed with new pistons and upgraded stainless steel valves. During the rebuild, a new clutch was fitted and the car's other major systems received overhauls. No expense was spared during the mechanical refreshing - receipts for the work performed are on file totaling well over \$20,000. Accompanying the car is an extensive list of documentation, books, service records, tools/jack and original owner's manual and documents. One could search for a lifetime and not find another Merak SS as nice and original as this example. Do not miss this opportunity to acquire a true gem in a rapidlyappreciating segment of the market.

\$60,000 - 80,000 WITHOUT RESERVE



1972 FERRARI 365 GTS/4 DAYTONA SPIDER Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 16473 Engine no. B2332

\$2,400,000 - 2,800,000

26.

1974 FERRARI DINO 246 GTS
Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 08474 Engine no. 0012054

\$4,500,000 - 5,500,000

27.

1967 FERRARI 275 GTB/4 Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 10381 Engine no. 10381

\$2,800,000 - 3,400,000

28.

1991 FERRARI F40 Design by Pininfarina

VIN. ZFFMN34A8M0088374 Engine no. 26308

\$1,400,000 - 1,700,000

- ★ Superb restoration by Junior Conway and Junior's House of Color
- ★ Matching numbers example with Ferrari Classiche red book certification
- ★ Believed to have been in California from new until 2015, with just two owners from 1982-2014
- ★ One of the 123 haloed factory Spider models of the iconic Daytona
- ★ Ferrari Club of America Platinum Award winning example
- ★ Highly original example with less than 27.800 miles from new
- ★ Desirable and rare 'Chairs and Flares' GTS specification
- ★ Retaining the original Giallo Fly paint and Beige leather interior since new
- ★ A benchmark example of the iconic Dino 246 GTS
- ★ Ferrari Classiche Certified
- ★ Well-preserved example with less than 32,000 miles from new
- ★ Very original car retaining the original interior and matching numbers driveline
- ★ Shown at many Ferrari Club of America and Concours events
- ★ Offered with books and tools
- ★ Ferrari Classiche Certified
- ★ Exceptionally original and preserved example of the legendary F40
- ★ Less than 2,500 miles from new
- ★ One of just 213 US-delivery F40s ever produced
- ★ Original condition inside and out, and equipped with factory luggage
- ★ Ferrari Classiche Certified

Please refer to the seperate catalog for a full description of these four cars.

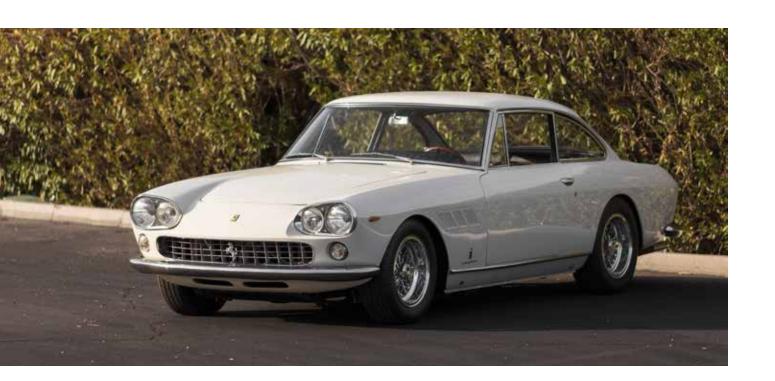


1962 FERRARI 330 GT 2+2

Chassis no. 4085

3,967cc SOHC V12 Engine
3 Weber Carburetors
300bhp at 7,000rpm
4-Speed Manual Transmission with Overdrive
Front Independent Suspension – Live Rear Axle
4-Wheel Disc Brakes

- ★ Early Prototype example
- ★ Believed to have been Enzo's personal car
- ★ Restored in 2009
- ★ Distinct Ivory and Black color combination



THE FERRARI 330 GT 2+2

By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250 GTE 2+2 - was based on the highly successful 250 GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and Italy's foremost carrozzeria succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats.

The 250 GTE provided the basis for its replacement: the 330 GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting of a four-headlamp frontal treatment that reflected

the tastes of Ferrari's most important export market, the USA. The 330 GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-allround braking system saw separate hydraulic circuits adopted for front and rear. Nevertheless, and as may be deduced from Sporting Motorist's comments above, Ferrari had not lost sight of the requirement to offered the ultimate driving experience, despite the increase in bulk necessitated by the 330 GT's additional accommodation.

The 330 GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America

(effectively a big-bore 250 GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330 GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330 GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, these later cars being known as the 'Series 2'. By the time production ceased in 1967, Ferrari had built 1,080 330 GTs, of which 455 were to 'Series 2' specification.









THE MOTORCAR OFFERED

Kean Ferrari aficionados will note that this 330 GT 2+2 wears a serial number well below the common digits found on other examples within the family. The reason being is that #4085 was constructed in August of 1962 as the second of two prototype models and subsequently spent the first 2 years of its life at the factory. Consequently, it is believed that this very car was used as Enzo Ferrari's personal car (or perhaps a development mule!) until 1963 when it became the poster car for the model appearing in promotion material. Being a pre-production model, several details delineate this 330 from examples with more recent manufacturing dates.

The primary of which being the fuse box placed behind the passenger side fire wall much like on an earlier 250 PF. In addition, the car was finished without air conditioning or power windows.

Once the 330 GT 2+2 had made its official public debut at the Brussels Motor Show, Ferrari imported the vehicle into the United States through Luigi Chinetti Motors, and it was sold as a new car. Soon after, an un-named man from New York purchased the car and kept ownership until 1976. Bill Townsend was the next person to take care of 4085, by the early 1980s the old prototype had passed through several new, enthusiastic owners.

By this point the Ferrari had been brought down to the great expanse of The Lone Star State, and would remain there for nearly 35 years. During this time the car was well cared for and underwent a restoration in 2009. As it sits today, the car wears the same Ivory exterior and black interior color scheme that it left the factory wearing way back in 1962. Since the old prototype received attention, good care has

been applied and both the exterior and interior appear in wonderful condition. Unfortunately, the original motor has been long gone since a failure necessitated a replacement to be installed at some point during the 1970s, but odds and ends like the tool kit and owners manual have managed to endure the multiple owners of this vehicle.

A Ferrari with a fascinating provenance - a works history! - finished in an untraditional color scheme like this example, should be a must have for any enthusiast looking for a 60s Ferrari with prototype history, and quite possibly, a close association with il Commendatore himself.

\$225,000 - 275,000 WITHOUT RESERVE



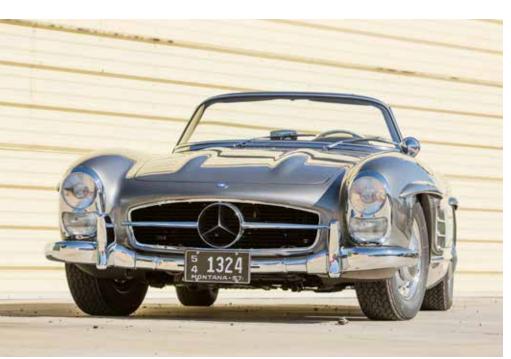
1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.7500081 Engine no. 198.980.7500097

2,996cc SOHC Inline 6-Cylinder Engine Bosch Mechanical Fuel Injection 250bhp at 6,200rpm

- 4-Speed Manual Gearbox
- 4-Wheet Independent Suspension
- 4-Wheel Hydraulic Drum Brakes

- ★ The first 300SL Roadster exported to the U.S. Market
- ★ Fastidious 100-point restoration by marque specialist Mark Allin's Rare Drive
- ★ 50 years of single ownership by a dedicated enthusiast
- ★ Features numerous rare early production details
- ★ Fully documented matchingnumbers example accompanied by detailed history file







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 300SL 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 roadgoing version, and managed to convince the factory that such a car would be a success.

Launched in 1954, the production 300SL 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 300SL 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 300SL 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 300SL 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 300SL Coupe 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 300SL 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 300SL Roadster sold well for a car that cost more than a Ferrari 250 GT California Spider, and would out-live the 300SL Coupe by several years.

THE MOTORCAR OFFERED

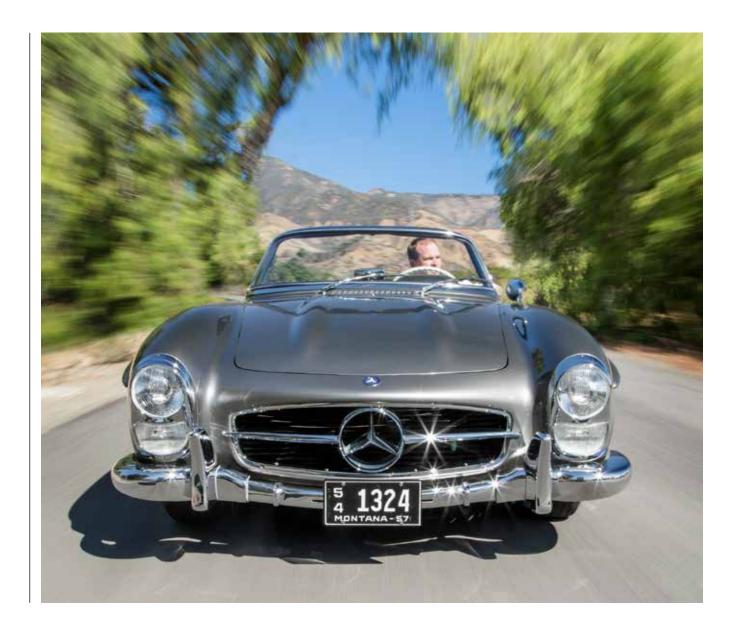
This meticulously restored 300SL is the fifth Roadster built, and is confirmed by the Mercedes-Benz Classic Center as the first example imported to the United States. Claiming more than 60 unique early production features that distinguish it from later examples, the Roadster also benefits from 50 years of care by a single owner, as well as a recent 100-point restoration by a highly awarded 300SL specialist.

According to the factory production record, chassis no. 198.042.7500081 was equipped with sealed-beam headlamps with separate marker lights, a rear-axle ratio of 3.89, and instruments in English. Finished in Fire Engine red paint with an interior upholstered in black leather, the 300SL was dispatched for the United States on June 4, 1957, exported through the port of Bremen to Miami, Florida.

It is fascinating to note all the unique earlyproduction details that the Roadster was built with and retains to this day, many of which were hand-tooled by the factory. Some of these features are holdover components temporarily continued from the Gullwing model and soon phased out, such as the hood, grille mounts, gray hand-brake, trunk lock, and the knee-bar padding on the passenger-side dash over the footwell.

Other rare early-production details include a body-colored instrument panel, plastic heater bezels, longer anodized trim pieces on the rear bumper valance, unique front markerlight lenses, unique windshield wipers and wiper linkages, and unique door panels with chromed brass trim (rather than anodized aluminum). The soft top possesses structural bows made of 100% aluminum rather than





the chromed steel and alloy units used on most subsequent cars, and the trunk displays unusual elements such as exposed tonneau hinge springs, matching carpets, and the lack of a factory tar-mat.

Mechanically, the Roadster possesses a unique oil tank in the engine bay, and an unusual washer hose routing. There are also a number of "missing" components that would appear on later cars but were not yet implemented as of this chassis' build, like door sill moldings, a reclining function on the passenger seat, and a passenger-door lock.

As listed by a handwritten note in the car's file by a former owner, the 300SL was titled in Virginia in 1961 to Howard Hurley Wills and his wife, Katherine. An original sales contract indisputably reveals that the car was sold in

July 1962 by the Chesapeake Cadillac Company of Baltimore, Maryland, to local resident Dr. James Mozley. Mozley was a Professor of nuclear medicine at Johns Hopkins who pioneered computer control of x-ray technology in medical imaging, obtaining several patents that remain in use today. He remarkably retained possession of the early Roadster for 50 years, moving to Camillus, New York, by the late 1960s, and steadily servicing the car as needed (as demonstrated by a substantive file of invoices). In 2006 the engine was rebuilt by Jacobs Automotive of East Syracuse, and Dr. Mozley continued to enjoy the Roadster, accruing some 35,000 miles in total during his ownership, which sadly ended upon his passing in 2012.

Offered for sale at Amelia Island in March 2013, the rare early Roadster was acquired

by the consignor, a respected collector of exceptional European sportscars based in New Jersey. He soon retained Mark Allin's highly regarded Rare Drive, of East Kingston, New Hampshire, to perform a comprehensive restoration to factory standards. A noted 300SL specialist with three decades of experience, Mr. Allin has conducted numerous award-winning restorations, showcasing his fanatical adherence to original factory practices and details. He often goes to absurd lengths to replicate the techniques and results of the manufacturer's build process, so that every imaginable detail, seen and unseen, matches those produced by the factory in period.

Rare Drive comprehensively restored the Roadster, rebuilding all of the mechanical and cosmetic elements, and completely











restoring the chassis and engine bay to original condition as assembled by the factory. The interior was correctly re-trimmed in proper black leather, while the exterior received a bare-metal finish in the period correct 300SL anthracite Glasurit paint, and the original softtop was rebuilt. Almost certain to garner recognition for sheer quality and correctness, the restoration also provided the research necessary to understand all of the intricate aforementioned details that are uniquely offered by this early example. Several hundred photos and receipts of this 100-point restoration are available in the substantial history file, the latter adding up to \$610,000.

Accompanied by many original receipts and documents, a copy of the factory built sheet and an original owner's manual and toolkit

in the proper roll, this sensational 300SL currently displays 55,889 miles on the odometer (believed to reflect actual mileage), and bears the singular provenance of being the first example exported to the United States, and just the fifth car in the build sequence. As confirmed by the experts at Mercedes-Benz Classic, the Roadster is equipped with numerous earlyproduction features to be found in very few other examples, and this particular combination of features is quite likely unique to this chassis.

Further bolstered by strong documentation of its 50-year single ownership, the supremely restored 300 SL offers distinction at premium concours d'elegance worldwide, or may be enjoyed on tours and marque events. Few Roadsters boast such

importance as chassis no. 7500081, and the unique car would undoubtedly make an important addition to any major collection.

\$1,400,000 - 1,700,000



31.1989 PORSCHE 911 CARRERA SPEEDSTER

VIN. WP0EB0916KS173217 Engine no. 64K05779

3,164cc SOHC Flat 6-Cylinder Engine Bosch Fuel Injection 217bhp at 5,900rpm 5-Speed Manual G50 Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- ★ Highly original example with less than 27,000 miles from new
- ★ Rare, one-year-only 911 Speedster with desirable G50 Transaxle
- ★ An iconic Porsche lending much of its lineage to the 356 Speedster
- ★ Complete with Porsche Certificate of Authenticity, CARFAX and books







THE PORSCHE 911 SPEEDSTER

Porsche's first take on an open-top 911 had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-liter form in 1982, the 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March and by the end of the 1983 model year had sold over 4,000 units, a total some 50% higher than that achieved by the less expensive Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989, the name previously having been applied to that most stylish of the many Type 356 variants. The 3.2-liter Speedster was

launched immediately prior to the introduction of the new Type 964 body shell, and thus was the last 911 model to feature the old-style body based on the original design of 1963. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual top, a simplified affair described by the factory as for 'temporary' use only. From 1984 Porsche had offered the 'Turbo Look' body style - flared wheel arches, large rear wing and deeper front spoiler - on its normally aspirated models and this option was extended to the Speedster, the vast majority of which were ordered with it. One of the rarest of the 911 family, the Speedster was built during 1989 only, and a mere 2,065 cars were completed.









THE MOTORCAR OFFERED

The highly original, low-mileage Speedster on offer here was completed at Zuffenhausenbased Porsche plant in June of 1989. Finished as it appears today, the Speedster left the factory in the striking Guards Red color over a black leather interior. This very special 911 was equipped with the US market emissions system, a Blaupunkt Charleston radio, steering wheel with raised hub, short gear shift lever, air conditioning, and the rear seating area deleted in favor of luggage space finished in black velour.

As is commonly known, these limited-edition 911 Speedsters were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN as the one the car is identified under. This car was given worldwide chassis number WP0ZZZ91ZKS173217, as stamped on its

chassis-tub, but was then assigned the USmarket specific VIN of WP0EB0916KS173217 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity is also based on its ultimate USmarket VIN number.

The Speedster is believed to have spent most of the 1990s and 2000s between Georgia and Tennessee in the hands of caring Porsche connoisseurs. The CARFAX report issued for the car clearly documents the mileage up through the years, without any inconsistency. With just 26,612 original miles on the odometer at the time of cataloging, and retaining its original matching numbers engine, this exceptional Speedster boasts a highly original appearance throughout, having been saved from any neglect or abuse during its lifetime. Complete with its factory installed

US emission system, Blaupunkt radio, books and manuals, original spare tire inflator and Porsche car cover, the Speedster is accompanied by a clean CARFAX report confirming its low original mileage, as well as the Porsche-issued Certificate of Authenticity detailing its original specification. From the very end of what is considered the original 911 design, and benefiting from all the significant production upgrades such as the G50 5-speed transaxle, this top-of-the-line Speedster is rapidly becoming as collectible as its namesake 1950s progenitor.

\$175,000 - 225,000 WITHOUT RESERVE



1956 PORSCHE 356A 1600 SPEEDSTER

Chassis no. 82391 Engine no. 66055 (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

- ★ Exquisite nut and bolt restoration by marque experts
- ★ Ultra-desirable Aquamarine Blue over Red
- ★ Long term enthusiast ownership
- ★ Highly correct example ready for the show field
- ★ Documented with a COA, Kardex, and substantial restoration file







THE PORSCHE 356 SPEEDSTER

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 onepiece; 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 $\ensuremath{\mathsf{ça}}$ change \dots

Instantly recognizable by virtue of its low, wraparound windscreen, its smaller and entirely retractable top, lower door waistline and twin bucket seats (all of which served to emphasize its sporting image), the Speedster was, in effect, an 'economy' model from Porsche intended to compete with the lessexpensive 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. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant 100mph was possible. Combined with its renowned handling characteristics, the Speedster

became an instant success in the burgeoning American sports car racing scene.

Testing the Speedster alongside its Coupe sibling in 1956, *Road & Track* magazine wrote: "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. Today the model, arguably the most handsome of the 356 variants, enjoys iconic status.





THE MOTORCAR OFFERED

This sporting 1956 356A Speedster is finished in the striking and desirable shade of Aquamarine Blue Metallic (5607). According to a copy of the car's original factory build record (better known as the Kardex), the new Speedster was exported to the US and delivered through Max Hoffman. The Speedster was purchased in the early 1970s by New York based artist, Noel Deagasto. According to Noels wife, the Speedster spent close to 40 years under their stewardship in Bedford Hills, New York. Noel is thought to have been the speedsters second owner. Being local to the area, the consignor was aware of the cars existence and had dreamed of owning it for many years. Eventually, Mrs. Deagasto decided that it was time to part with the family jewel and entrusted the car to the consignor.

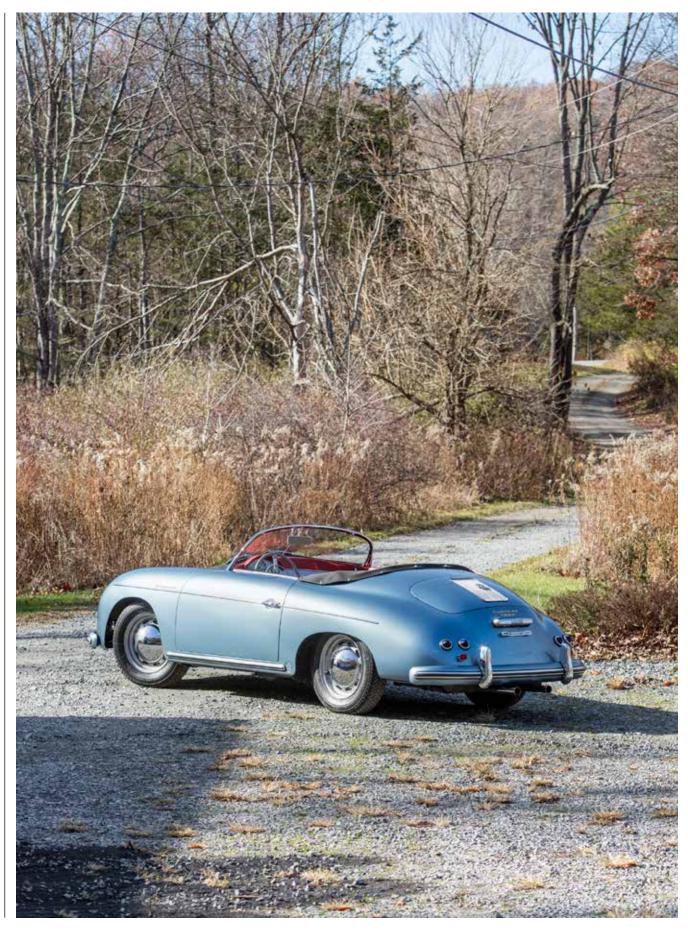
At the time of purchase, the car had been partially restored but did not meet the lifelong Porsche enthusiast's exacting standards leading him to embark on a 4-year, complete nut and bolt, rotisserie restoration. Aside from the chassis number, engine number and model year/type, there is no further information listed on the official Porsche Certificate of Authenticity, which is common of early Porsches.

During the breakdown of the car, 5607 Aquamarine Blue Metallic paint was discovered under the headlight buckets and numerous other locations throughout the car. The paint on the back of the original body tags and on the backs of the hinge covers was preserved and is thought to be the original Aquamarine Blue paint from the factory application. Once the car had been

fully stripped, it was discovered that all of the body panels, with the exception of the hood which is void of a number, are correctly numbered and match the Certificate of Authenticity. The wheels and gas tank were also discovered to wear the correct date codes and are believed to be original to the car. During the restoration, exhaustive measures were taken to insure that everything was completed to factory correct specifications, with the exception of a single upgrade from a vinyl interior to leather one, which was sourced from Autos International.

At the time of restoration, the engine in the car was the incorrect type so an early and correct 1957 3-piece matching case was sourced and rebuilt by noted Porsche 356 expert Ed Rutherford at Klasse 356 for a cost of over \$16,000. Once the car car was fully











assembled, it was sent to the Porsche wizard at Gaswerks of Paramus, New jersey for fine tuning. The 42-month restoration was completed in September of 2017 and only wears 300 miles of sorting. The result is immediately apparent upon close examination of the Porsche today. Original parts were kept and restored instead of replaced wherever possible and if a new part was needed, great efforts were made to ensure that they were absolutely correct. From the correct pickle fork wipers to the correct date coded wheels, this Speedster has been restored to perfect condition. A superb example of one of the most iconic and desirable sports cars ever produced, this Speedster is ready to go compete at the most discerning Concours d'Elegance and PCA events globally, or to be used on some of the top driving events. The Speedster is offered with its Porsche-issued

Certificate of Authenticity, a copy of the original build sheet (Kardex), detailed photographs and receipts form the restoration, a jack, an owner's manual, and a tool kit.

While examples of Porsche's legendary Speedster can be found from time to time, an example like this is seldom seen. Boasting a no expense spared, nut and bolt restoration to the highest standards, while finished in the ultra-desirable color of Aquamarine Blue Metallic, this 1956 356A 1600 Speedster is one not to be missed.

\$300,000 - 375,000



1976 FERRARI 308 GTB VETRORESINA Design by Pininfarina - Coachwork by Scaglietti

Chassis no. 19433 Engine no. 01733

2,926cc DOHC Wet-Sump V8 Engine 4 Weber Carburetors 255bhp at 7,700rpm 5-Speed Manual Transaxle 4-Wheel Disc Brakes

- ★ One of 712 'Vetroresina' 308s
- ★ A California and Arizona car from new
- ★ Well-documented with decades of receipts
- ★ Recently serviced







THE FERRARI 308 GTB

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB - Ferrari's second V8-engined road car - marked a welcome return to Pininfarina styling following the Bertone-designed Dino 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the newcomer had changed little mechanically apart from a reduction in wheelbase, retaining its predecessor's underpinnings and the transversely mounted, quad-cam 3.0-liter V8 engine that now featured drysump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the aerodynamically efficient 308 to a top speed of 150mph (240km/h).

Produced initially with fiberglass (vetroresina) bodywork (the first time this material had been used for a production Ferrari) the Scaglietti-

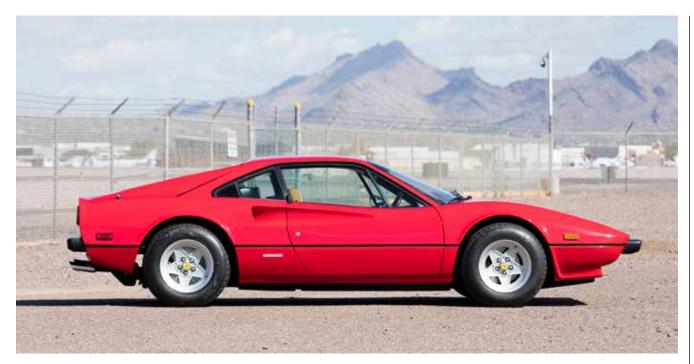
built 308 GTB used steel after April 1977. The change brought with it a considerable weight penalty (around 80kg) and a consequent reduction in performance, as well as an increased susceptibility to corrosion. Naturally, anyone wanting to race a 308 GTB started out with the vetroresina version if they could. Further developments included the introduction of an open GTS version with a Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (in 1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

THE MOTORCAR OFFERED

In May of 1976 this particular fiberglass-bodied 308 GTB, chassis number 19433, was completed in Maranello and finished in the classic combination of Rosso over a Fawn leather interior. Destined for the American market, this lightweight fiberglass 308 was first sold in California to its original owner, retaining a California Black Plate (back when it meant something) for many years.

Receipts going back to the 1982 show the car having received regular maintenance by marque specialists up and down the California coast from Los Gatos down to San Diego. An inspection of the car by Ferrari of Los Gatos in 1988 described it as "in original factory delivered condition with little or no repainting" and in the ensuing 30 years it appears little has changed. Acquired









by the current owner in 2012, the high level of care with which the car had become used to was continued in their care.

Today the car presents very well and appears to be an original, unrestored car. Showing only 16,649 on the odometer, the paint appears largely original with some evidence of aging that comes from the combination of fiberglass and Italian paintjobs. The Fawn leather seats with black inserts show wear and use commensurate with age while the red carpets present nicely. Overall, the car appears as an honest, well-kept vehicle that is ripe for continued use and enjoyment.

As the rarest example of one of Ferrari's most popular models, this is a unique opportunity to acquire one of the most

sought after Ferraris of the 1970s and the only Ferrari road car to be skinned in lightweight fiberglass.

\$200,000 - 250,000 WITHOUT RESERVE

Please note, this vehicle is titled under model year 1975.



1982 LANCIA RALLY 037 STRADALE Design by Pininfarina

VIN. ZLA151AR000000106 Engine no. 232AR400127

- 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 and iconic Group B Homologation car
- ★ Expertly nut-and-bolt restored by Baldi Brothers of Turin, Italy
- ★ Shown at the 2017 Quail, A Motorsports Gathering
- ★ Potent, supercharged Lampredidesigned Abarth engine with Pininfarina styling







THE LANCIA RALLY 037

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 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 Rally 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.









THE MOTORCAR OFFERED

This rare and expertly restored Lancia Rally 037 must be one of the best examples available anywhere. Not only are these cars very rare, but to see one restored to the extent of the one offered here - chassis no. 106 - is really quite a find. Completed in 1982, the Lancia Rally 037 is believed to have been delivered new to Japan, where it would remain until purchased there by the consignor in 2016. At this point, the car was in complete and running/driving state, but could benefit from a restoration.

The consignor shipped the car to Italy, where he then appointed famed Turinese Abarth and Lancia restoration company Baldi Brothers to carry out a full, nut and bolt restoration. Details of the extensive restoration can be found on a CD in the cars history file, where more than 350 pictures show the car gone

through from front to back, both cosmetically and mechanically. Photos show mechanical systems stripped down and rebuilt, including the engine, and paint and interior redone to factory correct specification, including re-upholstering the seats in the unique black Corduroy fabric these cars had. The Baldi Brothers employed ex-Lancia factory workers for this job; some of the very same technicians who built the Lancia Rally 037 when new!

Upon completion in 2017, the Lancia Rally 037 was shipped to the California based consignor, and then shown at The Quail, A Motorsports Gathering. The car is offered with parts and owner's manuals, press brochure, spare and jack, and the rear 'ducktail' 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. Here is a chance to buy one of the best restored examples of this rare breed.

\$350,000 - 450,000



35. 1962 MERCEDES-BENZ 190SL

Chassis no. 121040.10.024869 Engine no. 121928.10.002772

1,897cc SOHC Inline 4-Cylinder Engine Dual Weber Carburetors 105bhp at 5,700rpm

- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- ★ High-quality Classic German Roadster
- ★ Accompanied by both its hard and soft tops
- ★ Beautifully restored inside and out
- ★ Timeless Mercedes-Benz design







THE MERCEDES-BENZ 190SL

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

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

THE MOTORCAR OFFERED

This fine example of the classic Mercedes-Benz 190SL was completed at the Stuttgartbased factory during the summer of 1962. Being one of the final 1000 examples produced, the 190SL benefits from the many upgrades made to the model during the 8-year production run. While it remains unclear who the original owner was, the car is known to have been purchased by a collector of the marque in the 1980s. The 190SL was enjoyed by that owner until he passed it along to another enthusiast at the turn of the millennium. The 190SL then became the subject of a full strip down restoration in 2004, and as such, still presents very well today. From the paint and bright work to the beige leather interior, all appear to be in fine condition, and could even be ready to present at shows around the country. Additionally, engine and transmission have remained

strong since the restoration, and the upgraded side draft Weber carburetors should provide some extra pep. Accompanied with this splendid 190SL is the factory hard top along with a tan soft top, books, manuals, jack, and receipts documenting the restoration.

As the last 190SL rolled out of the factory to make way for the next generation of 'Pagoda' SL's, it immediately entered the realm of future classic thanks to its timeless design. The 190SL presented here is a lovely example and is sure to provide many days of scenic open top cruising for its new owners.

\$80,000 - 100,000 WITHOUT RESERVE

Please note, this vehicle is titled under model year 1963.



- ★ 98 of 100 Serie Speciales built
- ★ Original Books, Tools and Records
- ★ Less than 25,000 original miles
- ★ Recent engine-out service

1993 FERRARI 348 TS SERIE SPECIALE

VIN. ZFFRG36AXP0095991 Engine no. 33309

3,404cc DOHC V8 Engine Bosch Motronic Fuel Injection 315bhp at 7,200rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE MOTORCAR OFFERED

Debuting at the 1992 Los Angeles Auto Show, Serie Speciale production was limited to just 100 examples of a special high performance "Stradale" 348s that formed the basis for the 1993 348 Challenge race series cars. Power was increased 15bhp over the standard 348 which together with revised gearing allowed the Serie Speciale to accelerate to 60mph in 5.3 seconds and run the quarter mile in 13.75 seconds according to Ferrari factory statistics. Handling was also improved over the standard 348 with revised rear suspension geometry featuring a wider rear track and a 348 Challenge front spoiler. The Serie Speciale also featured unique styling inside and out with unique front and rear grills, body colored panels in place of blacked out ones on the standard 348, unique leather door panels and Serie Speciale badging. Only 33 tb coupes and

67 ts convertible Targas of this special high performance 348 were built.

The vast majority of Serie Speciales were painted Rosso red. It is believed that only 11 left the factory in Nero black and this is one of just six to have a matching black leather interior. Built in October of 1992 and delivered new to California, this convertible Targa ts Serie Speciale is noted by a plaque as number 098 of the 100 built. The car would remain in California for a decade before being sold to the Midwest with a hair under 22,000 miles on the clock.

The Ferrari has remained in the Midwest for the last 14 years being driven sparingly and carefully maintained. In 2016, the all-important full engine-out service was performed including changing the cam belt. The work

was completed by marque specialist North Coast Exotics. Cosmetically, the car was thoroughly prepared and detailed for top level concours competition while retaining original finishes wherever possible.

Showing under 25,000 miles today, this triple black high performance 348 ts Serie Speciale represents the opportunity to not only acquire one of the rarest Ferraris ever made, but one in a uniquely uncommon and sinister color scheme ready to be shown and enjoyed. Complete with its original books, tools, and records, it represents a fine addition to any collection of the rarest Ferraris.

\$90,000 - 120,000 WITHOUT RESERVE



1962 PORSCHE 356B TWIN GRILL ROADSTER Coachwork by D'ieteren Freres

Chassis no. 89720 Engine no. 810895 (see text)

Approximately 1,650cc OHV Flat 4-Cylinder Engine 2 Twin-choke Solex Carburetors Approximately 95bhp at 5,500rpm

- 4-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ One of the rare and desirable D'Ieteren-bodied Twin Grill Roadsters
- ★ Outstanding award-winning restoration in the original livery
- ★ Long-term ownership by PCA member and Porsche enthusiast
- ★ Offered with COA, owner's manual, tools and restoration records



THE TWIN GRILL 356 ROADSTER

For 1960, Porsche introduced the new T-5 body style, designating the model 356B. The T-5 had a flatter hood and front sheet metal, and larger, higher bumpers. The next transition was for the Convertible D to be discontinued, and replaced by the Roadster, but still built by Drauz. During the lifetime of the model, bodywork production for the Roadster was transferred to D'Ieteren in Belgium, who would produce the very final cars.

Jean Joseph D'leteren had founded his small workshop close to the center of Brussels in 1805, when Belgium was still part of France. D'Ieteren had specialized himself in the production of chariot wheels, but soon started to manufacture complete chariots. In 1897, they built their first body for a motorcar, and soon focused solely on manufacturing automobile coachworks. Chassis from over a hundred brands, such as Impéria, Minerva, Panhard, Renault, Peugeot, Porsche, Delahaye, Mercedes and Hispano Suiza, were bodied by D'Ieteren. After WW II, D'Ieteren managed to obtain the sales rights for Volkswagen and so they became the official Belgian distributer of that German manufacturer from 1948 until this day. The D'leteren designed and constructed 356 Roadsters were updated along the process and designated the T-6 body type for that final year. The revision included an air vent on the scuttle, the arrival of the gas tank cover on the right front fender, and twin grilles on the engine cover. This final derivation of the Roadster is one of the rarest ever built, with just about 248 constructed. Not surprisingly for their desirable late specification and rarity, they have become highly collectible.









THE MOTORCAR OFFERED

According to the Porsche-issued Certificate of Authenticity, this rare Twin Grill Roadster was constructed at the D'leteren coachbuilding works in Brussels, Belgium during the latter part of 1961. The car received its trim and drivetrain at the Zuffenhausen-based Porsche plant, and was finally completed here in December of 1961. The Roadster was finished much as it appears today, in the elegant Ivory exterior color over a black interior.

The Twin Grill Roadster is believed to have been delivered to the North American market from new. Allegedly, the car had just two owners before it came into the ownership of the late Portland, Oregon-based lifelong Porsche enthusiast and PCA member, Mr. Jorgenson. Mr. Jorgenson owned some of the finest 356 models ever produced - all in

absolute exceptional condition - and this rare D'Ieteren Twin Grill Roadster was one of his prized possessions. The car is today being offered by the Jorgenson family. A documented, nut-and-bolt restoration was carried out between 2008 and 2014, and the result is nothing short of breathtaking. Both mechanical and cosmetic aspects of the car was attended to, and many receipts and photos of the work is available.

The Porsche was finished in the factory livery, while a 356SC engine was installed with larger 1,650cc capacity, and Super 90-type suspension and disc brakes fitted. Metal work was performed during the restoration, and some panels were replaced, but the last three digits of the chassis number - 720 - can still be found stamped in the Twin Grill engine lid. The interior was done by Autobahn Interiors,

and is neatly topped by a wood rimmed steering wheel. Accompanied by a large history file containing many restoration records and the Porsche-issued Certificate of Authenticity, as well as a jack, tools and owner's manual, this rare Twin Grill Roadster took 2nd Place at Forest Grove Concours in 2013. Proudly owned by a lifelong Porsche enthusiast and PCA member, this beautiful 356 stands out. With just about 248 of these desirable, D'leteren-built Twin Grill Roadsters ever constructed, this 356 is indeed a highly collectible example of the legendary model range.

\$175,000 - 275,000



38. 1949 DODGE WAYFARER ROADSTER

Chassis no. 48000279 Engine no. B2047468

230ci Inline Flathead 6-Clyinder
Singe Carburetor
Approx. 102bhp
3-Speed Automatic Transmission
Independent Front Suspension with Live Rear Axle
4-Wheel Drum Brakes

- ★ Desirable roadster variant of the 1949 Dodge
- ★ Older restoration still presents well
- ★ Striking light yellow exterior with red interior







THE DODGE WAYFARER

Introduced in 1949, the Wayfarer was Dodge's first new mid-size offering after the continued sales of lightly refreshed pre-war models. It was offered in 3 separate body styles: a two-door business coupe, two-door sedan, and a roadster variant. All were powered by the omnipresent Chrysler flat head engine in the 6-cylinder configuration. From a design standpoint, the vehicle shared similar boxy body work with its Chrysler corporate stablemates, albeit with a shorter wheelbase. The Wayfarer additionally benefited from some improved engineering over past models, although it was still priced for a more proletariat market.

THE MOTORCAR OFFERED

Today, one of those roughly 5,500 roadster models is available. These models are truly special as they were the first of their kind put into production by one of the big three from Detroit since the 1930's. As one would expect from the body style, luxury appointments have been stripped away for a more dedicated driving experience. These vehicles lacked wind down windows and instead came with removable glass side curtains and a short top that provides the car with a much sportier look.

The consigner purchased this vehicle in the fall of 2008 and has taken good care of it over the course of the near decade. The older restoration, which is believed to have been performed in the 90's, still holds up today. The exterior is finished in a lovely light-yellow color with a bright red interior. Both appear to be in

good condition with only minor signs of wear present. Drop the top and throw it into gear, this desirable Dodge roadster is ready for cruising in the sunshine.

\$45,000 - 55,000 WITHOUT RESERVE



- ★ Authentic show quality restoration by marque experts
- ★ Sought after early suffix B, 3-door example
- ★ Vibrant and Iconic Bahama Gold paint
- ★ Iconic 4x4 champion

1973 RANGE ROVER CLASSIC

Chassis no. 35804428B

3,532 cc OHV V8 engine 2 Solex Carburetors 135bhp at 5,200rpm 4-Speed Manual Transmission Live Axle suspension front and rear with coil springs 4-Wheel Disc Brakes







THE RANGE ROVER CLASSIC

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. With the initial concept of a dual purpose 4x4 hatching as early as the 40's, it took two decades until Spen King, Gordon Bashford, and David Bache fully crystalized the idea two decades later. Their concept employed an enclosed aluminum body, long travel coil suspension for overland needs, and a powerful V8 for high speed cruising. This recipe proved immediately popular and the car has been an icon ever since.

THE MOTORCAR OFFERED

This early left-hand drive 1973 (Suffix B) Range Rover Classic (also known as a "vertical grille" Range Rover) came off the production line on August 2, 1973. The car was subsequently exported from the UK and delivered to British Leyland, France on August 27, 1973.

The dedicated off-road specialists at Legacy Overland have treated the early 3-door Range Rover to a comprehensive, show-quality, fame-off restoration. The body, chassis, and underpinning components were thoroughly media blasted, coated and finished with multiple rounds of alternating painting and wet sanding. No effort was spared in creating this authentic, fully documented restoration of a true classic off-roader. The exterior is finished in iconic Bahama Gold paint with the wheels and bumpers finished in the correct shade of

silver. The hand-crafted interior has been completely redone with saffron colored velvet cloth seats with classic Palomino trim finishings. The dash has all new gauges and contains a Grundig Emden 8 Classic radio. Under the skin lies the completely rebuilt 3,532cc V8 and 4-speed manual transmission, which is supported by a fully overhauled chassis and suspension system.

This is truly a special vehicle, built to incredibly high standards by a team of enthusiasts who are dedicated to constructing the best product possible. The search is over for the classic Range Rover you have always dreamed of.

\$70,000 - 90,000 WITHOUT RESERVE



1987 LAMBORGHINI COUNTACH 5000 QV Design by Bertone

VIN. ZA9CA05AXHLA12185

5,167 cc DOHC V-12 Engine Bosch KE-Jetronic Fuel Injection 420 BHP at 7,000 RPM 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Ventilated Disc Brakes

- ★ One of Only 676 Examples Built
- ★ Less than 15,000 Kilometers from new
- ★ Retained by the original owner for 28 years
- ★ Ultra-desirable, seldom seen livery
- ★ The defining poster car of a generation







THE LAMBORGHINI COUNTACH

In 1966, Lamborghini defined the 'supercar' with the Miura. An instant icon, the mid-engine high-velocity coupe put the nascent carmaker on the map for their groundbreaking design and performance. The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all.

The sensation of the 1971 Geneva Salon was the Countach, which like its predecessor, was styled by Bertone's Marcello Gandini. Drawing from his revolutionary Lancia Stratos Zero concept from the year before, Gandini designed the Countach as an angular wedge with crisp lines and dramatic angles. The production version would not be seen for another two years, with deliveries commencing in 1974.

Lamborghini employed the Miura's fantastic four-cam V12 engine for the Countach, mounted longitudinally behind the cabin. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. The result was a delightful gear change and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-liter, instead of the prototype's 5.0-liter, engine. Even with the smaller engine producing 'only' 370bhp, the lightweight Countach could attain 170mph and, as one would expect, offered incredible road holding and maneuverability.

The first upgrades appeared in 1978 as the 'LP400S', with the addition of flared wheel

arches to accommodate massive 345mm rear tires for increased grip and stability. A large rear aerofoil became available that further accentuated the outrageous styling of the Countach and was, unsurprisingly, the choice of most customers.

The Countach's largest potential market, the USA, remained untapped until the arrival of the 'emissions friendly' LP500S in 1982. While horsepower remained the same as the smaller engine, the updated 4,754cc unit delivered a welcome boost in torque. The final iteration of the Countach debuted in 1985 as the Countach 5000 Quattrovalvole, named for its thunderous 5,167cc engine and new four-valves-per-cylinder heads. This 420 horsepower version was capable of an astonishing top speed of 300km/h, making it – at the time - the world's fastest car.









THE MOTORCAR OFFERED

This outstanding icon is one of only 676 Countach Quattrovalves produced. The Lamborghini is fittingly finished in sinister black, with an exquisite biscuit-toned leather interior. Equipment includes the iconic and functional rear wing, correct factory phone dial-style OZ alloy wheels, air conditioning, Alpine AM/FM stereo radio with cassette, tinted glass, remote mirrors, and driving lights.

The supercar is said to have remained with its original owner until being purchased by the consignor in the spring of 2015. Today, having covered less than 15,000 Kilometers, the car is in phenomenal condition. The car's CARFAX shows that it was serviced multiple times in the 2000s. In 2015, CARFAX reports a mileage discrepancy, but this is clearly a mistake

where the odometer was reported in miles instead of kilometers - a conversion shows that the odometer does indeed match the true distance that the car has covered. Receipts for the most recent service in January of 2016 are in file, showing that the fuel lines were replaced. In 2017, the car was evaluated by a Lamborghini technician and found to be in great working order, void of any issues - this is also noted on the recent work order.

This magnificent Countach is the definition of an 80s supercar and as a result is one of the most recognizable cars in the world. As the age of the car increases, so does the number of people who begin to look at the Countach as much more than just a supercar - many consider the Countach an era defining memento. When considering

its rarity, low miles, ultra-desirable livery, and long term enthusiast ownership, this example deserves some serious attention.

\$225,000 - 275,000



1968 MOLZON CONCEPT CORSA GT38

Chassis no. MICH 70 254

2,678 cc Flat 6-Cylinder Engine 4 Carburetors 200HP at 6,500 RPM 5-Speed Manual Porsche Transaxle 4-Wheel Independent Suspension 4-Weel Drum Brakes

- ★ The one and only
- ★ Designed and built by visionary GM designer William R. Molzon
- ★ Under Molzon's care for nearly 50 years
- ★ Jaw dropping design and performance Featured in 1970 issue of Road & Track
- ★ Extensively documented piece of automotive history







THE MOTORCAR OFFERED

William "Bill" Molzon's illustrious career began at the General Motors Institute in Flint, Michigan, immediately followed by a B.S. degree in Industrial Design at the Art Center College of Design in Los Angeles. During this time, Molzon became obsessed with the idea of creating a totally integrated design concept of engineering and styling that would create a car unlike any other. The idea was to create a vehicle that would have acceleration superior to that of the fastest corvette, while still remaining efficient, and possessing the handling capabilities of a Lotus.

Upon graduation, Molzon accepted a position with General Motors Styling where he would work under Larry Shinoda on some of Chevrolets most successful models. It was during his time at GM that Molzon began to bring his dream car to life.

Molzon began building the concept in 1963 by creating models of the car's tubular space-frame chassis, suspension, interior, and body. The original design called for a wedge shaped roadster, but over the long development period, the design evolved into a smooth, slick coupe whose aerodynamic properties would help to increase the cars performance, while also creating a timeless design that would never go out of style.

The chassis was constructed mostly from one-inch steel tubing, providing the rigidity that a high performance sports car demands. Molzon ingeniously cut a series of vertical Styrofoam blocks to match sections of his full-scale surface development drawing, glued them together, and mounted them onto a frame. Once each piece was smoothly integrated, final surfacing was

completed by applying a light coat of fine plaster to the Styrofoam model, sanding it to an absolutely smooth form and then sealing it. The sculpture like fiberglass body was completed in the summer of 1967.

When the coupe was ready for a powertrain, a highly modified Chevrolet flat-six corsa engine was sourced from noted Cheverolet Corvair racer Don Eichstaedt, who built the engine to the maximum performance specifications. The engine was good for a stout 200hp. Due to the orientation of the engines layout, a special transmission was needed. After much research, Molzon determined that the five-speed transaxle from Porsche's new 901 (soon to be 911) would work best for his application and a unit was secured. The final fitting of the running gear took place in September of 1968.









Once completed, the car measured just 136-inches from front to back, with a 90inch wheelbase, and an overall height of only 38.5 inches (GT38). The car barley registered on the scales at just 1,100 pounds, making the race bred 200hp flat six's job extremely easy. In a 1970 Road & Track article featuring the car, it states "To say that the now complete car is quick and agile is an understatement - even the usually cool Molzon confesses to being a little un-nerved by the alacrity of its acceleration and directional responsiveness beyond expectation."

Molzon would keep the car in his personal collection for nearly 50 years. Over that time, the car would only travel 950 miles, a handful of which were accumulated at an autocross event in the 1970s where the car

performed admirably at the hands of the rookie driver -

Bill Molzon. In early 2017, at the age of 78, Molzon decided that it was time to let others enjoy his masterpiece of design and engineering and sold the concept car to the public for the first time.

Today, the car has only traveled 959 miles and is in beautifully preserved, time-capsule like condition. The one-off concept is sold with an immense history file which includes an original copy of the 1970 Road & Track Magazine featuring the car, hundreds of invoices for the parts used to create the car, and a hard cover brochure detailing each process of the build. The sale of the one and only Molzon Concept Corsa GT38 presents the incredible opportunity to

acquire a piece of automotive history, a true marvel that melds art and engineering into one harmonious being.

\$100,000 - 125,000 WITHOUT RESERVE



1977 FERRARI 400 GT Design by Pininfarina

CHASSIS NO. 21111 ENGINE NO. F101.C000 0078

4-Wheel Disc Brakes

4,823cc DOHC V12 EngineSix 38DCOE Weber Carburetors340bhp at 6,500rpm5-Speed Manual Transaxle4-Wheel Independent Self-Leveling Suspension

- ★ One of just 502 400 GTs built from 1976-79
- ★ The last carbureted Ferrari V12
- ★ Rare, manual transmission equipped example
- ★ Beautifully restored







THE FERRARI 400GT

Launched at the 1976 Paris Salon, the 400GT had acquired a 4.8-liter version of Ferrari's four-cam V12 engine but otherwise differed from its 365GT/4 2+2 predecessor only in detail. The 400GT re-affirmed Ferrari's determination to compete with the world's finest luxury sports saloons and was intended to attract the type of mature yet discerning customer who previously might have opted for a Bentley or Mercedes-Benz. This latter requirement made the option of automatic transmission a necessity. The unit chosen - General Motors' three-speed Hydramatic - was widely regarded as the world's best, having been used by Cadillac and subsequently by Rolls-Royce and Jaguar among others.

THE MOTORCAR OFFERED

When Ferrari offered its first automatic transmission with in the 400, well over half of the new owners went for the optional slushbox over the row-your-own option with only 147 400s being so equipped. Not so with this example. Ordered new with a 5-speed manual transmission, which is verified by its engine's C000 internal code for manual transmission equipped cars, there were plenty of benefits that came with the manual: an extra pedal, two extra gears, and 30 more horsepower.

Finished in black over Parchment hides with black inserts, s/n 21111 came to the California in the 1980s and remained there for some time. 21 years ago the car appears in somewhat scruffy original condition but more recently has recently a proper restoration to its currently condition. Today the car is clothed in

rich, black paint and an interior that has been beautifully retrimmed in soft, well-kept hides. Opening the forward hinged hood reveals the beating, V12 heart with its six Weber carbs at the center. Firing up the big 12 provides the aural pleasure that can only be achieved by the wonders of carburetion. The underside of the car is just as clean as the top, reflecting the high level of care taken in the restoration.

Interest in these 2+2 Coupes has been growing as more and more enthusiasts rediscover these angular beauties. Given the rarity of the 5-speed combined with the elegant color scheme, and high level of presentation, it is easy to see why this car is among the cream of the crop.

\$110,000 - 140,000 WITHOUT RESERVE



★ Full nut and bolt restoration.

- ★ Original British Racing Green Color Scheme
- ★ The final evolution of the legendary Jaguar E-Type
- ★ Offered with Heritage Trust Certificate

1973 JAGUAR F-TYPE SERIES III V12 ROADSTEE

Chassis no. UD1S21671 Engine no. 7S 9755LA

5,343cc SOHC V12 Cylinder Engine 4 Stromberg Carburetors 275bhp at 5,850rpm 4 speed manual transmission. 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE SERIES III JAGUAR E-TYPE

It was in 1971 that Jaguar introduced the Series III of their 20th Century classic E-Type, with the Walter Hassan/Harry Mundydeveloped 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. With the large cross-slatted radiator grille - described by Motor Sport magazine as "a decorative birdcage" - flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting uprated brakes and power steering as standard. From the new Series launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

THE MOTORCAR OFFERED

Built in December of 1972, the sensational example of Jaguar's legendary V12 E-Type offered here left the Browns Lane Jaguar Works configured as a left hand drive car, destined for the US. It was finished in British Racing Green, and trimmed in with biscuit colored interior, and fitted with chrome wire wheels.

Much of this particular V12 early history remains unknown. A few years ago it was exported to Brazil. There it was put through an extensive restoration by R&E Restauracoes in San Paulo. The work is to extremely high quality, and in the original highly desirable color scheme of British racing green with biscuit interior.

The V 12 series III types were the last and most refined of the breed. The powerful V12 offered a smoothness that was seldom found in other vehicles of the day. Fitted with power steering comfortable seats and excellent brakes, V12 E Types became true grand touring vehicles. Having traveled less then 500 miles since restoration this suburb example would be the perfect weekend cruiser, or as a welcome participant on any number of drivers events. The opportunity to acquire this superb example should not be missed.

\$85,000 - 115,000 WITHOUT RESERVE



44. Ω

1958 PORSCHE 550A SPYDER

Chassis no. 550A-0145 Engine no. P90127

- 1,498cc DOHC Flat 4-Cylinder Engine 2 Weber 40 DCM Carburetors 135bhp at 7,200rpm
- 4-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- ★ Porsche works team car from new with extraordinary period racing history
- ★ 2nd IC and 5th OA at 1958 Le Mans 24 Hours and Class Winner at 1000 Km Nürburgring
- ★ 10 time Mille Miglia Storica participant
- ★ One of the most iconic and important Porsches ever produced
- ★ Highly-regarded and well documented example



THE PORSCHE TYPE 550

the 550 Spyder was Porsche's first genuine racing car design. But when launched at the 1953 Paris Salon, the model had much about it than being a mere weapons-grade on-track warrior. As a June 1971 Road & Track article emphasized: "The 550 had full road equipment, with lights and so forth, and a top, and enough stamina and ground clearance to compete in rallies - which it did. The bodywork and weather gear qualified the 550 for international sports car races - and Hans Herrmann took first in class and sixth overall in the 550's first race, the 1954 Mille Miglia.... Herrmann was third overall in that year's Carrera PanAmericana. There were 75 cars with bigger engines in that race, and Herrmann beat 73 of them..."

The cars were built by Porsche in exclusive numbers. In the US the model did not

qualify as a production sports car, even with its top and road equipment. There weren't enough of them to be a real road car, according to the governing SCCA. Unofficially, the same rule makers would cheerfully confess they kept the Porsche 550s out to give other makes a chance.

The 550a that came about in 1956 was not just a mere evolution of the preceding model, but more a revolution. Early Spyders employed a ladder frame for its proven design and rugged simplicity, but with Porsche opening its new dedicated competition shop, limited resources were no longer a concern. Leopold Schmidt brought the 550 to new levels of performance with his design of a space frame serving as the new core of the racer. The benefits from this upgrade permeated just about every metric

of the vehicle. Chassis mass was down 95 pounds while 65 pounds were cut from the aluminum body, resulting in a feather-like 1170 pounds of weight in total. All the while rigidity was massively increased compared to the ladder frame of old. This in turn made the suspension, complete with a newly designed low pivot swing axle in back, work much more efficiently now that the mounting points were rock solid.

At first glance the body on the 550A appears identical to the older models, but a keen eye will pick up on several distinct clues demarcating it as the upgraded type. The most easily spotted of which is the rear engine cover, which lost its rear hinges and instead was simply lifted off the frame all in an attempt to save weight. The two grills were repositioned further rearward and small









louvred hatches were also added in front of the rear haunches to maintain easy access to the motor for quick inspection. Additionally, the spare tire was stored up front for more ideal weight distribution. Smaller lighting treatments front and rear, again, make the 'a' model identifiable, while the subtlest change of all occurred up front with a reprofiled nose for better aerodynamics.

Porsche's Type 547 engine engaged in the all-important task of making the wheels rotate. Compact and intricate, this Dr. Ernest Fuhrman design featured dry sump lubrication, a roller bearing crankshaft and twin spark ignition. Most importantly, however, dual overhead cams sit atop both sides of the 4-cylinder boxer block. Unlike most motors that use pushrods or belts to run the valvetrain, the 547 relied on a

series of shafts and bevel gears to keep things running smoothly. Piecing the whole unit together was said to have taken at least 120 hours with 8 of those spent just perfecting the timing. Despite the immense complexity, the motor proved to be reliable and served the car well in endurance racing across the world.



SPORTING SUCCESS

If the first generation of 550 Spyders were giant killers, the newly updated 'a' designation was nipping at the heels of leviathans. Although, success did not immediately come upon the model's first bout in competition. The 1956 debut at the Mille Miglia, driven by Hans Herman and Wermer Enz, unfortunately ended in a retirement. Victory would first be achieved at the most difficult of tracks, the Nurburgring 1000km. The legendary Wolfgang Von Trips and Umberto Maglioli attained a class win, crossing the line 4th overall.

The Targa Florio in 1956 would see the first outright victory for the 550a. A lone entry was painted white and sent down to Sicily, accompanied by two mechanics, to be driven by Huschke von Hanstein. This would be Porsche's first of 11 victories at the

famed road race. One of the most impressive showings by the little Porsches occurred later that year at the Reims 12-hour event in France. A one-two finish, impressive in its own right, is bolstered by the fact that the Von Frakenberg/Storez pairing managed an average speed of 164.6mph, just 14mph slower than the Jaguar D-type that would win the unlimited engine class for sports cars at the race the following day.

THE FLYING DUTCHMAN

Carel Godin de Beaufort helped define the final era when gentleman racers of noble decent participated on the world stage of international motorsport. Standing nearly 6 ½ feet tall and weighing an impressive 260 pounds, De Beaufort was a far cry from the jockey like drivers of today. His imposing size and eccentric behavior led him to be a popular character in the paddock. He was known to drive his racecar without shoes, and at his last race in Germany was seen running practice sessions in a Beatles wig instead of a race helmet. His bright orange Porsches, representing his home in the Netherlands, initially served as a dangerous obstacle for his competitors, but over time, his dedication to the sport led to greater consistency and results.









As a supporter of Porsche, he spent a large portion of his racing career behind the wheel of Stuttgart's finest, sometimes as a privateer other times with factory support. His sportscar career reached its peak in 1957 with a first in class at the 24 hours of Le Mans in the little 550. The following year would mark his 5th place finish overall at the Circuit de la Sarthe, with subsequent entries in the race ending in unfortunate DNFs. Among Dutch Formula 1 fans, he is known as the first man to score world championship points for the country. 31 starts over 8 seasons made for an impressive run, considering the dangers of the era. His Ecurie Marrsbergen team, named after his hometown, would field the Porsche 718 for its formula entries. For the 1961 season, de Beaufort would enter into all but 2 races after spending the winter

training to get into better shape. The results show his hard work and by 1962, he would be in contention for points. Most of his successes occurred within nonchampionship events, with the highlight being a 2nd place finish at the 1963 Rome Grand Prix. Like many racers of the period, de Beaufort would fall victim to the lack of safety experienced during the 1960's. Driving at the Nürburgring, his car suddenly lost control at the Bergwerk corner, flinging him out of the cockpit. He suffered massive head injuries and died at a neurological center in Cologne a day after the accident. Despite this tragic end, Carel Godin De Beaufort endures as an essential figure in Dutch motorsport history.

THE MOTORCAR OFFERED

Offered here is 550A-0145, the 2nd to last Spyder constructed of the only 40 total examples. As a result of its later 1958 production, the Porsche benefits from all of the upgrades received by the final cars. The motor being in the 547/3 specification means higher compression, centralized distributor, and weber carburetors, resulting in 135 horsepower. A 5-speed gearbox with lower first gear allows for much quicker starts off the line was fitted when new. With these parts considered, this particular 550A is the best of the breed and one of the most enjoyable specimens to drive of an already delightful sports car family.

What makes 550A-0145 a truly standout example, however, is its racing pedigree under the Porsche works banner. The silver Spyder competed in many world











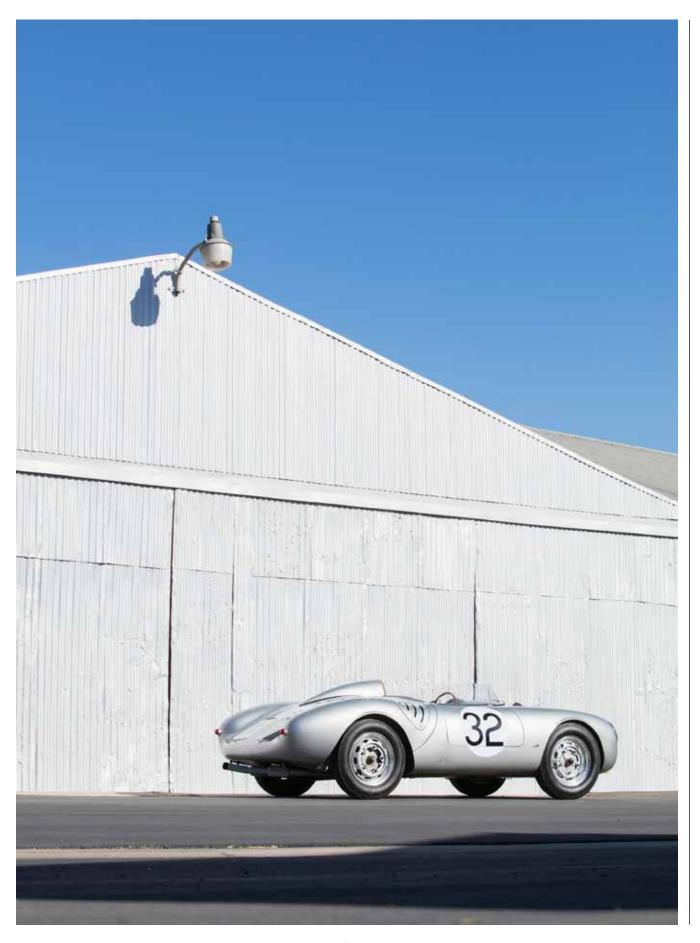


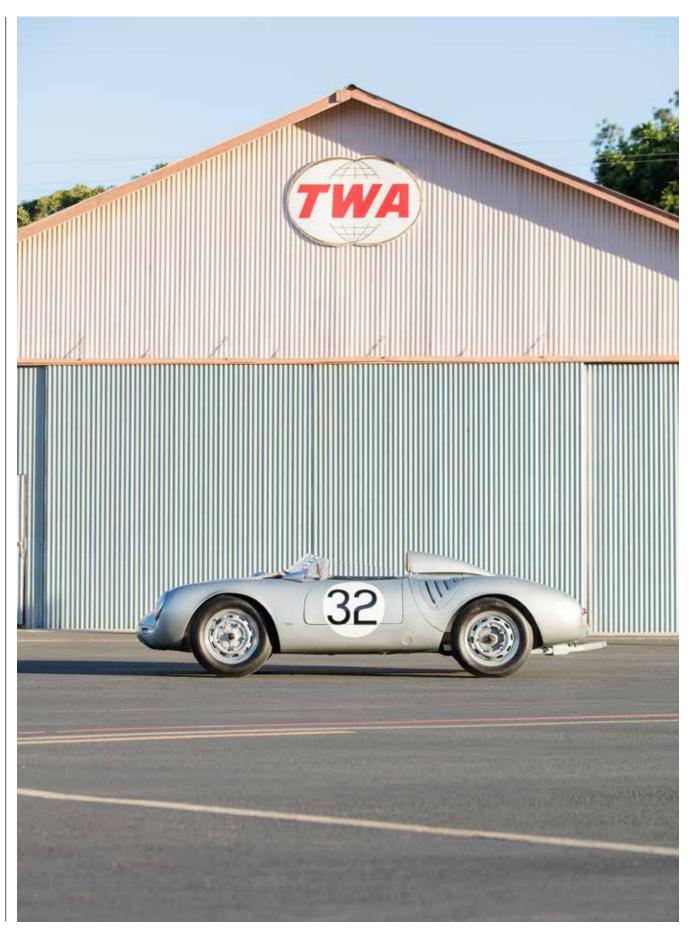
championship FIA events in 1958 as a factory Porsche works entry. Belgian Nobleman-racer Carel Godin de Beaufort, who's on track success is marked in both sports cars and grand prix machines, fielded the 550A during this period after developing a close relationship with the Stuttgart firm. The car's first-class victory would come on the 1st of June at the 1000km Nürburgring race. Piloted alongside Von Frankenburg, 550A-0145 placed 6th overall. Quite possibly the mightiest achievement was a 5th overall, 2nd in class placement at the Le Mans 24 hours. A 550 Spyder had never been so far up the order, before or after. This Porsche also carries the distinction of the being the only 550 to have been entered and placed in a Grand Prix: 11th at the Dutch Grand Prix in Zandvoort.

In 1959 550A-0145 would continue to thrust its drivers atop the podium even after ownership was transferred from de Beaufort to Eglinton Caledonia motors of Ontario, Canada. Peter Ryan, together with Jim Muzzin continued to rack up wins and ultimately Ryan was crowned Canadian Sports car Champion in 1960 and 1961. Afterword's the vehicle was retried from contemporary racing, with Muzzin taking ownership. Throughout 1962, he would continue to field the car in various hill climbs and circuit events around the province. After 550A-0145's tenure in Canada, Bill Saddler of Belmont California took ownership in 1967, and later sold the car to Dick Werkman in 1974. The car is known to have been in complete and very original condition at this point, but with some attention needed to the original bodywork, which

was repaired and re-skinned where needed. About a decade and a half later, Werkman sold 550A-0145 to Warren Eads of California. Mr. Eads sold the car to German collector Burkhad von Schenk, who would keep the car for more than 10 years, before selling it to Italian collector, Bruno Ferracin. While in Bruno Ferracin's ownership, 10 consecutive Mille Miglia retrospectives would be completed.

Noted Porsche specialist Andy Prill was given the opportunity to comb over the 550A-0145 from stem to stern and published a detailed inspection report in 2013. He concluded that given the race history, originality of the components, and overall good condition that 550A-0145 sits among the top 3 examples in the world. As it exists today, what is believed to be the





















original engine, installed in 1958, #P90127 remains amidships, making this one of the few 550s to have kept the same motor throughout their running history. Also original to the car is gearbox #690035. Although, this transmission is sitting in a crate and not currently fixed to the back of the car (it will be part of the sale). Instead a period correct 4-speed box has taken its place. Other rarities to stand the test of multiple owners are the factory jack, correct voltage regulator, glass fuel pressure bowl, and oil filter assembly. Wider 4.5 inch wheels from the RS60s were a common period upgrade and appear on the car in good condition. A large history file with materials including the inspection report, many historical documents from the archives of Porsche historian and aficionado Jürgen Barth, the cars FIVAissued Identity Card and copies of many

archival images of 550A-0145 racing back in the car is available for inspection.

Ready for the absolute top vintage racing and road rallies or race events across the world, 550A-0145 is one of the finest Spyders in existence owing to on track success and preservation of the original factory specification. Weather it is the Mille Miglia in Italy, the Le Mans Classique in France, or the Colorado Grand in the US, this Porsche will rank at the top of the participation list. Bonhams takes great pleasure in offering this ex-works racer, with exceptional competition history and pedigree. This is an opportunity not to be missed.

\$4,500,000 - 5,500,000



1983 FERRARI 308 GTSi QUATTROVALVOLE Design by Pininfarina - Coachwork by Scaglietti

VIN. ZFFMA13A4D0046835

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

- ★ Well-presented final-evolution 308 GTSi in striking livery
- ★ Low mileage example with decades of California ownership
- ★ Offered with books, tools and many service records
- ★ Classic and iconic Pininfarinastyled V8 Ferrari







THE FERRARI 308

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB 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. Later developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole model in 1982. An exhilarating driver's car and a Ferrari purist's delight, the 308 and its many derivatives proved a huge commercial success for Maranello.

THE MOTORCAR OFFERED

This brilliant black over tan Ferrari 308 GTSi spent the better portion of its life in the dry California climate. Consequently, the vehicle stands in very good shape throughout, with a believed to be original odometer reading of just 35,119 miles at the time of cataloging. Inside, the original leather appears in good condition all around and the gauges presents clearly. Previous owners of this 308 have steered clear of modifications outside of the more modern radio fitted within the dashboard. The smog equipment originally fitted to the car is still in situ, and the car has been well maintained throughout its history documented on receipts accompanying the vehicle.

In 2016 the motor received a belt service, and should not be a point of concern for the new owner. Offered with the car today are the

proper books and factory tool kit, service records and a CARFAX report.

A fine example of the final evolution 308 in Targa-top configuration, this lovely Ferrari benefits from the 4-valve, quad-cam 2.9 Liter engine, known to both sound and perform very well. This lithe mid-engined sports car should excite owners looking for thrills only a prancing horse can deliver.

\$60,000 - 80,000 WITHOUT RESERVE



- ★ Well-preserved example of the rare RS America
- ★ Limited-edition model solely for the North American market
- ★ Lightweight competition-oriented 911 with great investment potential
- ★ Less than 58,700 miles from new

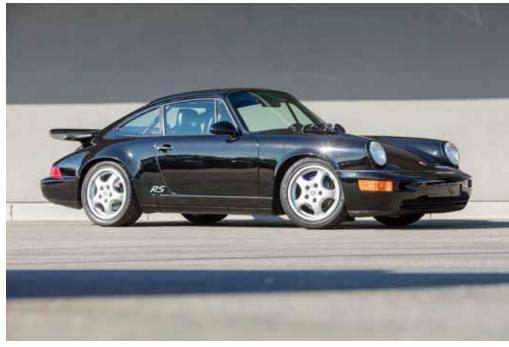
1994 PORSCHE 911 RS AMERICA

VIN. WP0AB2966RS419120 Engine no. 62R00871

3,600cc SOHC Air-Cooled Flat 6-Cylinder Engine Electronic Fuel Injection 250bhp at 6,600rpm 5-Speed Manual G50 Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE RS AMERICA

In 1989, Porsche introduced an almost completely new platform for its venerable 911 Series. Replacing the 911 Carrera 3.2, the Type 964 carried the internal model number and would last until 1994, serving as the basis for the new all-wheel-drive Carrera 4 and then the two-wheel-drive Carrera 2. Compared to its predecessor, the 964 was said to be made up (about 80 percent) of new parts and it presented a somewhat revised body shape with well-integrated bumpers.

In early 1992, a new RS America version appeared solely for the US and Canadian markets. The concept of the RS America was a lightweight, more track oriented 911, made simultaneously with the European market homologation special RS. The limited production RS America carried a hefty price tag, and saved weight by losing the air

conditioning, power steering, and less sound insulation. A lightweight fixed whale tail spoiler was fitted to the back, and inside one found competition-like lightweight door trim with door pulls, and no rear seats. Lightweight fabric seats were installed for further weight reduction. The M030 sports suspension package was fitted, including larger antiroll bars. Due to the limited production and performance-oriented specification, these RS Americas have become very collectible in recent years.

THE MOTORCAR OFFERED

Completed in August 1993, near the end of the limited RS America production run, this fine example was delivered to the first owner presumably a Delaware resident - in February 1994. By 2002, the black RS America had relocated to Southern California, and is believed to have remained here ever since. The detailed CARFAX issued for the car reports consistent mileage readings up through the years, and much service work performed, while the car has passed the stringent CA Smog inspection periodically. With just 58,619 original miles on the odometer at the time of cataloging, this lightweight 911 remains in highly original condition. Offered with fitted roll cage, optional sunroof, air compressor and tool kit, this rare competition-derived 911 is getting increasingly collectible.

\$110,000 - 140,000 WITHOUT RESERVE



47.1962 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 876751 Engine no. R4113-9

3,781cc DOHC Inline 6-Cylinder Engine 3 SU Carburetors 265bhp at 5,500rpm

- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ Beautifully presented Series I E-Type Roadster in classic BRG over Biscuit
- ★ Factory LHD, matching-numbers engine example
- ★ Fine example for shows or driving events
- ★ 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 unsprung weight.

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









Offered here is an early, 3.8-liter example of the classic first-generation E-Type, completed during the early production run. Finished at the Browns Lane Jaguar factory in February of 1962, this car was produced in the 7th month of E-Type production. The new Jaguar was built in the Roadster form - or Open Two Seater as they would be referred to - equipped with a left-hand drive steering arrangement, and finished in a Silver Grey exterior color over a black interior and matching black weather equipment. The E-Type Roadster was slotted for North American delivery, and was dispatched to Jaguar Cars New York in March of 1962.

The car is recorded to have been in California for many decades, where it was in single ownership for about 20 years.

The black California license plate on the car is believed to date back with this car, which would indicate that the Jaguar would have resided in the Golden State since the 1960s. Much restoration work has been performed, including refinishing the sleek Roadster bodywork in the appropriate and correct Series I E-Type color of British Racing Green, and a full professional re-trim of the interior and weather equipment in lovely contrasting Bisquit colored correct type materials, matched by a tan convertible top. Riding on lovely chrome wire wheels wrapped in appropriate Vredestein classic style tires, the E-Type looks just right.

As is correct for the pre-1963 Jaguar E-Types, this fine example features the neat aluminum trim on the center console, and the early-type, more-pointy Roadster-like seats. A great

example of the legendary E-Type, this car retains its original matching numbers engine as well. The Jaguar is offered with a binder of receipts and restoration details, as well as the Jaguar Heritage Trust issued certificate, confirming the cars original details. Recently serviced, this would be an eager and capable participant for concours events and vintage rallies.

\$185,000 - 225,000 WITHOUT RESERVE



1956 PORSCHE 356A 1500 CARRERA GS COUPE Coachwork by Reutter

Chassis no. 56118 Engine no. 90702 (see text)

- 1,498cc DOHC Flat 4-Cylinder Engine
- 2 Dual-throat Solex Carburetors
- 100bhb at 7,200rpm
- 4-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- ★ One of the most collectible Porsches ever produced
- ★ Eligible for highly exclusive vintage rallies and concours events
- ★ High-revving 4-Cam 356 with exceptional driving characteristics
- ★ Very authentic example, documented by Kardex, COA and FIVA passport







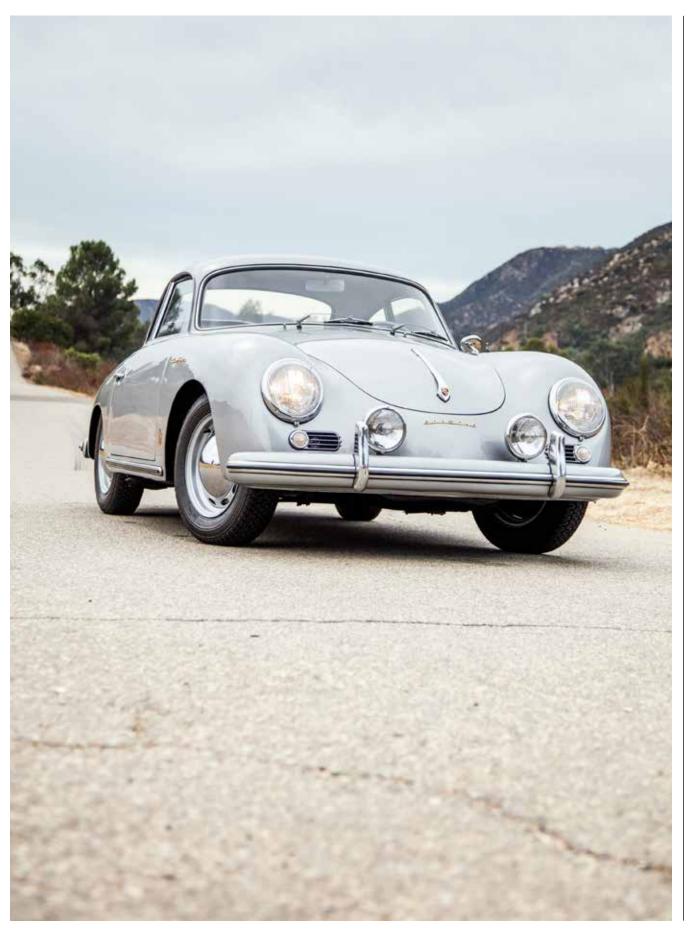
THE CARRERA GS 1500

Originally introduced at the 1955 Frankfurt Motor Show, the 356 Carrera was the first edition of Porsche's long-running prestige performance car, featuring a special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with determining just how much power the classic Porsche flat-four motor could develop, and in this pursuit he made some fundamental engineering adjustments over the basic pushrod engine. These modifications included the addition of twin ignition, two twin-throat carburetors, and dry-sump lubrication. The most important development, however, was the implementation of dual overhead camshafts. With precision and reliability being the two main goals for an engine destined for competition, normal chain or belt driven timing was curbed and a

complex system of shafts and bevel gears kept the valves moving instead. The intricacy of the system makes assembly a rather time intensive activity, but it proved worthwhile in the end.

The 550's originally fitted with this motor were true giant killers. The proven combination of light weight and supreme power proved to be immense advantage over the heavier, larger displacement opposition and allowed the nimble racers to carve up the competition all across Europe. Victories were scored at famous events such as the 1000km of Nürburgring and even the notorious Targa Florio. With many private owners of the 550 being able to drive to the tracks, compete, and then arrive home all in the same car, the reliability of the dual cam engine proved useful enough for road use.

Porsche factory staff arrived at a similar conclusion and began to test the engine as an alternative to the pushrod motor in their own personal cars. Eventually determining that the 356-based road car was the most opportune platform for the type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, which was named for the famously grueling Mexican road race at which Porsche had dominated the 2-liter class. From the factory, the full range of 356s body styles, Coupe, Cabriolet and the open Speedster, could be ordered as Carreras. However, only 225 of these Coupes were produced during the initial production run, making them a rare sight on the roads. The motor even allowed the 356 to further remain a competent racer on the track with many owners taking part in motorsport events in anything from





















near stock examples to fully specified race cars. Porsche would continue to produce the Carrera throughout the various generations of 356, eventually increasing the displacement all the way up to 2 liters.

The 4-cam motor is truly the star of the show on the legendary 356 Carrera models. Delivering an approximate 100 horsepower, it is a delight to wring out all the way to its 7,500 rpm redline. Porsche, seeking to deliver the most well-rounded car they could, also fitted wider tires, and with increased power and a well sorted chassis, the Carrera models make for unique and desirable Porsche driving experience.

The rare and desirable 356 Carrera available here - chassis no. 56118 - is one of the earlier 1500 GS spec Carreras, the letters standing for 'Grand Sport.' The new Carrera Coupe left the Porsche factory on April 5th, 1956.

This Carrera had spent a large portion of its life within the well-known Rene Mauries collection. After 20-odd years, the car left France in 2001 for Italy where it was picked up by Sig. Vincenzo Di Leo. His short ownership ended in 2002 when Enrico Consoli of Brescia acquired the car for his own collection. Under his care the car received a thorough restoration to the state in which it sits today and also a FIVA identity passport. Consoli let go of the Porsche in 2014 when another Porsche enthusiast exchanged the car for his 911 Carrera RS 2.7. The current owner - a lifelong San Diego,

California based Porsche enthusiast - has treated the rare Carrera to additional care in the way of continued inspections and maintenance. Invoices dated within the last year show a new battery being installed and the transaxle received fresh oil. The cam covers were also given some attention with the studs being cleaned and refitted in order to prevent oil weeping.

Presented in the splendid code 535 Silver Metallic (just like the car is believed to have left the Zuffenhausen-based factory over 60 years ago) the Carrera looks appropriate and correct. A look inside will reveal the well-maintained interior with blue Rexin leatherette, and door cards and dashboard knobs believed to be original to the car. Generally, this holds true as a theme of the car, as noted by Porsche expert Taylor K Shannon who





inspected to the car in May 2017, "Overall this is a great example of a very rare model that still retains a lot of originality." His findings concluded that the car was fitted with the correct type 547/1 Carrera GS engine, although it is not the original unit the car left the factory with from new. The motor found in the car today - stamped 90702 - is believed to had originally started its life in 356A Carrera GS Speedster chassis no. 82031. The transmission, however, is the matching numbers unit installed by Porsche in the 1956.

Further close inspection of this exceptional Carrera GS Coupe reveals that the front bonnet, rear engine cover, and both the drivers and passenger doors are stamped with the last two or three digits of the chassis number, indicating that they are the original factory installed components. This rare and

desirable Carrera GS Coupe is offered with a substantial history file, containing a copy of the original Kardex built sheet, the Porsche issued Certificate of Authenticity, and the aforementioned FIVA Passport. The Carrera 356 is by most considered the best of the breed. A combination of rarity and originally make this particular example a must-have for any Porsche enthusiast, and eligibility in any number of classic motorsport and rally events internationally only sweeten the deal further.

\$750,000 - 900,000



2003 FERRARI 360 F1 SPIDER Design by Pininfarina

VIN. ZFFYT53A430131045

3,586cc DOHC 40-Valve V8 Engine Electronic Fuel Injection 400bhp at 8,500rpm 6-Speed F1 Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- ★ California car with less than 8,500 miles from new
- ★ Highly original example in Grigio Titanio with beige and blue interior
- ★ Innovative aluminum monocoque chassis construction
- ★ Elegant and clean Pininfarinadesigned Ferrari Spider







2003 FERRARI 360 F1 SPIDER

Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 liters for the 360, producing 400bhp. Mounted longitudinally behind the similarly disposed engine, the 360's six-speed gearbox could be ordered with the F1-inspired paddle-operated gear change pioneered on the F355.

In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings. There was further innovation beneath the skin: a lighter, stiffer aluminum spaceframe/monocoque replacing the old tubular steel arrangement, resulting in a dry weight around 220lbs less than that of the F355. With its spaceframe structure, the 360 was intentionally designed to be offered in open form, and it wasn't long before Ferrari's 20th road going Spider could be purchased. In building the 360 Spider much was learned from its predecessor and the rather cumbersome and not always effective top mechanism was replaced with a far more efficient and workable system.

THE MOTORCAR OFFERED

Completed at the Maranello works in November of 2002, this splendid example of the 360 Spider has covered less than 8,500 miles since new. According to the CARFAX report, this elegant Spider has resided in California with one long-term owner, while it's been serviced by Ferrari dealers on several occasions. The 360 is finished in the striking Grigio Titanio over a beige leather interior, neatly contrasted by dark blue Daytona seat-inserts, and matched by dark blue dash top and a blue Spider top. In largely original condition, the Ferrari retains its book and tool set in original pig-skin suitcases, and is a stunning example of the pure Pininfarina-designed V8 Ferrari from the turn of the millennium.

\$120,000 - 150,000 WITHOUT RESERVE



- ★ Desirable BN2 Healey 100 equipped with Le Mans upgrades
- ★ Well-optioned LHD example delivered new to Los Angeles
- ★ A great driver level Healey to keep as is or for restoration
- ★ Offered with Heritage Trust Certificate

1956 AUSTIN-HFALFY 100 BN2

Chassis no. BN2L 232856

2,660cc OHV Inline 4-Cylinder Engine 2 SU Carburetors 90bhp at 4,000rpm 4-Speed Manual Transmission with Overdrive Front Independent Suspension - Live Rear Axle Front Disc - Rear Drum Brakes







THE AUSTIN-HEALEY 100

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance sports car targeted for the US market, the car featured beautiful flowing bodywork and an adjustable lay-down windscreen, giving the low Roadster a particularly sporty profile. Fitted with a large, torquey 2,660cc four-cylinder engine, the light and streamlined Healey 100 was a genuine 100mph-plus car. A threespeed gearbox was equipped with overdrive in both 2nd and 3rd gears, essentially giving the car five speeds. Soon after arriving on US shores, the sleek Austin-Healey 100 became the sports car to own among young Americans, and remains one of the most characteristic Roadsters ever produced.

THE MOTORCAR OFFERED

According to its Heritage Trust Certificate, this Austin-Healey was completed at the Longbridge Austin-Healey works in June of 1956. A BN2 model, this example benefits from the four-speed overdrive transmission, and the many smaller improvements implemented during the course of production since the introduction of the BN1 in 1953. The left-hand-drive Austin-Healey was equipped with wire wheels, a heater, miles-per-hour speedometer and a laminated windscreen, and finished in a striking black exterior over red upholstery and black weather equipment.

Like most of these iconic British Roadsters, this BN2 was destined for the North American market; more specifically Los Angeles, California where Hambro Trading, Inc. handed the sale to the first owner.

Today this charming Austin-Healey 100 BN2 presents in driver condition, with a nice patina throughout. The exterior is finished in Old English White with Blue, and a black interior. The car has at some point received the appropriate 100M Le Mans upgrades including the louvered hood, polished aluminum valve cover and cold air intake box, while disc brakes has been fitted up front. The bumpers have been removed, and an oil cooler fitted in the front valance in addition to other more modern tweaks. A charming example of one of Britain's most iconic Roadsters, this lovely BN2 is ready to drive as is or restore, and is offered with a Heritage Trust Certificate, and the original bumpers.

\$45,000 - 55,000 WITHOUT RESERVE



2015 PORSCHE 918 SPYDER

VIN. WPOCA2A19FS800290

4,593cc DOHC V8 Hybrid Engine 887bhp at 8,700rpm

- 7-Speed Dual Clutch Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Carbon Ceramic Disc Brakes

- ★ Offered by the original owner with only 2,278 miles
- ★ 1 of only 294 U.S. specification 918 Spyders built
- ★ Highly optioned with Weissach wheels and Front Axle Lift System
- ★ The ultimate road going Porsche







THE 918 SPYDER

Porsche is without a doubt one of the most successful automobile manufacturers in history. Not only has Porsche won in more or less all sports car and prototype racing events on the planet, but they have also managed to produce some of the most iconic cars in the world. Every car enthusiast has a favorite Porsche and in most collections one will find a broad assortment of this great marque.

Porsche rarely entered the supercar scene, but when they did, it was in absolutely spectacular fashion. In the early 70s, the Porsche 911 Carrera RS dominated racetracks. The 80s saw the technological quantum leap that was named the 959, a turbo charged engineering masterpiece that showed the capabilities of Porsche. Early in the new millennium, Porsche again shook

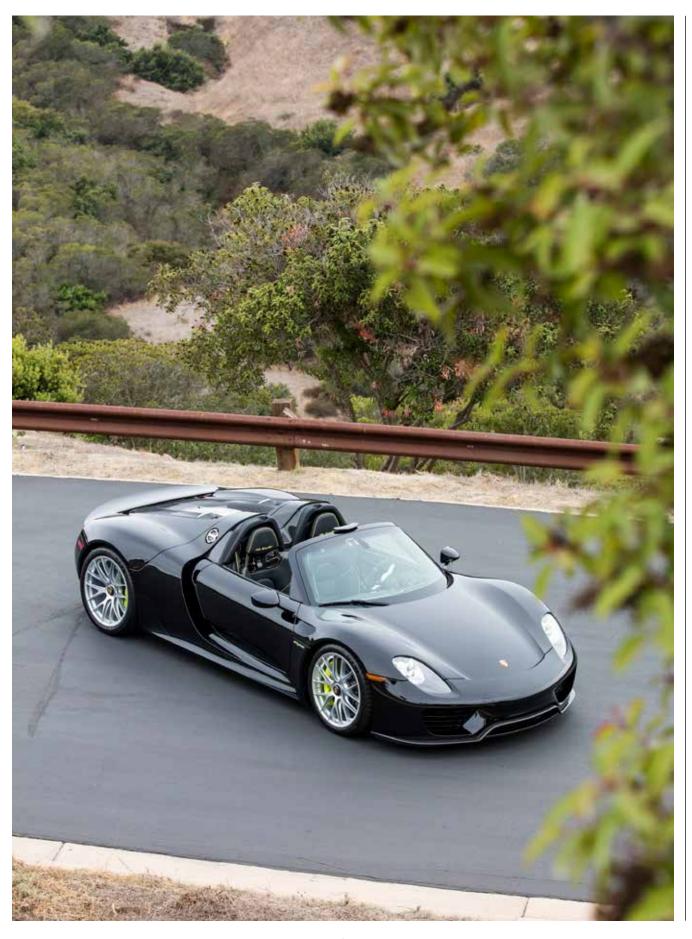
the supercar world with the brutal Carrera GT, which carried a Formula 1-inspired V10 engine and became an instant collectible of engineering and drivability.

After the Carrera GT, however, Porsche didn't make a lot of noise on the supercar scene until the introduction of the 918 Spyder. Shown as a street legal version of the Le Mans RS Spyder at the Geneva Motor show in 2010, Porsche's 918 Spyder boasted a 6:57 time on the legendary Nürburgring. Porsche certainly showed that the new hypercar was the real deal and ready to beat its rivals.

To meet the modern standards of supercars, Porsche had to be creative in the development of the 918 and besides the naturally aspirated 4.6 liter V8 engine, a hybrid system was also engineered. The V8 engine of the 918 produced nearly the same power as the Carrera GT, but on top of that there was 280 horsepower extra on tap from the electric powertrain, powered by two electric motors. Not only did the hybrid system increase fuel efficiency and improve emission, but it also made the 918 incredibly fast. With a 0-60mph time of 2.2 seconds, it is actually the fastest accelerating production car in the world.

To manage this enormous amount of power, Porsche installed a clever four-wheel drive system to transfer the power into movement. They also used a rear-axle steering system, which gave the car a smaller turning circle at low speeds and increased stability at high speeds. With electric motors at both axles, the car was















able to recover energy which was normally lost at braking to recharge its own batteries. Like the Carrera GT, the roof can be fully removed so one can experience the 918 as a coupe or in the style of a targa.

As EVO described, "It's an ambitious fusion of race-bred powertrain and rearl-world competence wrapped up in a modern-day reinvention of the sublime Carrera GT."

This particular 918 Spyder is number 290 - one of the less than 300 units (just under a third of all production) that was sold to the U.S. market. The one and only owner of this hypercar is a Southern California based Porsche enthusiast who has diligently maintained the car since taking delivery on January 5th, 2015, from Porsche of Newport Beach.

The car is finished in a menacing deep Black with an Onyx Black interior, highlighted by Acid Green piping (and Acid Green seat belt accent stripes) - the combination is absolutely stunning and creates a commanding presence. The car is highly optioned with the most notable additions being the ultradesirable Weissach package magnesium wheels (a \$32,500 option), and the front-endsaving electro-pneumatic front-end lift system. With Just over 2,200 miles, the car is in as-new condition and thanks in part to the optional stone guard, the paint is virtually flawless. All recommended services have been performed on time at the selling dealer, Porsche of Newport Beach, California. Number 290 is supplied with all of its original tools, accessories, and documentation.

With fewer than 300 examples having been sold in the United States, the sale of this perfectly speced, low mileage, single owner, California 918 Spyder presents an incredible opportunity for an intelligent collector to acquire the pinnacle of Porsches road going achievements.

\$1,200,000 - 1,600,000



52. 2016 PORSCHE 911 R

VIN. WPOAF2A91GS187307

3,996cc DOHC Flat 6-Cylinder Engine 500HP at 8,250RPM

- 6-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Carbon Ceramic Disc Brakes

- ★ Offered by the original owner with only 38 miles
- ★ Special order Paint to Sample Non-Metallic Acid Green
- ★ Highly optioned with custom touches throughout
- ★ The ultimate road going 911







THE 911 R

'On paper the Porsche 911 R is a GT3 with a manual gearbox, the GT3 RS's engine, and no wing. However, the philosophy behind the car is a little more involved than that. This is meant to be a really pure, emotive 911, a car that is about driver involvement on the road rather than the track.'- *Evo* magazine.

Somewhat confusingly, the seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third allnew platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Its development overseen by Porsche's Chief Designer, Michael Mauer, the Type 991 represented a logical

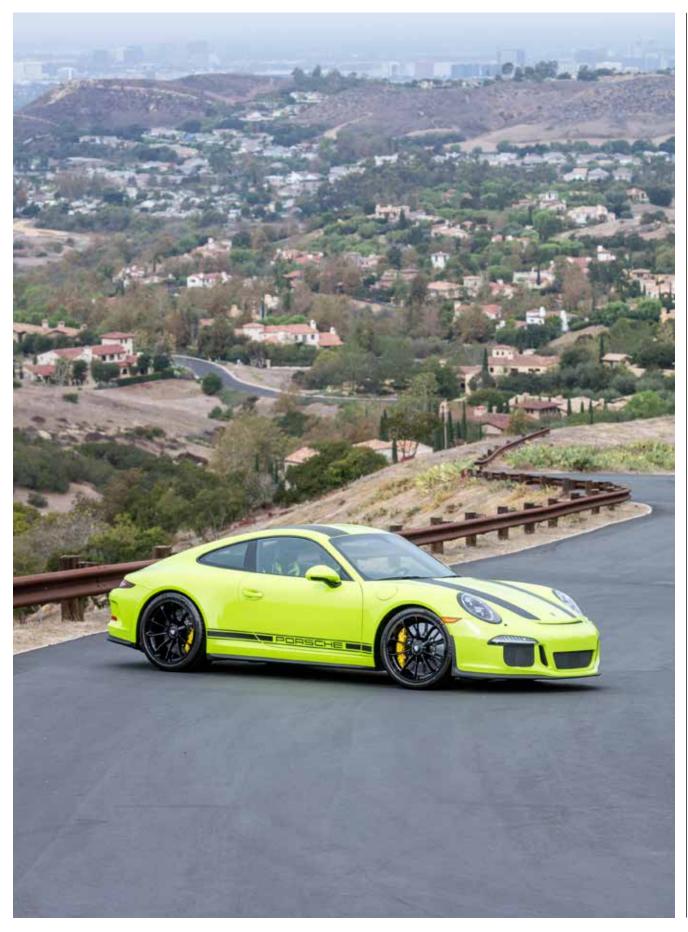
progression from the Type 997 and was slightly larger than its immediate predecessor while retaining the classic 911 look. The most important chassis change was to the wheelbase, which increased in length by 100mm, while a new transaxle enabled the rear wheels to be relocated 76mm rearwards relative to the engine, improving both weight distribution and cornering performance. Transmission options comprised six-speed or seven-speed manual gearboxes, with Porsche's dual-clutch (PDK) shift optional on the latter.

Porsche's signature 'flat-six' engine was available in three different capacities in the Type 991 (3.4 liters, 3.8 liters, and 4.0 liters) with power outputs ranging from the entry-level Carrera's 345bhp up to the Turbo S's 552 horsepower. Following its established practice,

Porsche also offered Cabriolet, Targa, GT3 and GT3 RS variants to cater for all customer demands ranging from soft-top boulevard cruiser to track-day assault weapon.

In September 2015, the Type 991 was introduced in revised and restyled form for the 2016 model year, becoming the '991.2' in factory parlance. To the concern of some traditionalists, turbo-charged engines were now standardized throughout the range: a 3.0-litre unit in the Carrera and Carrera S, and a 3.8-litre one in the Turbo models. The purists did not have to wait long for their concerns to be assuaged, as in March 2016 at the Geneva Motor Show Porsche unveiled the limited edition 911 R, featuring the 'old' GT3 RS's normally aspirated 4.0-litre 493bhp engine and a new six-speed manual gearbox.













Regarded by many as the 911 R's biggest selling point, the new six-speeder used the existing transmission casing but featured new internals, while customers wishing to extract the ultimate from this engine/transmission combination could specify the optional lightweight single-mass flywheel. There was also a 'Sport' mode (selecting optimum engine revs during shifts) for those unused to finessing a manual 'box. According to Evo: 'The gearshift itself is lovely. Not overly-short, but perfectly precise, deliciously weighted and much better than the seven-speed.'

This new six-speed manual gearbox was lighter than the PDK type, while the use of carbon fiber front wings and a titanium exhaust system, coupled with the removal of sound insulation, enabled Porsche to

bring the 911 R's curb weight down to 1,370kg, making it around 50kg lighter than the GT3 RS. If that was still not enough, the air conditioning and radio could be deleted, saving a few more kilograms.

The running gear retained the GT3's active rear-wheel steering, albeit re-calibrated for the 911 R, while Porsche's carbon ceramic brakes were standard. With the GT3-type large rear wing gone, a new rear diffuser was incorporated to restore high-speed stability, vitally necessary in a car capable of exceeding 200mph. Despite its stupendous performance, the 911 R had been developed principally as a road car, with lighter steering, softer suspension, and narrower tires than the track-day focused GT3 RS. But although the latter has more grip and can corner faster, the lightweight

911 R accelerates more quickly than its hardcore cousin. *Evo* again: 'Despite the Cup tires and 493bhp, this really is a 911 that you can drive and enjoy at sane speeds. It definitely feels lighter and shorter than any other 991. Crucially it also feels like a 911, with the capacity to subtly move with a road in the way that a rear-engined car should. Push harder and some of this nuance actually recedes, leaving you with devastating composure and huge reserves of grip.'

Only 991 examples of the 911 R will be built, and all have been offered - and sold - to Porsche's preferred customers, leaving many enthusiasts disappointed, and prompting online motoring web site Jalopnik to declare: 'The Porsche 911 R will be the best manual 911 you can't buy'.





Having purchased a 918 Spyder just one year earlier, the consignor was one of the first people to be offered the opportunity to purchase the highly anticipated, ultradesirable, 911 R. The consignor made the fantastic decision to take Porsche up on their offer and placed an order for the car on June 29th, 2016. This 911 R wears the identical serial number (290) as the consignors 918 Spyder (Lot number 51), presenting the for the first time, the opportunity for the general public to purchase a matching pair.

This exquisite 911 R is number 290 of the 991 examples produced worldwide. Number 290 is believed to be 1 of only 50 911 Rs ordered in a paint to sample color. The car was custom ordered in the 918 Spyder accent color, non-metallic Acid Green - the

outcome is absolutely stunning, creating one of the most unique builds to leave the Porsche factory. In total, the cars window sticker lists 25 options that were added, surely making this one of the most fully loaded cars built. Some of the bigger ticket items include the non-metallic Acid Green paint to sample color, leather interior in black with stitching in GT Silver, front axle lift system, Bose surround sound system, custom tailored interior (houndstooth seats), wheels painted in black (high-gloss), and LED headlights in black with Porsche Dynamic Light System.

With only 38 miles on the odometer, number 290 is essentially a brand new, factory fresh example that has lived its short life in a temperature controlled facility in the dry southern California climate. Being the only

911 R built in this specification, number 290 offers an opportunity to acquire an example that stands out well above all others.

\$400,000 - 500,000



1951 ALFA ROMEO 6C 2500 SUPER SPORT CABRIOLET Coachwork by Pinin Farina

Chassis no. 915922 Engine no. 928329

2,443cc DOHC Inline 6-Cyinder Engine

- 3 Weber Carburetors
- 110bhp at 4,800rpm
- 4-Speed Manual Transmission
- Coil Spring Suspension
- 4-Wheel Hydraulic Drum Brakes

- ★ Exquisite and desirable 6C 2500 Super Sport in elegant Pinin Farina Cabriolet design
- ★ Shown at Pebble Beach, Villa d'Este and Chantilly, and participated in the Mille Miglia
- ★ Recent nut-and-bolt restoration by renowned specialist shops
- ★ The very last 6C 2500 Pinin Farina Cabriolet built







THE ALFA ROMEO 6C 2500

'The current Alfa Romeo conceals as beautiful a chassis as ever with four-wheel independent suspension and a six-cylinder twin overhead camshaft unsupercharged engine...'

- The Autocar, July 11th 1947.

Its Portello factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1946 with, inevitably, a prewar carry-over, the 6C 2500 in a variety of new guises forming the basis of the Milanese marque's post-war recovery. Destined to be the last of the separate-chassis Alfas, the 2500 had debuted in 1939 and was a development of the preceding 2300. Styled inhouse, but strongly influenced by Touring, the streamlined five-seater Freccia d'Oro (Golden Arrow) sports saloon was built alongside coupé and cabriolet versions featuring bodies by the likes of Pinin Farina,

Touring and Ghia, plus a six/seven-seater Berlina on a longer wheelbase.

The engine was, of course, the latest version of Alfa's race-developed double-overhead-camshaft 'six', its 2,443cc displacement having been arrived at by enlarging the bore of the 2300. Introduced in 1934, the latter had been designed by the legendary Vittorio Jano and was later developed by Bruno Treviso, becoming the 2500 in 1939. Maximum power ranged from 90bhp in single-carburetor Sport guise to 105bhp in the triple-carb Super Sport (SS) version.

The Alfa Romeo tradition of building driver's cars par excellence was upheld by the 2500, for although the box-section chassis was no longer state-of-the-art, it nevertheless boasted all-independent suspension, generously-sized

brakes, fast-geared steering and an unusually slick, column-mounted gear change. The latter enabled Alfa to claim the model was a full five-seater, with three passengers accommodated in the front and two - three at a pinch - in the rear. The inevitable weight gain over its pre-war predecessor was offset by the increase in engine capacity and superior aerodynamics, the two models' top speed being an identical 97mph.

For all its race-bred charm, the 6C 2500 represented Alfa Romeo's past rather than its future, nevertheless standing the company in good stead until the arrival of the thoroughly modern 1900 model in 1950. Production continued until 1953, which marked the end of an era at Alfa Romeo.













Clothed in elegant Pinin Farina Cabriolet coachwork over the top-of-the-line competition derived Super Sport chassis, this exceptional example of the 6C 2500 model is among the finest examples we have ever had the opportunity to offer for sale. This elegant motorcar - chassis number 915922 - is according to Alfa Romeo historians the very last example of the model to receive Pinin Farina Cabriolet coachwork.

Delivered on December 9th, 1951, to the company Kosta G.m.b.H. in Hamburg, Germany, the first caretaker of Alfa Romeo Super Sport was a British ex-World War II pilot stationed in Germany at the time. He eventually exported the car to the United States, where a Mr. Robert Agle of Jeffersonville, Ohio acquired the car around 1962. Mr. Agle is believed to have been quite

the collector, and held many exotic European sports cars in a barn in the Jeffersonville area. 915922 would remain here, stored away in a barn out of the public's eye for decades, until purchased in the late 1990s by Harold and Judy Johnson of Houston, Texas. 915922 is said to have been in very original and preserved condition at the time, and most importantly still retaining its original, matching numbers 2500 Super Sport engine with the three Weber carburetor setup, and the original Pinin Farina body still in situ and intact.

The Johnsons initiated a restoration of the Alfa Romeo, where the exterior color was changes to white, and would keep the car in their ownership until 2009, when it was sold to a Los Angeles, California based collector. In this ownership and following a mechanical refurbishment, 915922 participated in the

2010 Mille Miglia road rally - the grueling 3-day, 1,000-mile tour going from Brescia to Rome and back, also called La corsa piu bella del mondo; the most beautiful race in the world. After the Mille Miglia, the owner would leave 915922 in its native Italy, and appointed the appropriate craftsmen at Luzzago Brothers in Brescia to carry out a comprehensive restoration. During the process, the 6C 2500 Super Sport was painted in a rich burgundy exterior color it sports today, believed to match the color on the car from new. When Luzzagos work was completed, the Alfa Romeo returned to the US, where Vermont-based upholsterer Mike Lemire installed a new interior, to factory correct specifications. Noted Alfa Romeo authority Raoul San Giorgi was appointed to do the proper research during the restoration, and consulted on all aspects of the cars



authenticity, including verification that the engine and chassis indeed were mated together from new.

915922 was elected to be shown at the 2015 Pebble Beach Concours d'Elegance, where it would also participate in the Tour d'Elegance, and was chosen as the poster car for the 2016 Greystone Concours. While in the consignor's hands - a Southern California based European sports car enthusiast with a taste of the finest models available anywhere - the exceptionally restored 6C 2500 Super Sport made its appearance on the prestigious top-tier European show circuit, where it was shown at both the Concorso d'Eleganza Villa d'Este and the Chantilly Arts & Elegance Richard Mille 2017 events. Offered with books, tools, and an impressive history file including the FIVA-issued Identity Card this

very last example produced of the luxurious model marks the end of an era for Alfa Romeo. Alfa Romeo 6C 2500s are rare, Cabriolet versions even more so, and this superb Super Sport represents an exciting opportunity to acquire one of these historically important and eligible cars, restored magnificently well.

\$650,000 - 750,000



54. Ω 1995 FERRARI F50

VIN. ZFFTG46A4S0104799 Engine no. 41201

4,698 cc 65° DOHC V-12 Engine Bosch Motronic M2.7 Fuel Injection 513 BHP at 8,500 RPM 6-Speed Manual Transaxle 4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- ★ Ferrari's Formula 1 Derived, Open-Top Supercar
- ★ The last of just 55 U.S. Specification F50s
- ★ 1 of only 2 Nero examples sent to the U.S.
- ★ Fully serviced, ready to be driven and enjoyed
- ★ Classiche Certified, Offered with Red Book, Hardtop and Books







THE FERRARI F50

Built to celebrate Ferrari's 50th anniversary, the F50 was designed without compromise. It was to be the closest thing to a roadgoing Formula One car that Ferrari had ever built. Its purist approach to the enjoyment of performance driving meant the F50 was devoid of power steering, power-assisted braking and ABS, instead making extensive use of cutting edge sophisticated composite materials, F1-style construction technology and aerodynamics.

Being Ferrari's extreme machine of the nineties, the F50 needed to take the mantle from the F40, and re-define the supercar hierarchy. Previously, the F40 had been powered by a twin turbo-charged V8 engine, however, for the F50, Ferrari installed an F1-derived, naturally aspirated V12, fitting it directly to the rear bulkhead

of the monocoque cell, just as it was doing with its Formula One cars. As with the F40, the F50 was fitted with air-conditioning as standard with the chosen client selecting from only five choices of exterior colors, yellow, black, silver and two shades of red. The composite shelled seats were trimmed in leather with cloth centers and available in two sizes, 'standard' and 'large'. Perhaps one of the more prominent evolutions for the F50 was the instrument panel moving from traditional dials, to a multicolored illuminated display panel in the binnacle directly in front of the driver, who was always seated on the left of the cockpit. In total Ferrari produced only 349 examples of the F50, compared to the 1,311 examples of F40 manufactured, it was a much more exclusive club to join especially in the United States where only 55 examples were made available.









The menacing Ferrari F50 offered here without reserve, received its final assembly at Maranello in December 1995 and was delivered new to the United States as one of the nearly impossible to get 55 U.S. spec Ferrari F50s. The car was sold new through Ferrari of San Francisco with a window sticker price of \$487,000.00. The car was sold to Mr. Dean Becker of Chicago, Illinois who took delivery of the supercar on April 7th, 1996. This particular example was number 55 of the 55 F50s delivered new to the United States. The car also boasts being only the second F50 to be sent to the United States in the ultra-desirable black livery.

The car received its first service at the Lake Forest Ferrari dealership in Illinois, in December of 1997. Exactly one year after that service was completed, the striking

black F50 was sold through Ferrari of Beverly Hills to Mr. Jim Spiro, a resident of New Orleans, Louisiana. A service was completed in late December prior to delivery with the mileage noted as 3,328. Having owned a 1962 330 TRI/LM, F50 GT1 and a Dino 206S, Jim could certainly be considered and avid Ferrari enthusiast. Early in 1999, Ferrari of Beverley Hills organized for Jim to test his new acquisition at Willow Springs raceway in California. At the same time, Jim was also taking delivery of his Ferrari F50 GT1 and hired professional race car driver Didier Theys to test both cars. Forza, the international Ferrari magazine was invited to attend this pre-delivery test day and reported on the event in their April 1999 edition of its magazine. The car is pictured with two-time Le Mans 24 Hours winner, Didier Theys driving it at the event.

Jim Spiro commented on the day "I had no idea how fast, and how smoothly, a car could be driven until I sat in the F50 and watched Didier Theys at speed. The torque and smoothness of that 4.9-liter engine is incredible". It was also noted during the day that the F50 GT1 was only two seconds a lap faster than the black road-going F50, further confirming the outright speed of the road-going F1 inspired car.

By October 2001 Jim Spiro had well and truly fallen in love with his F50, the car then displaying more than 26,000 miles and Jim commenting that he used it on every sunny day! It was also in October of 2001 that Jim displayed the car at the 2nd Annual Madewood Concours on the Bayou in Louisiana before having its \$15,000, 30,000-mile service performed in early 2002.





In September 2002, the car passed to Mr. Dan Heard, a resident of Baton Rouge, Louisiana. At the time of acquisition, the car had covered 37,435 miles. Mr. Heard showed his F50 at the 2003 Cavallino Classic XII in Palm Beach where it sat on the lawn next to the newly unveiled Ferrari Enzo. Later in 2004, the car attended the Ferrari Club of America track day at Laguna Seca, then in November of that same year it was shown at the Ferrari French Quarter Classic in New Orleans where it affectionately earned the nickname 'F50K' due to the 50,000 miles the car had now covered.

The car continued to be regularly and correctly serviced by Ferrari dealers, as can be confirmed by a copy of the Carfax in the cars history file. The majority of the services were carried out by Ferrari of Houston,

Texas. The car's mileage continued to increase as Mr. Heard continued his almost daily driving of the addicting F50, a truly unique owner who clearly enjoyed his time behind the wheel of the supercar.

In March 2013 Mr. Heard sold the F50 to a gentleman based in Pennsylvania where is was driven regularly until October of 2013, when it was involved in an accident and received front-end damage. The damage was contained to the very front of the car, only effecting the front fenders, front bumper, hood, and the items directly beneath them. Photos of the car post incident are on file and available for review. It was at this time that the car received a salvage title. After the accident, the car was sent to Europe and fully repaired by Carrozzeria Peraro Cremona in Italy during

2015, bringing the car back to better than new condition.

After the repairs were carried out, the car was brought back to Ferrari to be fully inspected and to insure that the car was in its as new state. On April 13th, 2016, the F50 received its Ferrari Classiche Certification. Importantly, the Red-Book notes that the car retains its original chassis, engine, and gearbox. Most recently, the car has lived in Germany where it was registered with license plate 'PAF FE50.'

Today, this stunning F50 is being offered with its manuals, three-piece luggage set, hardtop with dedicated case, car cover, and the highly-coveted Ferrari Classiche Certification/Red-Book. The car truly offers its next owner the opportunity to obtain an









F50 that is ready to hit road or track. Having covered over 60,000 miles, this F50 yearns to be driven and enjoyed just as it was intended. Do not miss this once in a lifetime chance to acquire one of Ferraris rarest supercars.

\$1,500,000 - 1,800,000 WITHOUT RESERVE





1997 PORSCHE 911 TURBO

VIN. WP0AC2994VS375197

3,600cc Air-cooled Twin-Turbo Flat 6-Cylinder Engine Electronic Fuel Injection 408bhp at 5,750rpm 6-Speed Manual Transaxle - All Wheel Drive

- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ Highly original and well-preserved example of the air-cooled 993 Turbo
- ★ Original finishes intact and less than 25,500 miles from new
- ★ Brute power and extremely clean design
- ★ The last air-cooled 911 Turbo model The end of an era







THE PORSCHE 993

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

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

improve the breed as a whole. Among the new features on the 993 Turbo was an electronically controlled viscous coupling all-wheel drive system—something Porsche had not offered on a turbocharged model since the 959 and a system that greatly improved the performance of the Turbo. Under the engine lid—now topped with a sculpted spoiler tail with downturned edges—resided the 3.6 liter flat six fed by twin KKK K16 turbos, each featuring integrated wastegates and two charge air intercoolers.

Combined with bigger brakes, fatter tires, a wide body and stance, specially designed 'Technologie-Rad' cast alloy wheels, the 993 Turbo was one of the fastest cars on the planet. With all four wheels tearing into the pavement, 0-60mph came in a face melting 3.7 seconds, 100mph ticked by in 5.7

seconds, and the forward progression continued until the speedometer had crossed 180mph. Beyond just going fast in a straight line though, the car could pull up to 1.00g on the skidpad and haul to a stop from 60mph in just 111 feet. In reviewing the 993 Turbo in June of 1995, *Motor Trend* magazine proclaimed, "To beat this Stuttgart screamer into submission requires a force no less wieldy than the million-dollar 627-horsepower V-12 McLaren F1."

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









THE MOTORCAR OFFERED

This rare 993 Turbo was delivered new to Dallas, Texas in October of 1996, just over one month after it had been completed at the Zuffenhausen-based Porsche works in September that same year. Finished in a stealth black exterior color over black leather interior, numerous option boxes were ticked including Automatic Brake Differential (ABD), electric seats, Porsche Sound System with CDR-210 head unit installed, On-board Computer, Litronic/Bi-Xenon headlamps and an alarm system.

Driven sparingly, the black 993 Turbo had just over 12,000 miles on the odometer by year 2000. The CARFAX report has kept good record on the Porsches mileage, and lists it as having remained in Dallas, Texas with its first owner until 2013, at which point the well-kept 993 Turbo had just over23,000 miles on the odometer.

Today this stellar black 911 Turbo presents in exquisite original condition throughout. The black paint appears to be original and untouched, and the factory applied VIN decals are present on many panels, as are other factory markings and labels. The interior shows just how well this car has been cared for, and how high quality these cars are. The original black leather and carpets show very light wear, perfectly matching the cars low mileage.

Complete with the original space saver spare tire, air compressor, tool kit and jack, the car retains its original lights and lenses as well. The iconic 933 Turbo wheels looks like new, and the red enameled brake calibers adds the perfect amount of color to the all-black, all-business 993 Turbo. With just 25,438 original miles at time of cataloging and a clean CARFAX, this stunning example surely ranks

among the nicest of the only 1,048 Turbos delivered to the United States in 1997.

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

\$175,000 - 225,000



56. 1957 LAMBORGHINI DL30 TRACTOR

Engine no. 0966

OHV 2-Cylinder Diesel Engine Bosch Diesel Injection 26hp at 1,500rpm 4-Speed Manual Transmission Hydraulic Rear Brakes

- ★ Exciting piece of Lamborghini history
- ★ Beautifully restored and ready for shows
- ★ Working PTO for any farm use
- ★ Fun and powerful early Lamborghini







THE LAMBORGHINI TRACTOR

Details of Mr. Lamborghini's tractor production are usually just a side note to the stories surrounding the 400 GT, Miura, Countach, etc. He was, in fact, a very successful industrialist and the tractors that bear his name are still in production today.

Lamborghini was founded in 1948 and were well-known for production of not just tractors, but also of military and industrial engines. Lamborghini Trattori grew quickly, developing many specialized models and becoming one of the largest agricultural manufacturers in Italy. While separate from automotive operations, the tractor business has been steadily successful and still produces specialized equipment for orchards, vineyards and other specialist farms around the world.

THE TRACTOR OFFERED

Due to the fact that Lamborghini never officially imported their tractors into the US, it is a very rare opportunity to find one of these charming agricultural cousins of the Miuras and Countachs. This 1957 DL30 has benefitted from having been restored to its current impressive condition, and is finished in traditional Lamborghini Trattori red with a grey chassis, engine and wheel hubs. 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 two-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. The belt-driven PTO is designed to run various pieces of farming equipment and is reported to be well-functioning, should one want to explore on his own.

This little Lambo appears very correct, and is fitted with new tires. It is surely pretty enough to show, and would be a cute and appropriate addition to any collection. This DL30 is a great way to remember the roots of Lamborghini before they became immortal with flamboyant supercar design.

\$40,000 - 60,000 WITHOUT RESERVE



- ★ Exceptionally low mileage third generation Viper
- ★ #012 of 100 Viper Owner Invitational (VOI.9) Edition examples
- ★ One of only 16 fitted with the aero package
- ★ The raw American supercar
- ★ Offered from a deceased estate

2006 DODGE VIPER SRT-10 VOL9 EDITION AFRO PACKAGE

VIN. 1B3JZ69Z76V101614

506ci OHV V-10 Engine Electronic Fuel Injection 510bhp at 5,600rpm 6-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE DODGE VIPER

Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high performance, the Viper was conceived as a historical take on the classic American sports car.

The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler.

Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.

THE MOTORCAR OFFERED

While the Viper was only on the scene for 25 years-compared to the Corvette's over 67 years and counting—it has built up a rabid following. In 2006, when the factory was shut for over a year for retooling in advance of the 2008 model release, Dodge decided to commemorate the Viper's success with a tip of the hat to the fans and enthusiasts. Built especially for the ninth-annual Viper Owners Invitational in Las Vegas, which was put on by the Viper Club of America, this is number 12 of 100 unique VOI.9 Edition Vipers ever built. Rarer still, it is one of only 16 produced with the Prefix Special Edition Aero Package that incorporated an adjustable carbon fiber front chin spoiler and picnic table-size rear wing.

Among the special features included in the VOI.9 Edition are the popular white with blue stripe color scheme, special badges on the

B-pillars, unique blue interior trim on the center console, lower dashboard and door panels, black shifter boot, and a console mounted badge denoting this car as #012/100.

This special Viper was sold new in Iowa and spent the majority of its life in Illinois racking up only 49 miles between September 2006 and November 2013. Currently showing a mere 271 miles from new, this is the Viper is nearly showroom fresh and ready to draw attention where ever it goes.

\$40.000 - 60.000 WITHOUT RESERVE



1953 PORSCHE 356 PRE-A 1500 SUPERCHARGED CABRIOLET Coachwork by Reutter

Chassis no. 60130 Engine no. P-31456

1,488cc Pepco Supercharged OHV Air-Cooled Flat 4-Cylinder Engine Single Modified Holley Carburetors
Approximately 75bhp at 5,000rpm

- 4-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- ★ One of just 394 Pre-A Cabriolets built in 1953
- ★ Clean and timeless design finished in the original livery
- ★ Supercharged in period
- ★ Featured in the March 1958 issue of Porsche Panorama







THE PORSCHE 356

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 coupés at its old base in Stuttgart, at first in a location shared with coachbuilders Reutter and then, from 1955, in its original factory at Zuffenhausen.

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 a rearmounted, air-cooled engine and torsion bar all-independent suspension, yet somehow contrived to offer a level of performance that

belied the basic layout's humble origins. Regularly revised and updated, Porsche's landmark sports car would remain in production well into the 911 era, the final examples being built in 1965.

In 1951, an aluminum-bodied works car finished first in the 1,100cc class at the Le Mans 24-Hour Race and 20th overall, thus beginning the marque's long and illustrious association with La Sarthe.

Constant development saw the 356's engine progressively enlarge, with 1.3-liter and 1.5-liter units first becoming available in 1951. In 1952 the original split windscreen was replaced by a one-piece, and a Porsche synchromesh gearbox was adopted. 1955 marked the arrival of the revised 356A, the newcomer being readily distinguished by its curved windscreen and 15" (down from 16") wheels.

THE MOTORCAR OFFERED

While Porsche refrained from forced induction until it came out with the 930 Turbo in 1975, nothing barred enterprising and adventurous owners from modifying their cars to go faster with blowers. This lovely 356 Pre-A Cabriolet is a perfect example of such work, a supercharged in period sleeper detailed extensively in the pages of the Porsche Club of America magazine *Porsche Panorama* in March 1958.

Rumors of an unusually quick 356 brought the editors of Panorama out to Poland, Ohio to meet "The Sleeper and its Keeper" in the dead of winter in February of 1958. Their long journey from central Pennsylvania rewarded them when they met 58-year-old Harry Mershimer, the "Keeper" and creator of this "Sleeper". A machine shop superintendent by trade, Mr. Mershimer was dyed-in the wool enthusiast who plied the streets of Youngstown and its surrounds—as well









as road tripping to Colorado and beyond-in his supercharged MG Roadster. The lack of weather protection led his wife to encourage him to go to a local sportscar dealer in 1953 where he found this 356 Pre-A 1500 Normal Cabriolet. The roll-up windows sealed the deal for Mrs. Mershimer who was tired of the MG's side curtains.

Once the Porsche got home, the centrifugal Pepco supercharger from the MG was made to fit as neatly onto the 356's flat four that it appeared to be almost stock. Internally, the heads were ported and liquid honed, the exhaust valves were enlarged to 3/16" and replaced with domed cobalt chrome units (all of the valves, including the stock intakes, were ground down with diamond dust). Outside, the intake manifold was replaced with custom made unit made from billet aluminum and weighing a mere 19 ouncesfabricated entirely by Mr. Mershimer

from a 15.5-pound solid block of aluminum—with a pair of intake pipes that made gentle radius bends into the manifold with solid nickel adapters. The Pepco blower sits just underneath the engine cover latch. Trial and error resulted in the choice of a modified Holley carburetor from a Ford Sixbut the a Solex setup with which the car would have originally been fitted is included.

A VDO supercharger pressure gauge mounted in the center of the dash, along with the 'SUPERCHARGED' badge just below the aperture of the engine cover speak to the fact this is no ordinary 356. The folks at Panorama found it little Pepco capable of making 5 psi at 5,000rpm. When reviewing the car in 1958 it had 93,000 miles on it, with 65,000 of them enjoyed after the instillation of the blower and without incident. Mr. Mershimer reported 0-60mph times of about 8 seconds - quick enough to dust just about

anything he'd be likely to come across.

Little is known about the car until it reappeared decades later, having been restored in the mid-1990s. Acquired by the current owner shortly after its restoration, it completely a faultless run of the 1999 California Mille—and more recently repeated the feat at the 2015 California Mille. Well maintained end enjoyed by a single owner for two decades now, it is ready to move to its next owner. Complete with an original copy of Porsche Panorama magazine on which it is featured on the cover along with its original Solex carburetor and intake, it will no doubt continue to put smiles on the faces of those who see the blower and gaping mouths on those who see it fly by with the supercharger whining at full crank!

\$230,000 - 270,000



2007 FERRARI 599 GTB FIORANO

Design by Pininfarina

VIN. ZFFFC60A370155506 Engine no. 121540

5,999cc DOHC 48-Valve V12 Engine Electronic Fuel Injection 620bhp at 7,600rpm 6-Speed F1 SuperFast Transaxle 4-Wheel Independent Suspension

4-Wheel Ceramic Disc Brakes

- ★ Practically in showroom fresh condition throughout
- ★ Less than 6,500 miles from new
- ★ Highly optioned and innovative Ferrari flagship model
- ★ Elegantly and appropriately finished in Rosso Fiorano







THE FERRARI 599

Introduced at the 2006 Geneva Motor Show, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after places associated with the marque such as Modena and Maranello. Having favored the midengined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari surprised everyone by introducing the 550 Maranello. The latter's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engined V-12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974.

The 599 was the latest in this noble line that stretched all the way back to the 250GT of the early 1960s. In designing the 599, Ferrari abandoned the tubular steel chassis of the

550/575, adopting a more advanced and lighter all-aluminum chassis of greatly increased stiffness. Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin, raised haunches and aggressive stance seemed the very definition of the term 'sports car'.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. Developed as part of Ferrari's Formula 1 program, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds.

THE MOTORCAR OFFERED

The fabulous and exclusive Ferrari supercar offered here was completed at Ferrari - adjacent to the namesake Fiorano racetrack - in 2007. The 599 was sold new to a first owner in Texas, but came to California the following year, where it has remained since. The CARFAX report attests to periodical service and maintenance work at authorized Ferrari agencies. Today this top-of-the-line 599 GTB Fiorano appears in showroom-like condition, with its original Rosso Fiorano exterior paint in exceptional condition. The cockpit is trimmed in beige with black Daytona seat inserts, and every amenity and performance option imaginable is present. With just 6,438 miles on the odometer at the time of cataloging, this exclusive Grand Touring Berlinetta Ferrari is ready for further enjoyment.

\$150,000 - 200,000 WITHOUT RESERVE



- ★ Classic example of Morgan's most popular model
- ★ Well-handling British sports car with adequate power
- ★ Beautifully finished in Olde English White over black leather
- ★ Desirable, early flat-radiator Morgan

1951 MORGAN +4

Chassis no. P2188 Engine no. V337025F

2,088cc OHV Inline 4-Cylinder Engine Single Downdraft Solex Carburetor Approximately 70bhp 4-Speed Manual Transmission Sliding Pillar Suspension 4-Wheel Drum Brakes







THE MORGAN +4

Introduced in 1950, the Standard Vanguardengined +4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained - what else would one expect from Morgan? – the frame underwent extensive alteration, gaining in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4. A few years later – in 1953 – Morgan began the process of updating the car's appearance. With supplies of the old flat-fronted radiator and separate headlamps coming to an end, Morgan opted for a front-end makeover that would eventually produce the rounded radiator cowl appearance that Morgan retains today.

THE MOTORCAR OFFERED

Although little is known about the early history of this esteemed British sports car, we do know, however, that after receiving a fresh restoration in the early 1990s the vehicle was purchased from Allon White & Sons of Bedford, England. After the Morgan toured Europe for the better part of a decade, it arrived on North American soil. As it sits today, the Olde English White paint shows well with a light patina as one would expect to be present after some time of road usage, while the black leather interior presents with minimal wear. The interior also features a dashboard filled with beautiful Smiths gauges and a beautiful piece of English Walnut stretching from end to end. The top and side curtains have seen little use, and appear in beautiful condition. The Standard Vanguard inline 4-cylinder engine is in situ out front, and is said to run strong, and provide plenty of

power and torque to propel the light Roadster. Minor mechanical upgrades have been fitted in the form of double leading brake shoes up front and a stainless-steel exhaust system. Generally, this is a fine example of one of Britain's most classic sports cars.

Every motoring enthusiast should get the chance to indulge themselves in the charmingly antique experience a Morgan has to offer, and presented here is a lovely example which should offer exactly that.

\$35,000 - 45,000 WITHOUT RESERVE



2007 FORD MUSTANG SHELBY GT500 CONVERTIBLE

VIN. 1ZVHT89S175200005

330ci DOHC Supercharged V8 Engine Electronic Fuel Injection 500bhp at 6,000rpm 6-Speed Manual Transmission Front Independent Suspension – Live Rear Axle 4-Wheel Ventilated Disc Brakes

- ★ The fifth modern GT500 built
- ★ Less than 80 miles from new
- ★ Rare Grabber Orange color scheme
- ★ A piece of modern motoring history
- ★ Offered from a deceased estate







THE GT500

It was 37 long years between the production of the last original GT500 in 1970 and the reintroduction of the GT500 for the 2007 model year. While a handful of 'super' Mustangs had appeared in the interim, namely the Mustang Cobra R in 1993, '95, and 2000, those looking for something a bit more than a regular Cobra were left looking to the folks at Saleen and Roush to fill the gap.

When Ford released the new GT500 in 2007, they weren't messing around. Harkening back to the Shelby Mustangs of yore, this 500 horsepower beast was primed to dust the best of Europe—and do so with plenty of money left over in the bank given that the MSRP was a fraction of anything else one could get with a similar amount of power and a horse on the front.

THE MOTORCAR OFFERED

This GT500 is particularly significant as it carries one of the lowest serial numbers of any GT500 in private hands - 00005. The fifth car off the line, it is finished in Grabber Orange—the most uncommon color with only 282 built-over a black leather. Purchased new by Arizona collector Ron Pratte-who acquired it along with 00001 and 00002 (which will be offered in this auction - see lot 111 - the other early cars went to the Ford Family, Ford executives, Carroll Shelby, and other WIPs. After rolling off the Flat Rock assembly line, it was autographed by Carroll Shelby and then, on May 26, 2006, trucked directly from the plant to Chandler, Arizona, ostensibly bypassing the traditional dealer delivery and inspections. Retained by Pratt for five years, it was acquired by the current owner in January of 2012.

Today this GT500 remains essentially a new car. Showing less than 80 miles from new, it carries the distinctions of being both one of the first modern GT500s and one with the lowest mileage.

\$35,000 - 45,000 WITHOUT RESERVE



- ★ Just two owners from new
- ★ Excellent preserved condition and less than 13,950 original miles
- ★ Well maintained and serviced example, with recent belt service performed
- ★ Desirable 6-speed manual transmission

1995 FERRARI F355 GTS Design by Pininfarina

VIN. ZFFPR42A0S0101741

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







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, wellappointed 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

The F355 offered here is from the first model year of the GTS variant which delivers an exhilarating open-air driving experience while maintaining the sleek lines of the Berlinetta thanks to its removable roof panel. Originally purchased by the consignor on April 6th, 1995 through Lake Forest Sportscars, Ltd. in Lake Forest, Illinois, this F355 GTS is finished in Ferrari's signature Rosso Corsa paintwork over a Tan interior, and has covered less than 13,950 miles since new. It was specified with a painted roof panel and, importantly, a 6-speed manual transmission controlled with a gated shifter. In anticipation of buying an F40, the consignor sold the F355 to his business partner in 2002, before being reacquired by the consignor in 2010.

This striking mid-engine Ferrari has been carefully stored and maintained since its

reacquisition and scarcely driven. The exterior is very well presented, consistent with its low mileage and careful stewardship. The interior was cosmetically refreshed in late 2017 to address common wear and the tan interior pairs with the Rosso Corso bodywork beautifully. Mechanically, this Ferrari was serviced by marque specialists in late 2017 and is ready to be enjoyed by its next owner. Included in the sale of this low-mileage Ferrari are the original books and tool kit, along with service records and the original painted roof panel. A finer example will be very difficult to find.

\$75,000 - 100,000 WITHOUT RESERVE



2003 BMW ALPINA V8 ROADSTER

VIN. WBAEJ13463AH62514

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

- ★ Exceedingly rare BMW Individual Alpina
- ★ 2 owner example with less than 15,000 miles
- ★ Exceptionally well kept
- ★ Modern Tribute to the Legendary 507 Roadster
- ★ Offered with hardtop and factory accessories







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 twinnostril 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 banjostyle 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 where 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 is one of just 555 examples produced worldwide and one of only 450 available to the U.S. market. The car was built on June 25th, 2003, and first landed on U.S. shores on September 17th, 2003. This particular example is exceedingly rare as it carries option code S940A, signifying special equipment BMW Individual, which indicates that the car was special ordered with unique characteristics. The Alpina was spec'ed in triple black and said to have been special ordered with BMW M-sport wheels, which would make this particular Aplina the only example known to wear this exclusive upgrade.

The car was delivered new to Crevier BMW of Santa Ana, California and would remain there with its first owner until being acquired by the consignor in 2005. At the time of acquisition,

the car had traveled fewer than 10,000 miles. Since taking ownership of the ultra-rare Alpina, the consignor has diligently maintained the car with regular detailing and servicing performed by BMW Northwest of Fife, Washington. Over the course of his 14 years with the car, the consignor has shown great restraint, only bringing the total distance that the car has traveled to 14,800 miles. As such, the car is in phenomenal condition.

The deep black paint really accentuates the sleek BMW 507-inspired bodywork. The interior, swathed in black leather, is in equally outstanding condition with no discernible wear. Accompanying the sale of the car are the original books, tool kit, service records, and the matching factory hardtop with stand. Being a specially ordered BMW Individual Alpina V8 Roadster, makes this particular

example one of the rarest BMWs of the modern era, presenting an incredible opportunity for an astute collector to add a best of breed collectable to his stable.

\$220,000 - 260,000



64. 1962 BMW 700 SPORT

Chassis no. 194953 Engine no. 194953

697cc Air-Cooled 2-Cylinder Boxer Engine Twin Solex Carburetors 40 HP at 5,300 RPM 4-Speed Manual Gearbox

- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- ★ Rare and desirable 700 Sport variation
- ★ Complete and documented show quality restoration
- ★ Seldom seen in the United States
- ★ Sure to draw a crowd regardless of its company
- ★ Fun and sought after BMW model







THE BMW 700

Introduced at the 1959 Frankfurt Motor Show, the BMW 700 replaced the 600. The newcomer was well received in Germany and performed well in motorsport, with Hans Stuck winning the 1960 German Hill climb Championship and Walter Schneider taking the 1961 German Saloon Car title. The BMW 700 was the first BMW model built with a monocoque chassis and was available in both sedan and coupe versions, followed by a convertible. The rear-mounted flat twin cylinder motor was based on the 600 and displaced 697cc. Improved brakes and rack and pinion steering endowed the 700 with excellent driving characteristics. Later variants included the 700 Sport, with twin carburetors, and the Luxus on a longer wheelbase. Never imported to the United States, these fantastic models are relatively hard to find and sought after by collectors today.

THE MOTORCAR OFFERED

This matching numbers BMW 700 Sport was the recipient of a no expense spared restoration where every aspect of the car has been brought back to better than new condition. Photos of the restoration process are on file, documenting the various stages of the extensive build. The body has been completed in a show quality dark grey finish over a freshly upholstered black interior. During the reassembly process, the decision was made to leave the bumpers off, which has helped to create a very sporting look, paying homage to the BMW 700s successful competition history.

The 2-Cylinder Boxer Engine has been fully re-built, as has the transmission, suspension, and braking system. Weighing less than 1,500 pounds, the peppy rear engined car creates a very unique and fun driving

experience that is not easily replicated. This rarely seen, sporting example of the BMW 700 presents a very unique opportunity to acquire a car that is sure to be the center of attention wherever it goes.

\$50,000 - 75,000 WITHOUT RESERVE



- ★ Exceptionally well-preserved 1st generation Viper
- ★ Less than 2,150 miles from new
- ★ Striking Emerald Green Metallic over Grev
- ★ The raw American Supercar

1994 DODGE VIPER RT/10 ROADSTER

VIN. 1B3BR65E1RV101961

488ci OHV V-10 Engine Electronic Fuel Injection 400bhp at 4,600rpm 6-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE DODGE VIPER

Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high performance, the Viper was conceived as a historical take on the classic American sports car. The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler. Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.

THE MOTORCAR OFFERED

This highly original Viper RT/10 Roadster has covered less than 2,150 miles from new, and presents largely as it did when new more than two decades ago. The Viper was produced in April of 1994, and would remain with the first owner - an engineer with taste for powerful cars - until 2014. The Viper is reported to have been regularly driven and routinely checked by a professional technician. Finished in the attractive and era-evoking Emerald Green Metallic, this extremely wellpreserved Viper stands out as would it just have rolled off the assembly line. The iconic three-spoke alloy wheels are in remarkable condition, and the black soft top with side curtains are still intact. The Viper is equipped with a sports exhaust and high-performance radiator and fan assembly, a recommended upgrade in the Viper communities.

Today, this ultra-low mileage example is ready for show and motoring. The factory Tremec 6-speed transmission gives one great control over the massive 8.0-liter V-10 engine, and the all-aluminum suspension adds precise handling. These early Vipers are starting to show their potential as collectibles. Their raw power and simple nature is akin to the great muscle cars of the 1960s. Lacking the complexity of most super cars, the 1st generation Viper offers raw and pure driving experience at a tremendous value. Complete with the original set of owner's manuals, this must be one of the best kept Vipers in existence.

\$40,000 - 55,000 WITHOUT RESERVE



1973 FERRARI 365 GTB/4 DAYTONA Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 16493 Engine no. B2356

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual Transaxle

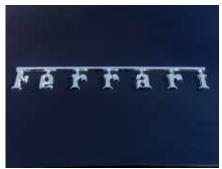
4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Exceptional, matching-numbers example with less than 32,000 miles from new
- ★ Recent restoration by MPI several \$100,000s spent
- ★ Ready for FCA and national level Concours exhibition
- ★ Offered with books, tools and Massini report







THE FERRARI 365 GTB/4

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

Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-liter V12 engine that was not taken further. Instead a Tipo 251 power unit would be adopted, which was a more conventional

4.4-liter with hemispherical combustion chambers in its twin-cam heads, and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the Tipo 245 engine's, which already powered the 365 GT 2-plus-2, GTC and GTS models.

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

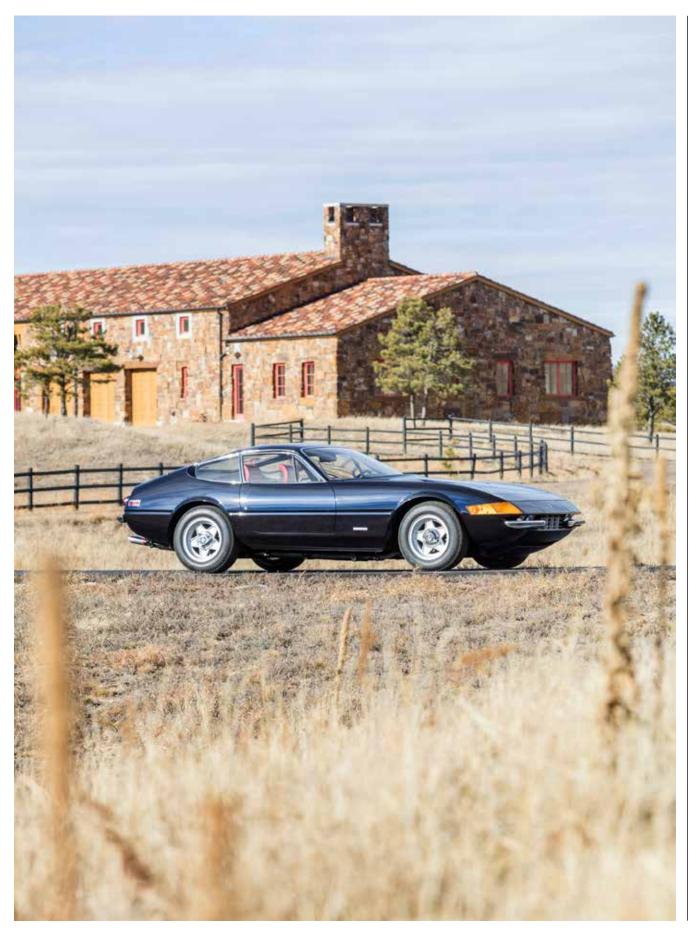
The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed

transaxle was attached to the tube chassis at four points – two on the engine and two on the transaxle – and the familiar 2.4-meter wheelbase was retained, which dated back in unbroken line to the 250 GT SWB.

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

The venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honor of the Ferrari factory













THE MOTORCAR OFFERED

team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967 Daytona 24-Hour race. Shortly after debuting the gorgeous GTS/4 Spider, a number of important revisions were introduced on both the Berlinetta and Spider versions. These changes came about as a result of the newly imposed federal safety legislation in the USA that deemed covered headlights illegal. Ferrari and Pininfarina were subsequently being forced into carrying out a mild front-end makeover. Their answer was to fit the Daytona with retractable headlights in early 1971.

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

Completed on May 21st, 1973 this 365 GTB/4 Daytona Berlinetta left the factory in new Marrone Colorado Metallizzato 106-M-73 paint and Beige VM 3218 leather interior. The car was equipped and destined for the US-market, and optioned with air conditioning and a provision for a radio. The car was delivered to East Coast Distributorship Chinetti-Garthwaite later that year, and sold to the first owner.

According to renowned Ferrari historian Marcel Massini, 365 GTB/4 s/n 16493 was with Chicago, Illinois-based Ferrari aficionado Joe Marchetti by 1982, at which point the Daytona was painted red. Marchetti sold 16493 to Illinois resident James Szekeres in August of 1982, with whom the Ferrari remained until 1994, while kept in good care and preserved condition. Dayton, Ohio

resident G. Paul Dehnert purchased the Ferrari Daytona from Mr. Szekeres in February of 1994, at which point the car is recorded as having had just 24,000 original miles from new. Mr. Dehnert would keep 16493 until his passing in 2010, at which point the Ferrari was sold to renowned Xenia, Ohio-based collector, Andy Manganaro. The mileage recorded on the Daytona at this point was just 26,395 miles.

Mr. Manganaro would soon after entrust the late Wayne Obry and his award-winning Ferrari restoration facility MPI in Neenah, Wisconsin with a thorough mechanical overhaul of the Daytona, although he deemed the cars cosmetic appearance good as it was, with the interior in largely original condition. Receipts on file indicate that a rebuild of the original, matching numbers engine was





performed at this point. After the mechanical rebuild, Mr. Manganaro would exercise the potent and long-legged V-12 Ferrari on a few vintage rallies, before selling 16493 to the consignor, a Colorado based Ferrari enthusiast, in 2013.

As the consignor had owned other 100 point Wayne Obry restored Ferraris in the past, he soon embarked on a full restoration of the Daytona's cosmetics, to bring it to the same standard as the mechanical aspects of the car. Between 2014 and 2016, the late Mr. Obry and his team of skilled craftsmen at MPI stripped the highly original and sound Daytona to bare metal, and refinished the exterior to factory correct standards in the elegant Daytona color of Blu Scurro. Inside, the seats were retrimmed in a neatly contrasting red, against black and blue carpet and paneling.

Further work at MPI included a full rebuild of the suspension and braking systems. Receipts for this work is also available in the cars history file, and adding all the professional restoration work performed to 16493 in the past decade, one gets a figure of several hundred thousand dollars. Upon completion, the Blu Scurro Ferrari Daytona was shown at the 2016 Ferrari Club of America National Meet, in the class honoring the late Mr. Wayne Obry.

This superbly presented example of a low mileage Daytona Berlinetta must be one of the best available anywhere. It is presented on the correct Campagnolo alloy wheels fitted with Michelin XWX tires, to give it that period correct look. With just over 31,598 miles on the odometer at the time of cataloging - a figure indeed believed to be the cars actual mileage - the car boasts documented

ownership history and exquisite presentation and mechanical condition. This Daytona is ready for FCA judging or a national level concours exhibition. The Daytona is welloptioned with power windows and the factory installed factory air conditioning system. The car has not been modified, and all compartments presents factory correct. Furthermore, the original, matching numbers engine is still in the car, and a set of owner's manuals are offered with the car, along with a tool kit in the rare Attache case. With a welldocumented provenance since new, very low mileage and superb condition, this exquisite example will stand out in any Ferrari collection.

\$850,000 - 950,000



67. 1962 SABRA SPORT ROADSTER

Chassis no. S200100 Engine no. S216251

1,701cc, SOHC Inline 4-Cylinder Engine 61bhp at 4,400rpm 4-Speed Manual Transmission

4-Wheel Independent Suspension by Coil Springs

Front Disc Brakes, Rear Drum Brakes

- ★ Less than 700 miles from new
- ★ The only production Israeli sports car model
- ★ A multiple award winner
- ★ Among the first 100 export models produced







THE MOTORCAR OFFERED

This early Sabra Sport is unique both as one of the first 100 Sabras built for the export market and as one of, if not the, lowest mileage examples on the planet with fewer than 700 miles from new.

Debuting in the spring of 1961 at the New York Auto Show, Autocar—the Israeli company that was to assemble the Sabra in Haifa—found demand exceeding production capability so they subcontracted assembly for the first 122 export orders back to Reliant in the UK. This car, number 95, rolled off the Reliant line in Tamworth, England on January 11, 1962 and was promptly sent to Sabra Motor Company of New York 19 days later. Finished in Red with a Red hardtop, it was one of only 33 Sabras to be produced in that color scheme.

Originally delivered to a Florida Sabra dealer, he intended to give the car to his daughter but she was less keen on the car than he was. As a result, the car was never sold and kept in storage for the next 38 years before being discovered by its next owner, a Sabra enthusiast who has owned a number of these rare cars who found the car in 2000 with only 40 miles on the clock. 40 years of storage in Florida had taken a toll on the cosmetics of the car, however, and the decision was made initially to refresh the paint a bit but that later morphed into a full blown, concours-quality restoration. Nonetheless, originality was retained wherever possible and most of the car was simply cleaned up rather than restored.

Following its refreshing and restoration, the Sabra hit the show circuit where it was a consistent winner. Starting in 2002, it took

home an AACA Senior, AACA Grand National Award, and AACA National Award and AACA Senior Grand National Award.

Covering just over 600 additional miles since new, a bit over 650 miles now show on the odometer. Now fitted with both a hardtop and folding softtop, the Sabra is about as close to a new car as you can get. Complete with a copy of its Israel Motor Industry Production Record Trace Certificate, as one of only 208 ever produced—with the American market receiving 153 of them—it is a rare find and a unique addition to any collection.

\$50,000 - 70,000 WITHOUT RESERVE



- ★ Exquisitely restored example
- ★ Retains original matching numbers Super motor
- ★ Long-term ownership by PCA member and Porsche enthusiast
- ★ Offered with COA, owner's manual, tools and records

1960 PORSCHE 356B 1600 SUPER COUPE Coachwork by Reutter

Chassis no. 110431 Engine no. 85748

1,582cc OHV Flat 4-Cylinder Engine 2 Twin-choke Zenith Carburetors 75bhp at 5,000rpm 4-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Drum Brakes







THE PORSCHE 356B

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 sheetmetal, 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. 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.

THE MOTOROCAR OFFERED

This highly desirable, 356B Super is particularly compelling due to the beautifully restored condition it is presented in. According to its Porsche Certificate of Authenticity, this stunning Reutter-bodied 356B was completed on January 28th, 1960, a factory 1600 S (S for Super), denoting that it received the higher performance 75bhp engine as opposed to the standard 60bhp unit. Finished in classic Ruby Red over light brown leatherette upholstery from new, this elegant 356 was optioned with armrest, headrest and Continental tires.

The new Porsche was most likely delivered new to the Pacific Northwest, where it was purchased by the late Mr. Jorgenson from a Lake Oswego, OR based dentist in 1963. Mr. Jorgenson who's family is offering this car today - was a lifelong Porsche enthusiast and PCA member, who owned some of the finest 356 models ever

produced; all in absolute exceptional condition. This Coupe left Mr. Jorgenson's collection in 1969 when a friend persuaded him to sell it, but was bought back to the Jorgenson stable in 2002, where it has remained ever since. A comprehensive mechanical and cosmetic restoration was performed between 2012 and 2014, where the exterior was finished in sinister black, while the interior was re-upholstered in beautiful Bordeaux red by the specialists at Autobahn Interiors. Retaining its highly desirable matching numbers Super engine, this stunning Coupe is fitted with a period luggage rack and wood rimmed steering wheel, and offered with the COA, tool kit, owner's manual and restoration records. A better restored example will be hard to find anywhere.

\$90,000 - 120,000 WITHOUT RESERVE



1968 LAMBORGHINI ISI FRO 400 GT

Chassis no. 6012 Engine no. 1848

3,939cc DOHC V12

6 Weber Carburetors 325bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- ★ The 5th of Only 125 Isleros built
- ★ Unique characteristics present on only the earliest examples
- ★ Exquisitely restored from top to bottom in striking period color
- ★ Excellent candidate for the finest Concours events
- ★ Rare Evolution of Lamborghini's Classic 1960s Grand Tourer







THE LAMBROGHINI ISLERO

Launched at the Geneva Salon in 1968, the Islero was the ultimate evolution of Ferruccio Lamborghini's first model, the Touring-styled 350GT. It is widely believed that Ferruccio Lamborghini himself greatly influenced the car's styling, and it was generally considered one of his favorite creations. The Islero was Ferruccios choice of daily driver and the company car which he maintained. The Islero's square-tube chassis was based on that of its predecessors, though with a wider track to accommodate wider tires.

Since Lamborghini's go-to coachbuilder, Carrozzeria Touring, was no longer in business, Lamborghini commissioned ex-Touring personnel led by Mario Marazzi to design and build the elegantly understated coachwork which was new for the model. The model was named after the legendary bull that killed Spain's best matador, 'Manolete'.

As with the 400 GT, housed beneath an impressively low-slung bonnet was the sonorous 4.0 liter V12 providing the power. The engine was designed by Giotto Bizzarrini and finessed by Giampaolo Dallara. This fourcam engine sported six Weber carbs and could spin up to 7,000 rpm. It was rated at 325 horsepower, and a five-speed manual transmission was standard. The suspension was fully independent, with unequal-length A-arms and coil springs at all four corners and Girling disc brakes clamped all four wheels. Contemporary reviews reported excellent handling and grip. The Islero offered virtually all the performance of a Miura in a far more civilized package.

Car magazine's test Islero achieved a true 157mph back in 1969, proving to be as quiet and stable at its maximum as at 130mph. It was also startlingly quick off the mark, hitting 60mph in just 5.9 seconds and hurtling to 100mph in only 13.7 seconds, outstanding figures even today. Despite an impeccable pedigree, the Islero, 125 of which were manufactured between 1968 and 1969, is today one of the most overlooked of Lamborghini's early front-engined cars. The first Islero was completed by the factory March 6, 1968 and all the rest of the first series were finished by Christmas except for one car which was finished on February 17, 1969.









THE MOTORCAR OFFERED

This outstanding example is one of the finest Isleros that has been brought to market in recent years. Islero production began with Chassis number 6000, which was the prototype, more commonly referred to at the "prototipo". Each example after the prototype was counted by 3's, making chassis number 6012 only the 5th Islero to leave the factory. Cars early on in the production run are noted to have unique characteristics before the final production procedures were put into place. One of the most desirable features of the first 17 cars were the Borrani wire wheels that they were fitted with, matching the Islero that appeared at the Geneva Salon and in the company's brochure. The remaining 108 cars wore the commonly seen production Campagnolo cast magnesium wheels. Number 6012 also wears unique side vents in the front fenders, as noted in the online Islero database.

In the early 2010s, the car was sent to Italy where it received a multi-year, nut-and-bolt, rotisserie restoration. Every inch of the car has been restored to better than new condition. The exterior is finished in a beautiful and period shade of metallic bronze - the finish is absolutely incredible. Every fiber of the interior has been replaced with the highest quality materials. The supple black leather seats are nicely accented by tan carpets and a tan background surrounding the refurbished Jager gauges.

Underneath the hood lies the incredibly stout 325hp 4.0 liter v12 which propels this grand tourer to such tremendous speeds with ease. The engine bay is extremely clean and tidy, matching the rest of the cars as-new condition. The six Webber carburetors bring the car to life, creating a glorious sound that is echoed through the quad tip Ansa exhaust.

This exceptionally well restored, extremely early example of one of Lamborghini's rarest and finest GT cars presents a fantastic opportunity for a collector to acquire an important car in the Lamborghini lineage. Whether on a show field or driving event, this Islero is sure to provide its next owner with years of enjoyment.

\$350,000 - 400,000

70. 1970 JAGUAR E-TYPE SERIES II 4.2 COUPE

Chassis no. 1R27479 Engine no. 7R9653-9

- 4,235cc DOHC Inline 6-Cylinder Engine
- 2 Stromberg Carburetors 265bhp at 5,400rpm
- 4-Speed Manual Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ Highly-original example of Jaguar's legendary E-Type
- ★ More than 3 decades in the first owner's hands
- ★ Factory LHD example in striking Pale Primrose Yellow over Black
- ★ Offered with books, tools and Heritage Trust Certificate







THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a top speed of 150mph. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road. The first significant upgrade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger engine came a user-friendlier gearbox and servo brakes. From September 1968 Series II E-Types were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper.

THE MOTORCAR OFFERED

This striking E-Type Coupe was produced at the Browns Lane famous Jaguar plant during the winter of 1969/1970. The new Jaguar was completed much as it appears today; a LHD Coupe for the US market, finished in Pale Primrose Yellow over a black leather interior. Once the new E-Type landed on US shores, the first owner was found in Great Falls Montana, where it was purchased from Midway Motors. The yellow E-Type would stay in this ownership for nearly 35 years.

Due to the extended period of single ownership, this E Type retains many of its original finished, and is presented in semi-survivor condition. The splendid Primrose yellow paint is believed to be roughly half original to the car, with necessary touchups occurring in areas. The bright work and

chrome appears original throughout, and continues to shine very well to this day.

Inside, the story remains the same; the original leather and trim shows a lovely patina, gauges are clear, and the switchgear has not been battered. Looking out, even the glass is original from the factory. A spare tire, factory tool kit, jack, books and Heritage Trust Certificate come included with the sale of this very original E-Type.

Like a well-worn baseball mitt, this Jaguar has the comfortable patina one would expect from such a long stint with one family, and is ready for many more years of service.

\$65,000 - 85,000 WITHOUT RESERVE



- ★ Exquisite concours-quality restoration
- ★ Sporty and Practical Model A
- ★ Elegant color scheme
- ★ The perfect marketing vehicle

1931 FORD MODEL A ROADSTER PICKUP

Engine no. A4549215

201ci Flathead Inline-4 Cylinder Engine Single Updraft Carburetor 40bhp at 2,200rpm 3-Speed Manual Transmission 4-Wheel Leaf Spring Suspension 4-Wheel Mechanical Drum Brakes







THE FORD MODEL A

On May 26, 1927, after having produced 15 million Model Ts, Henry Ford shut down his giant River Rouge complex to retool for the famous car's long-awaited replacement. More than six months would pass before a new Ford appeared. When it did, Americans crowded into showrooms to see a car so completely re-engineered that Ford named it the Model A. The new Model A's engine was rated at 40 horsepower, double that of the Model T. A conventional three-speed manual transmission replaced the Model T's eccentric planetarygear transmission.

The Model A included a standard electric starter, but a back-up hand-crank was included, the vendor notes this item remains correctly stowed beneath the front seat cushion of the offered example. The original Model A design continued, with running

improvements, into 1929, the year this Open Pickup (or 'roadster pickup') was built.

Originally priced at \$445, the Open Pickup featured a non-folding canvas top that could be easily removed. As with most Model A Ford commercial cars, the Open Pickup's radiator shell and headlamp buckets were finished from the factory in black; dealers and subsequent owners frequently upgraded the appearance by adding the passenger car's chromed radiator shell.

THE MOTORCAR OFFERED

Finished in bright red over a black, this Model A Roadster Pickup must one of the best restored examples in existence. The car received a body-off restoration in 2010, and the result is nothing short of breathtaking. Featuring allsteel body and fenders, the main part of the restoration was handled by Gerald and Sons Restorations, while the engine was attended to by Falluea of Skokie, IL, and the upholstery and top re-trimmed by Lebaron Bonney. The Model A Roadster Pickup has since been displayed in a world-class collection. The authentic American character of the Model A Ford is especially apparent in this open Pickup, and it stands ready to serve its next owner.

\$35,000 - 55,000 WITHOUT RESERVE

This lot is titled under its engine number.



1928 AMII CAR CGSS-STYLE TWO SEATER

Chassis no. 17405A

1,074cc Side-valve Inline 4-Cylinder Engine Single Carburetor Approximately 35bhp 4-Speed Manual Transmission Leaf Spring Suspension 4-Wheel Mechanical Brakes

- ★ Beautifully presented Amilcar in sporting Roadster trim
- ★ Recently shown at the Amelia Island and Lime Rock Concours events
- ★ Fitted with desirable 4-speed gearbox
- ★ A delightful miniature Bugatti for small, twisty roads







AMILCAR

Amilcar was founded by Andre Morel and engineer Edmond Moyet to build cyclecars with sufficient performance for Morel to realize his dream of competition success. Emile Akar, a Paris businessman, and Joseph Lamy, an executive at cyclecar maker Le Zebre, backed Morel's and Moyet's prototype, which was enthusiastically received. Powered by a diminutive 904cc four-cylinder sidevalve engine, Amilcar's first model, the CC, commenced production in 1921.

The Chassis Gran Sport Surbaisse, or CGSS, was introduced in 1926 and represented the ultimate development of this series. The engine was highly tuned and new wide sump was fitted. What made the CGSS special was the lowered chassis and its distinctive long frame rail projections in front of the radiator. This new lowered grand sports Amilcar was

delivered in attractive coachwork in the form of a grand prix type two seater sports. The earliest of the CGSS had the attractive upswept cowl for driver protection. The CGSS was well equipped with full instrumentation including tachometer and le Nivex fuel gauge all fitted in a polished aluminum dash. The CGS and CGSS formed the basis for much of Amilcar's success through the late 1920s, in both the showroom and on the racetrack; with perhaps the most famous victory coming in the 1927 Monte Carlo Rally, although a CGSS also competed in the Mille Miglia. It proved to be one of the best-selling models in Amilcar's relatively short history, with approximately 4,700 examples built of both the CGS and CGSS and it remains one of the most recognized and collectible of the road going models.

THE MOTORCAR OFFERED

This lovely little 1928 Amilcar has been very well restored and fitted with a newly constructed, beautiful Grand Sport style body. While it's early history has been lost to time, it remains unknown how this car was configured or bodied from new, but most parts are indeed original Amilcar parts. It is finished in ivory over a green leather interior, with distinct green accents applied to the undersides of the cycle-style wings.

The Grand Sport-style two-seat body is beautifully proportioned with an offset cockpit and tapered tail, sitting atop a petite 90" wheelbase. It does possess a certain quality of a miniature Bugatti, thanks to the pure and purposeful style and minimal adornment. The body is built to a high standard and the off-white paint presents very well. Amilcar's signature nickel radiator shell is in excellent









condition, flanked by headlights mounted on delicate fender braces. The door-less body features a single side-mounted spare wheel, and weather equipment is limited to a delicate cut-down windscreen and the quality of clothing worn by the occupants!

The simple, functional cockpit is trimmed in green leather and the dash is finished in a very cool diamond-pattern engineturned alloy. It is well equipped with an array of period French instrumentation including a fabulous Le Nivex tachometer and Sifam minor instruments. A wood wheel is delightfully worn in and a tactile joy for the driver. Beyond controls and instruments, the cockpit is relatively unadorned, yet pleasingly detailed. Without doors or windows, it is a case study of pure functional simplicity.

Amilcar's wonderful 1,074cc side-valve engine features an alloy head and was rated at 35hp in the slightly uprated CGSS tune. This beautiful example is pleasingly detailed and very nicely presented, and the engine is mated to the very rare and desirable four-speed transmission. Given the featherweight body and chassis, performance is surprisingly brisk, combined with nimble, deft handling.

This lovely little Voiturette is simply a delight to behold and to steer. Subtle modifications have been made for drivability, such as an enlarged foot box to accommodate taller drivers. It can be readily enjoyed as presented, having been recently shown at Amelia Island and Lime Rock Park's diverse and prestigious Sunday in the Park Concours, where it won the 2016 prize for best French car. No mere trailerqueen, it has even made an appearance at

the VSCCA's legendary Pittsburgh Vintage Grand Prix. A fabulous pre-war sporting car, its beautiful style, quality restoration and joyful road manners make it suitable for a wide variety of events.

\$100,000 - 125,000



1960 PORSCHE 356B 1600 SUPER 90 ROADSTER Coachwork by Drauz

Chassis no. 88106 Engine no. 801723 (see text)

- 1,582cc DOHC Flat 4-Cylinder Engine
- 2 Twin-choke Solex Carburetors
- 90bhb at 5,500rpm
- 4-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- ★ Desirable Super 90 Roadster with coachwork by Drauz
- ★ Multiple Award-winning example with documented history
- ★ Complete with large history file, original tools, manuals, and Porsche COA
- ★ Expertly restored to factory specifications







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 WW-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 cars 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 sheetmetal, while retaining the curved front trunk

lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

THE MOTORCAR OFFERED

The vehicle on offer is Porsche's desirable Roadster variant of the venerable 356, in the top-of-the line, Super 90 specification. Distinguished by being quite stripped down and rakish-looking, these Roadsters have a very sporting aesthetic feel. Roadster body shell features altered shapes to the cowl, rear quarters and beltline from that of the contemporary Cabriolet, and they share a similar ethos to the earlier Speedsters. A smaller windscreen, simplified dash, and lack of rear seats make for a much more driver focused experience.

This exceptional example was completed at the Porsche factory in June of 1960 in the Super 90 tune, and was slotted for North American delivery through famed Jacksonville, Florida-based Porsche agency; Brumos Porsche Car Corp. This 356 benefits from a









well-documented provenance. The original bill of sale from Ellwood Motor Cars of Daytona Beach, Florida state that the vehicle was delivered to Robert H. Diamond on August 1st, 1960 and arrived optioned with Ivory paint, red upholstery, Michelin "X" tires, and reclining seats. After 10 years of ownership, the Roadster was purchased by Baker Radiologic Associates, and subsequently changed hands several more times throughout the early 1970s and according to photos on file, competed in club level local competition during this time.

Judy Buchler took ownership in 1974 and held onto the car until selling it to the consignor. The car received two restorations with the most recent occurring in 2015, bringing the 356 back to its original ivory paint and red interior. It should be noted, that the

engine installed in the car is not the original matching numbers unit, but a correct 356B Super 90 unit, just with a later number in the same series and production year. The transaxle is indeed the original, matching number unit. Thoroughly comprehensive, the recent restoration touched every component of the car from the soft top and chrome to the engine and transmission.

Adding credence to the claim, is a class win at the Biltmore, Best in Show Cinco de Mayo '16 and '17, and a Best of Concours at the Phoenix Flight 38 in 2015. In addition, a full collection of receipts documenting the restoration is available, along with the Porsche-issued Certificate of Authenticity and a copy of the original Kardex. Complete tool kit, owner's manual and service book, this splendid Super 90 Roadster is ready for

further concours judging or driving events. This powerful 356 is sure to provide plenty of open top thrills, so not miss the opportunity to take home such fine and rare example of this German classic.

\$170,000 - 210,000



1963 ROLLS-ROYCE SILVER CLOUD III DROPHEAD COUPE Coachwork by H.J. Mulliner & Co.

Chassis no. LSJR 131

6,230cc OHV Alloy V8 Engine 2 SU Carburetors 220bhp (estimated) 4-Speed Automatic Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Drum Brakes

- ★ The most refined and exclusive Silver Cloud variant
- ★ An Icon of 1960s British design
- ★ Recent well executed convertible conversion
- ★ Open Rolls Royce motoring







THE ROLLS-ROYCE SILVER CLOUD

'The Silver Cloud III is a car which sets out to do a job, and does it to near perfection. Conservative in approach to a degree, which some critics call old-fashioned, it is nevertheless a vehicle, which impresses uniquely by its refinement and quality of construction. Furthermore - and this is what most interested us - it is a machine that responds as much to the sporting driver as to the kid-gloved chauffeur.'

- Sporting Motorist, 1964.

Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study

the best American designs - principally those of Chrysler and Cadillac - for inspiration.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminum-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardized.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-liter V8 engine introduced on the 'Cloud II/S2 - though with larger carburetors, new distributor and raised compression ratio - and came with a fourspeed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.









THE MOTORCAR OFFERED

This handsome Rolls-Royce Silver Cloud III is a recently executed convertible conversion. A standard steel Silver Cloud III saloon was used as the basis for this convertible in a manner similar to Mulliner's period conversions. This conversion was done with components from an English firm specializing in these. This Rolls has good panel fit and displays a good workmanship. The paintwork and interior all appear to be fresh and in good order. The car is reported to be driven sparingly but regularly.

Today factory produced Rolls-Royce Silver Cloud convertibles are highly desirable and rare in the market. The Series III variant is particularly scarce and desirable due to its extra degree of refinement over its predecessor. Silver Cloud Convertibles were all conversions from saloon models and typically performed by Mulliner.

The conversion was difficult and extremely expensive as a result relatively few were produced. Only 23 Silver Cloud III left hand drive examples are known to have been built.

Offered in fresh condition this well-done conversion represents excellent value compared to the original factory conversions.

\$70,000 - 90,000 WITHOUT RESERVE



75. 2006 FORD GT

VIN. 1FAFP90S16Y401553

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

- ★ Carroll Shelby's personal Ford GT
- ★ Fewer than 645 miles
- ★ Ultra-desirable specification
- ★ A modern icon
- ★ The ultimate single owner provenance
- ★ One owner from new







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 superplasticformed 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

Bonhams is extremely pleased to offer this 2006 Ford GT that was purchased new by the man, the myth, the legend - Carroll Shelby. In 2006, Carroll Shelby ordered this Ford GT in Midnight Blue, void of over the top stipes, outfitted with the upgraded lightweight forged aluminum BBS wheels and painted brake calipers. Having only covered 645 miles since new, the car spent the majority of its life on display in Carroll's personal collection.

The car has been maintained by Shelby's team of personal mechanics, always serviced and ready to be driven by Carroll at a moment's notice. Upon Carroll's passing, ownership of the car was transferred to the Shelby Trust who has cared for the car until entrusting Bonhams with its sale. The GT is offered with its factory owner's manual, Ford









battery tender/charger, original factory car cover and bag.

Built to commemorate the 100th anniversary of the Ford Motor Company, the GT has been a heavily sought-after modern classic since its inception. The car is a modern homage to Shelby's immensely successful GT40 which achieved an astonishing four consecutive Le Mans victories from 1966 to 1969. This particular example presents an incredible opportunity to the acquire what may very well be the world's most desirable Ford GT.

\$300,000 - 350,000 WITHOUT RESERVE



76. 1969 VOLVO P1800S

Chassis no. 183451029471 Engine no. 1197

1,778 cc OHV Inline 4-Cylinder Engine
Twin SU HS6 Sidedraft Carburetors
115 HP at 5,800 RPM
4-Speed Manual Gearbox with Overdrive
Independent Front Suspension with live rear axle
Front Disc, Rear Drum Brakes

- ★ Highly original time capsule
- ★ Sought after 1 year only livery
- ★ Under the care of the original owner for 48 years
- ★ California car from new with impeccable provenance
- ★ Extensive list of factory accompaniments







THE MOTORCAR OFFERED

This particular P1800 is without a doubt one of the very best in existence, the car was bought by its original owner and 49-year caretaker in the spring of 1969. The car was delivered in California from Hayward Auto Imports with a sticker price of \$4,260 on June 2nd 1969. 1969 was the only year the P1800 was offered in the beautiful color code 99, Mediterranean Blue, and also the first year the car came equipped with an AM/ FM radio - the same radio that is in the car today. The car is very well equipped with sought-after options such as air conditioning, a \$500 option, as well as the desirable 4-speed manual transmission with factory installed electronic overdrive. In mid 1969, Volvo began outfitting P1800s with fuel injection, making this example one of the very last P1800's to be outfitted with the much preferred carbureted set up.

Original in every way, this P1800 is a true time capsule that has been kept in immaculate condition by its original owner who has always serviced, polished, and maintained to the car to highest of standards. Living its entire life in California, the car has been remarkably well preserved. The original paint, interior, and decals are in amazing shape. The only change made to the original design is the addition of two chronographs installed on the center dash where the rear-view mirror originally was installed. This upgrade was performed in 1969 by the owner who in addition to being a car enthusiast, is a serious watch aficionado.

The car has been shown at several Volvo Club of America national meets throughout the 1980s and 1990s, where it has collected multiple best of class wins and is documented with photos that date all the way back to 1969.

The original spark plugs that were in the car when it was delivered are still present, in addition to the original warranty and service booklet, radio warranty card, original and unused tool kit, instruction book, accessory book, original license plate, and the original pink slip. After 49 years in Northern California living its life in a climate controlled garage and having been freshly serviced with all fluids changed, a new master cylinder, oil filter and battery, this outstanding Volvo P1800 is ready for its second long term caretaker.

\$60,000 - 80,000 WITHOUT RESERVE



- ★ 21,000 original miles
- ★ Meticulously documented and maintained from new
- ★ Clean CARFAX report
- ★ Lovely example of a next generation collector car

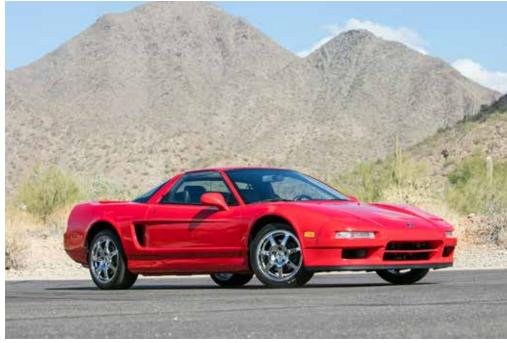
1995 ACURA NSX-T

VIN. JH4NA1185ST000105 Engine no. C30A1-5300108

2,977cc DOHC V6 Fuel Injection 270bhp at 7,100rpm 5-Speed Manual Transmission 4-Wheel Double Wishbone Independent Suspension 4-Wheel Power-Assisted Ventilated Disc Brakes







THE ACURS NSX

Until the summer of 1990, mid-engined, fourcam supercars almost always came from Italy. Ferrari, Maserati, Lamborghini, even Lancia, had a history of high-performance sports cars with engines right behind the driver for ideal weight distribution. One thing was certain; supercars did not come from Japan.

Just as Honda began rewriting the rules when it launched its Acura brand in the United States for the 1986 model year, it also changed those rules with the mid-engined NSX. First shown in Chicago during the 1989 auto show, the NSX debuted in mid-1990 as a 1991 model. It looked a lot like a 308 or 328 Ferrari, but it had a big difference—the build quality and reliability of a Honda.

THE MOTORCAR OFFERED

This NSX-T was completed in March of 1995 delivered new to Precision Acura in Roanoke, Virginia. A copy of the Manufacture Certificate of Origin states it was sold to its first owners, a couple from St. Petersburg, Florida in the fall of 1995. Finished in Formula Red over Black leather, it is one of 327 NSX-Ts to be trimmed in that color scheme in 1995.

Since rolling off the showroom floor, the car has been through only three careful owners covering a mere 21,000 miles. Meticulously maintained since new, a thick dossier of receipts and paperwork trace the car from the window sticker it had at Precision Acura when it sold new to its recent service with NSX experts at Acura North Scottsdale.

Showing much like it did when new, the only deviation from factory original are the alloy wheels that were chromed by the first owners and show well today. A driver's car through and through, the fact that 90% of NSXs were ordered with manual transmissions speaks to the type of enthusiastic owners who purchased these cars when new and continue to enjoy them today. That being said, few NSXs are in the low mileage, beautifully maintained and documented shape in which this example presents.

Lauded when new for their performance, engineering prowess, and Honda-like reliability (little coincidence there), it is no surprise that they continue to have a growing following bolstered even further by the recent reintroduction of the model after an over decade long absence.

\$60,000 - 80,000 WITHOUT RESERVE



1954 ALFA ROMEO 1900C COUPE Coachwork by Pinin Farina

Chassis no. AR1900C.01647 Engine no. AR1308.00648

1,884cc DOHC Inline 4-Cylinder Engine Single Twin-choke Weber Carburetor 100bhp at 5,500rpm 4-Speed Manual Transmission Coil Spring Suspension 4-Wheel Hydraulic Alfin Drum Brakes

- ★ Desirable 1900 'Corto' Coupe in elegant Pinin Farina design
- ★ Just over 29,700 kilometers from new and one owner for nearly 50 years
- ★ Recent sympathetic refurbishment performed
- ★ Eligible for the most exclusive events, including the Mille Miglia







THE ALFA ROMEO 1900

Alfa Romeo's first all-new offering of the post-war period arrived in 1950. Designed by Dr. Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

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

when the 1900's potential was realized in the form of two high performance derivatives. Launched in 1951, the 1900 Sprint featured bodywork by Pinin Farina (Cabriolet) and Touring (Coupe), both models utilizing the 100bhp engine of the 1900Tl sports saloon.

An immensely influential design, Touring's Sprint was designed to offer family-sized accommodation in a two-door sports Coupe format and its heart-shaped vertical grille with flanking horizontal intakes would become an Alfa trademark on later models. Shortly after the Series 2 arrived in early 1954, the model was mildly restyled and upgraded as the Super Sprint, gaining a 1,975cc, 115bhp engine and five-speed gearbox.

Although commissioned to produce the factory's official cabriolet model, Pinin Farina

also built coupés on the 1900 Sprint chassis. According to the seminal book 'Millenove' by H-J Döhren, only 100 examples of the stunningly beautiful Pinin Farina coupé were built on the short 1900 Sprint chassis between 1952 and 1953. Although its coupé featured a steel body, as opposed to the Touring Superleggera design with its aluminum panels over a tubular steel supporting structure, Pinin Farina used weight saving methods in its design, employing steel panels with a thickness of just 0.7 mm, while the bonnet, boot lid and dashboard were all aluminum. As a result, the much rarer Pinin Farina 1900 coupé weighs just 50kg more than the Touring variant, enough for a very lively performance from the 100bhp engine, the top speed claimed being a very respectable 180km/h (111mph).







THE MOTORCAR OFFERED



This exquisite example of the elegant Pinin Farina designed and built 1900 Corto - chassis no. 01647 - boasts a welldocumented history and well-preserved condition throughout. According to a letter on file from Mr. Peter Marshall - the 1900 model registrar of the UK Alfa Romeo Owners Club - 01647 was completed about the 10th car from the end in the built sequence. Mr. Marshal further points out, that just 37 examples are known to exist today, and that the example on offer here does indeed retain its original, matching numbers engine. According to Mr. Marshall, 01647 was purchased new by Lady Moira Forbes, an American heiress who was the wife of Count Theo Rossi di Montelera of the Martini & Rosso family. 01647 would remain in this ownership until 1956, when it was purchased by Mr. Augusto Vessetti, a gentleman who's

occupation is believed to have been engineer at the Pinin Farina factory. Mr. Vessetti would keep the sporting Alfa Romeo for about a decade, before selling it to Mr. Maurizio Minuto. Mr. Minuto - a car dealer of trade - would intended on preserving the rare Alfa Romeo, as opposed to driving it, and the car would remain in his ownership until 2015, at which point it had just over 29,400 kms on the odometer - a figure that is documented to be original in form of a letter from Mr. Minuto.

In the previous ownership, the Pinin Farina Alfa Romeo was given a thorough yet sympathetic restoration, where great care was taken to not disturb the originality of the car. The work performed included addressing various mechanical and cosmetic aspects of the car. The impressive history file includes receipts from this work, Peter Marchalls







report on the car, copies of the old Automobile Club d'Italia records, FIVA Identity Card and period Alfa Romeo 1900 paraphernalia. Additionally, a period tool kit is offered with the sale of the car.

While in the consignor's ownership - a Southern California based European sports car enthusiast with a taste of the finest models available anywhere - 01647 has toured the West Coast Concours circuit with excellent results, including a 1st in Class Award at the 2017 Carmel Concours on the Avenue during the Monterey car week, and most recently at the 2017 Palos Verdes Concours, where yet another 1st in Class Award was given to the Blue Pinin Farina Coupe. With just 29,744 kilometers recorded on the odometer at the time of cataloguing - a figure indeed believed to be the actual mileage since new - this

sporting Corto Alfa Romeo 1900 must be among the most genuine examples of the rare breed. The car is beautifully presented on glistening Borrani chrome wire wheels shod on period Michelin X tires, and offers and entry to the most discerning concours and driving events globally, such as the Mille Miglia Storica or Colorado Grand. The beautifully proportioned Pinin Farina Coupe coachwork matches the size and chassis layout of the 1900 Corto perfectly, and the torquey dual overhead cam engine offers plenty of power. The large Alfin drum brakes are competition derived, and the coil spring suspension will ensure great road holding on twisty mountain roads. Here is a chance to acquire a rare, coachbuilt Italian marvel, form one of the most romantic periods of motoring.

\$400,000 - 500,000



79. 2004 FERRARI 360 SPIDER Design by Pininfarina

VIN. ZFFYT53A240136164

3,586cc DOHC 40-Valve V8 Engine Electronic Fuel Injection 400bhp at 8,500rpm 6-Speed F1 Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- ★ Classic Rosso Corsa over tan color scheme
- ★ Well optioned
- ★ Innovative aluminum monocoque chassis construction
- ★ Elegant and clean Pininfarinadesigned Ferrari Spider







THE FERRARI 360

Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade. Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 liters for the 360, producing 400bhp. Mounted longitudinally behind the similarly disposed engine, the 360's six-speed gearbox could be ordered with the F1-inspired paddle-operated gear change pioneered on the F355.

THE MOTORCAR OFFERED

This 360 Spider was delivered new to Ohio at the end of February 2004. Finished in the classic Ferrari color scheme of Rosso Corsa over tan hides, it is a well optioned car with full power Daytona seats with tan inserts, red deviated stitching, leather wrapped roll hoops, Scuderia shields, front and rear Challenge grills, modular wheels, and red painted brake calipers. Most importantly, it is one of only 28% of 360 Spiders equipped with a classic, gated 6-speed manual transmission.

Remaining in Ohio with a single owner through the summer of 2010, it had covered just over 12,000 miles when it changed hands for the first time. Acquired by the current owner in 2012, it has driven less than 1,000 additional miles in the last eight years and shows under 13,000 miles from new. Complete with its books, tools, car cover,

and assorted documentation, this 360 is primed for open road enjoyment.

\$80,000 - 100,000 WITHOUT RESERVE



- ★ Just one owner until 2017
- ★ Remarkable survivor in original condition
- ★ just over 5,400 miles recorded on the odometer
- ★ Desirably optioned with air-conditioning and very well-documented

1974 DATSUN 2607

Chassis no. RLS30-017637 Engine no. L26-058723

2,565cc SOHC Inline 6-Cylinder Engine Twin Carburetors 162bhp at 5,600rpm 4-Speed Manual Transmission 4-Wheel Independent Suspension Front Disc - Rear Drum Brakes







THE DATSUN Z SERIES

With the 'Big Z's arrival in 1969, the Japanese firm established itself as a major player in the sports/GT market. Boasting a 2.4-liter, overhead-camshaft, six-cylinder engine, independent suspension all round and a high trim level as standard, the keenly priced 240Z proved an outstanding success in the all-important North American market. The 2.6-liter 260Z followed in 1974, the larger engine making for greater flexibility. Performance was increased throughout despite the increased weight thanks to 160 horsepower and a stiffer chassis. These iconic Z cars, or Nissan Fairlady as the sister version was called, made their mark on the era, and have become increasingly more collectible in the past decade.

THE MOTORCAR OFFERED

Available is an incredible survivor example of the Z-Car family. Delivered new to Robert Fox of Minnesota on April 30th, 1974, it remarkably stayed in his ownership until 2017 when it changed hands for the first time with only about 5,400 miles on the odometer. A desirable model year, this 260Z features the original smaller bumpers of the earlier cars which were changed mid-year due to new legislation. Additionally, Mr. Fox made sure to order the car with the highly necessary air conditioning option. The vehicle has stayed original inside and out with the body presenting extremely well and the interior incredibly fresh. A section of the paint had been touched up early in its life due to a scratch and the fender recently had a re-blending completed by a specialist. Despite the harsh northern winters, the 260Z stayed safe from decay and was kept in a heated garage for its entire life.

Over the course of time, the car received a new battery, spark plugs and brake master cylinder. Besides the paint touch up and minor mechanical work, this Datsun remains in superb original condition, and looks just as it did when it left the factory in December of 1973. Factory markings and decals are present, and just 5,435 miles were recorded on the odometer at the time of cataloguing. Included with the car are its original factory manuals, build sheet, inspection sheet, and a signed and notarized letter stating the mileage, single owner history, and selling dealer. A more original Datsun Z would be very hard to find.

\$40,000 - 50,000 WITHOUT RESERVE



2005 PORSCHE CARRERA GT

VIN. WP0CA29885L00118

5,733cc DOHC V10 Engine Bosch Electronic Fuel Injection 612bhp at 8,000rpm 6-Speed Manual Transaxle

- 4-Wheel Independent Suspension
- 4-Wheel Carbon-Ceramic Disc Brakes

- ★ Offered by the original owner
- ★ Only 904 miles from new
- ★ In as-new condition inside and out
- ★ Never before sold to the general public
- ★ Offered with service records, factory accompaniments, and full luggage set







THE PORSCHE CARRERA GT

One of the most evocative model designations in motoring history, 'Carrera' has been adorning Porsches since the mid-1950s, having been adopted following the German manufacturer's triumph in the 1954 Carrera Panamericana in Mexico. When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the program to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998.

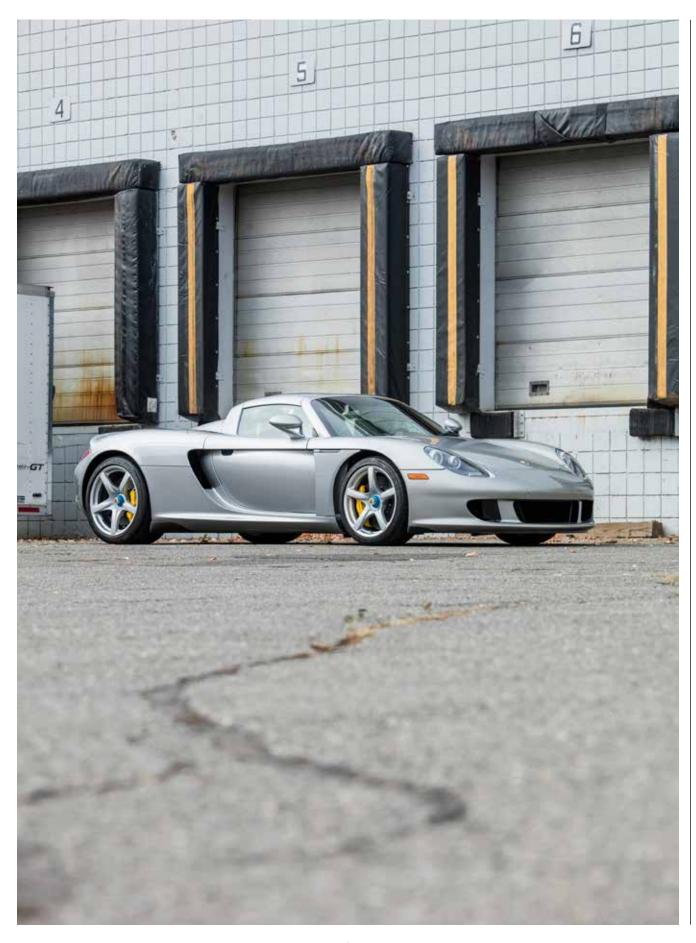
It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, which Porsche had done when developing its last supercar, the 959, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately, there was a suitable power unit to hand: a 5.5-litre fourcam V10 developed a few years' prior for a still-born Le Mans racer. The latter had incorporated a carbon-fiber monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multiplate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower center of gravity than would have been possible with a flat six. Before production commenced the V10 would be enlarged to

5.7 liters, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability, the rear body incorporates a wing that is raised automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.

The Carrera GT's suspension is pure competition-car, featuring unequal-length







control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminum calipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than castiron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One of the more obvious differences was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed

for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fiber while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasizing the car's exclusivity, and each example carries a numbered plaque on the center console (the factory retained 'No.1' for its museum). When Car & Driver tested a production Carrera GT, the respected American motoring magazine recorded a 0-100km/h time of 3.5 seconds with 160km/h arriving only 3.3 seconds later. The Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed.

THE MOTORCAR OFFERED

Bonhams is extremely pleased to offer this best of breed, GT Silver over Ascot Brown, 2005 Carrera GT. The GT was ordered new by the owner of Prestige Porschein Nanuet, New York. The car has remained in his personal collection ever since - never having been offered to the general public and never having been registered. Since being delivered, the car has only traveled 904 miles. Although rarely driven, the car has been regularly serviced by the consignors' dealership and at Ray Catena Porsche of Edison, New Jersey, where the fluids have been kept fresh and the batteries have been replaced.

The most recent service was carried out in May of 2016. Having covered fewer than 1,000 miles and never leaving the watchful care of the its original owner, the car is truly in as-new condition. Virtually every aspect of









the vehicle is original - even the tires are the original units that were on the wheels when the car was dispatched from the factory. The stone guard that was applied upon delivery has done its job valiantly, keeping the easily chipped areas free of markings. Accompanying the supercar are its original books, manuals, cd, service records, and a complete set of factory Ascot Brown luggage.

This superb Carrera GT is surely one of the finest in existence. If you have ever contemplated adding a Carrera GT to your collection, this example should be given serious consideration. An opportunity to acquire such a vehicle should not be missed.

\$725,000 - 825,000





1963 AUSTIN-HEALEY 3000 MK II BJ7

Chassis no. HBJ7L 22907

2,912cc OHV Inline 6-Cylinder Engine 2 SU Carburetors 131bhp at 4,750rpm 4-Speed Manual Transmission with Overdrive Front Independent Suspension – Live Rear Axle Front Disc – Rear Drum Brakes

- ★ Beautifully restored example of the classic Healey 3000
- ★ Desirable Big Healey with roll-up windows and overdrive transmission
- ★ Lovely British Roadster for Sunday drives or local car shows
- ★ Offered restoration receipts and photos







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 Austin-Healey works during Spring of 1963, this lovely LHD example of the penultimate 3000-model was most likely delivered new to the North American market. This particular car has been collector-owned for many years, and received a beautiful multi-year restoration which was completed in 2012. Both mechanical and cosmetic aspects of the car was attended during the tedious process. The bodywork was stripped to bare metal and repainted in classic Healey Red, while the chrome and trim was re-plated.

The six-cylinder engine, drivetrain, and other mechanical systems were gone through as well. The interior was fully restored in black, as was the tonneau cover and convertible top. New radial tires were shod on refinished 60-spoke knock-off wire wheels. Many photos and receipts from the restoration accompany

the sale of the car, as does a set of tools.

With roll-up windows and full weather equipment, these Big Healey's are very usable and comfortable. They offer great handling, excellent torque from the large six-cylinder engine, and relaxed highway cruising thanks to the overdrive transmission. This lovely example is ready to be enjoyed on Sunday drives or displayed at local car shows.

\$55,000 - 75,000 WITHOUT RESERVE



- ★ Unique vintage racer
- ★ Older restoration in good condition
- ★ Knobby tires ready for the dirt track
- ★ Simple design perfect for vintage racing novices

1928 DESOTO RACE SPECIAL

2,790cc Flathead 6-Cylinder Engine Approx. 45bhp 2 Edmunds Carburetors Direct Drive Front and Rear Live Axles with Leaf Springs Rear Drum Brakes







THE 1928 DESOTO RACE SPECIAL

When it comes to cars bred for competition, one of the key tenets in their construction is to include only what is entirely essential for faster lap times. This 1928 DeSoto Race car, owned by the consigner since October of 2010, has not strayed the least bit from that ethos despite its advanced age.

The number of key components on this racer can principally be counted on one hand. Up front sits an inline 6 Chrysler flathead engine. Introduced in 1926, this motor was a derivative of an earlier 4 cylinder design and was produced initially as a 3 liter and later a 2.8 liter. By 1928 power output was rated at 45 horsepower - more than enough for this little race car. Fuel is delivered via two Edmunds carburetors.

Beyond the powerful engine, the rest of the racer remains relatively simple. Solid axles front and rear suspended both by leaf springs are charged with the task on maintaining tire contact on the track surface, and with knobby tires in back, dirt ovals are where this DeSoto really shines. In the cockpit, the driver is given one pedal for gas, a wheel for steering, and a lever for the set of drum brakes on the rear axle. Power is directly driven out back without the need for a transmission or gears - this racer keeps everything very simple for its brave operator.

As with so many racing specials of the pre, and immediately history is lost to time. This presents the new owner with an intriguing research project, as well as a 'racing by the seat of one's pants' single-seater so typical of the period. The older restoration still holds up well today and all throughout components appear to be in proper condition. For those courageous individuals, the thrills provided by this simple racing car should be hard to beat.

\$30,000 - 50,000 WITHOUT RESERVE

Offered on a Bill of Sale



84. 2002 BMW 78

4-Wheel Disc Brakes

VIN. WBAEJ134X2AH61395

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

- ★ Rare and exclusive limited edition model
- ★ 3 Owners from new
- ★ Utterly charismatic and highly collectible
- ★ Striking Silver over Black interior







THE BMW Z8

'That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question.' – Car & Driver.

In recent times many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this 'retro' trend, commencing in 1996 with the Z3 coupé and convertible, the styling of which brilliantly recalled its fabulous '328' sports car of pre-war days. Its next effort along similar lines - the 'Z07' concept car of 1997 - took its inspiration from the post-war Alfred Goetz-designed '507', a luxurious

limited-edition roadster which, despite its sublime looks and superb performance, all but bankrupted the struggling German company.

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. Some of the Z07's less practical features were deleted, including the four-spoke steering wheel, 'double bubble' hardtop and driver's headrest fairing, but for the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostril front grille and distinctive front-wing vents. A periodstyle interior had been one of the Z07's most remarked upon features, and that too made it into the Z8. Car & Driver was moved to remark: 'In truth, the Z8's visual charisma is so powerful that just sitting in this car with the

engine off is more fun than driving many other cars. Then when you press the starter button – set apart, also a tribute to the past – another level of excitement begins.'

The Z8's body paneling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminum, while the 32-valve 4,941cc V8 engine, shared with M5 saloon, was built by BMW's Motorsport division. With 400bhp on tap, the Z8 raced to 100km/h (62mph) in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h (155mph). Power reached the run-flat tyres via a Getrag six-speed manual gearbox. Needless to say, the Z8 also came with all the modern appurtenances one would expect of 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 hood all being included in the package.

THE MOTORCAR OFFERED

This splendid example of BMW's limitedproduction retro-inspired Roadster was completed at the Munich based Bayerische Motoren Werke in October of 2001. The original owner kept the car for 3 years before a collector came along in 2004 to take it off his hands. It stayed with that gentleman for 12 years when it was eventually sold privately to the consigner in August of 2016. Between the limited owners the car remained sparingly used between them, rolling just 29,816 miles. Upon purchase the BMW will have its manuals and a partially complete tool kit included.

This is a well-presented example of BMW's limited production Z8. Finished in the attractive combination of Titanium Silver Metallic over soft sport black leather, this well-cared for example is in generally good condition with only very minor signs of wear. The aluminum bodywork presents beautifully with some minor scuffs present under the passenger side headlight and the 507-inspired interior is in a similar condition of light wear, with the most of which being present on the driver's seat.

This is a wonderful and well-sorted example of one of the 2,543 units produced for the US market. In the desirable 6-Speed manual configuration with the potent 32-Valve V8 engine out front, this Z8 would be a wonderful car for countryside drives. This Z8 is a highly collectible BMW, and will be a treasured asset for years to come.

\$165,000 - 185,000



1969 DE TOMASO MANGUSTA Coachwork by Ghia - Design by Giugiaro

Chassis no. 8MA.564

302ci OHV Ford V-8 Engine Single 4-barrel Carburetor 225bhp at 5,400rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- ★ One of just 401 examples produced
- ★ Among the world's first supercars
- ★ Eligible for many rallies and driving events
- ★ Era-evoking Giorgetto Giugiaro design







THE DE TOMASO MANGUSTA

One of the very first supercars, the Mangusta effectively established De Tomaso as a serious automobile manufacturer on its arrival in 1967. Alejandro De Tomaso had begun racing in his native Argentina in 1951 before moving to Italy to drive for Maserati and OSCA, the latter firm having been founded by the Maserati brothers after they sold up. This experience inspired him to form his own company - De Tomaso Automobili - in Modena, Italy in 1959. Racing was the order of the day to begin with, the fledgling firm building cars for Formula Junior, Formula 3, Formula 2 and Formula 1. De Tomaso's first road car - the Vallelunga - did not appear until 1965. A pretty, mid-engined coupé powered by a 1.5-litre Ford four-cylinder engine, the Vallelunga was built in small numbers and was not a success, but did contribute its short-wheelbase, backbone chassis, albeit extensively re-engineered, to the Mangusta.

Introduced in 1967, the Mangusta (mongoose) was powered by a mid-mounted 289ci (4.7-liter) Ford V8 engine. Also used to power Ford's GT40 Le Mans challenger, the iconic '289' produced 306bhp as installed in the Mangusta, which also used the GT40's early-type ZF transaxle. Later Mangusta production used the Ford '302' engine, together with a later ZF transmission.

Carrozzeria Ghia's Giorgetto Giugiaro contributed the striking coachwork featuring 'gull wing' engine covers, which had been intended for Giotto Bizzarrini. There is much in Giugiaro's design that echoes his work when designing the Maserati Ghibli, Iso Grifo, Ferrari 250 Berlinetta Bertone and, of course, the timeless Alfa Romeo Giulia Sprint GT. With 300-or-so horsepower on tap, the aerodynamic Mangusta was good for a top

speed in the region of 155mph. All-round disc brakes helped restrain this outstanding performance. De Tomaso enjoyed close links with the Ford Motor Company at this time and the American firm helped put the Mangusta into larger scale production than would otherwise have been possible. Nevertheless, only 401 examples were made between 1967 and 1972, compared with 765 examples of the contemporary Lamborghini Miura, and any Mangusta is extremely rare.









Offered here is a fine example of the legendary, powerful and extremely stylish De Tomaso Mangusta. Consigned from a longterm California owner - with a taste for the finest European sports cars on the planet -This striking example is belied to have been delivered new into the Golden State, or at least resided here for several decades. This Giorgetto Giugiaro-designed and Ghia built supercar is known to have been owned by a Mr. Robert Piccinini of Modesto, California by the early 2000s.

Although the Mangusta has received refurbishment work over the years, portions of it still remain in largely original condition. For example the interior, which appears to never have been redone, or many of the finishes in the engine and front compartment. The seats do show some wear, but could be kept as

they are to save the patina. The Fly Yellow exterior has been painted in recent years, and shows beautifully. Chrome, bright work, glass, lights and lenses appear to be largely original as well.

With brute, no-nonsense mid-mounted American V8 power, and sophisticated Italian coachwork and chassis dynamics, these rare De Tomaso Mangustas have all the ingredients a collector car should have. Their pioneering supercar looks has yet to make them seem outdated, and they enjoy a strong following from enthusiasts of all ages from every corner of the world. This fine example of the rare breed would be a great addition to any collection of supercars, or a splendid companion on high-speed rallies such as the Copperstate 1000.

\$250,000 - 350,000 WITHOUT RESERVE



2005 FERRARI 575 SUPERAMERICA Design by Pininfarnia

VIN. ZFFGT61A650142605

5,748 CC DOHC V12 Engine Electronic Fuel Injection 532 bhp at 7,250 rpm 6-Speed Electro-Hydraulic F1 Transaxle 4-Wheel Carbon Ceramic Disc Brakes 4-Wheel Independent Suspension

- ★ One owner and fewer than 7,940 miles from new
- ★ Desirable 'Fiorano' handling package
- ★ Extensive recent cosmetic work including replacement of 'Revocromico' pivoting hardtop
- ★ Offered with the a copy of the original window sticker and accessories







THE 575M SUPERAMERICA

In 1996, Ferrari introduced their first frontengine V12 GT car since the iconic 365 GTB/4 'Daytona' - the 550 Maranello. Featuring a 5,474cc V12, a slinky Pininfarina-designed body and a luxuriously appointed leather interior, this new generation of GT recalled and honored its iconic forebears with aplomb. In 2002, the 550 was extensively refreshed and updated to create the 575M 'Modificata'. Along with subtle design refinements and a further upgraded interior, the majority of the advancements came mechanically. The lovely V12 engine grew to 5,748cc and delivered its 532 horsepower to the rear wheels through an all-new 'F1' semi-automatic transaxle capable of shifting between each of its six forward gears in a blistering 200 milliseconds. The brakes were updated as well, along with the independent suspension, which now featured adaptive dampers.

In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible, the Superamerica. Drawing its name from the impressive Lampredi V12-powered GT cars of the '50s and '60s, the 199-mile per hour 575M Superamerica retained the mechanics of the coupe along with the general design with the addition of a unique pivoting photochromic roof. The 'Revocromico' pivoting hardtop is a dimmable pane of glass that pivots behind the cabin to fold flat on the rear deck- a spectacular and unique solution to the folding top.

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

THE MOTORCAR OFFERED

This 2005 575M Superamerica comes from the collection of its first and only owner, having covered a mere 7,934 miles from new at the time of cataloging. The muscular Pininfarina designed body is finished in Girgio Titanio paint and the interior features beige Daytona-style seats with black inserts and piping that are in similarly great condition. This rare Roadster from Maranello comes with the desirable 'Fiorano' Handling Package, which improves suspension, braking, and steering response, further intensifying the driving experience. Additionally, this car features the F1 gearbox, aluminum brake calipers, HiFi premium stereo and Scuderia Ramparte shields.

Its single owner has cared for the car meticulously with a fat stack of receipts documenting the regular maintenance work carried out by Ferrari specialists. In February









of 2017, Ferrari of Beverly Hills replaced the 'Revocromico' pivoting hardtop and motorized carrier assembly, to rectify the all-too-common pixilation problems associated with the roof, at a cost of nearly \$100,000. Additionally, in April of the same year, Ferrari of Beverly Hills did a complete and thorough \$68,000 cosmetic overhaul including a total repaint and the replacement of the front bumper to rectify what most would consider 'minor chips and scratches' but what keen-eyed Ferrari owners would call 'imperfections'. A cache of photos from Ferrari of Beverly Hills detail the car prior to all of the cosmetic work being completed, putting aside qualms that the work was done as a result of crash damage. The clean CARFAX report further confirms this.

Complete with the aforementioned reams of receipts and photos, its original books, tools,

spare key, and car cover are also with the car. Here is a rare chance to acquire one of just 181 of these unique and desirable Ferraris in a gorgeous color scheme with low mileage, and single caretaker ownership-not to mention one with its pricey and nearly impossible to find top replaced. Plus, it is still one of the only open, two-seater V12s with enough trunk space for a set of golf clubs-in addition to being one of the best looking.

\$300,000 - 375,000



1930 PACKARD 740 SUPER 8 DUAL COWL PHAFTON

Chassis no. 187153

385 ci Inline 8-Cylinder Engine 120hp

4-Speed Manual Transmission

4-Wheel Drum Brakes

Live Axle Suspension with Semi-Elliptical Leaf Springs

Wheelbase 1401/2"

- ★ The definitive American Classic
- ★ Rare and genuine Sport Phaeton coachwork
- ★ One of the finest looking cars of its era
- ★ Nut & bolt restoration from the frame up







THE PACKARD 740 DELUXE

In 1930, 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.

Packard's Seventh Series came on the heels of its most successful year 1929. Unfortunately, the Great Depression set in

quickly and impacted high end automobile brands immediately. The Seventh Series is well known for the introduction of the 734 Speedster with innovative features that included a high compression cylinder head, a dual throat Detroit Lubricator updraft carburetor and a performance rear axle ratio. With a shrinking market Packard was forced to innovate and continued to advance its product line with innovative models like the Speedster. The Super Eight series would evolve handsomely from the successful Sixth series. More elegant and better integrated lights, more attractive wheels and coachwork that was modern and superbly styled.









This Packard 740 Dual-Cowl Phaeton represents the archetypal American classic of the period. It displays the best of American automotive styling during one of its finest periods. In the early '30s the dual cowl phaeton was the ultimate style for those who wanted the dramatic and elegant look and could afford the price tag. Of the manufacturers offering a D/C Phaeton in 1930 none rivalled the design elegance and refinement of Packard.

This fine example has been in a good California collection for about ten years. It has been shown occasionally and kept in good running order. Restored to high standard approximately 15 years ago this Packard still displays beautifully. The attractive two-tone red over tan interior is rich and reflective of the vehicles quality. The panel work is straight

and paint work presents very well with only a few signs of its age. The body has the characteristic cowl vents between the front and rear doors a feature unique to a genuine sport phaeton. The Packard's fine condition is apparent throughout, particularly notable in the clean and drip-free engine. The underhood presentation is fully detailed to a high standard with polished aluminum, chrome details and good paint.

The Seventh Series Packard represented an era grounded in the ebullience of the Jazz Age. Few automobiles of the early Thirties so eloquently embody the combination of sporting style and opulence as the Packard 740 DeLuxe Eight Sport Phaeton. Whether this wonderful example 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.

\$180,000 - 240,000



1963 MASERATI SEBRING 3500 GTi SERIES 1 Coachwork by Vignale

Chassis no. AM101.01841

3,485 cc DOHC Inline 6-Cylinder Engine Lucas Mechanical Fuel Injection 235bhp at 5,500rpm 5-Speed Manual ZF Transmission Independent Front Suspension - Live Rear Axle 4-Wheel Disc Brakes

- ★ One of Only 348 Series I Sebrings produced
- ★ Fully rebuilt engine and injection system
- ★ Desirable ZF 5-Speed Manual Gearbox
- ★ Concours quality paint and bodywork
- ★ Giovanni Michelotti-Designed Coachwork by Vignale







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. 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 Tipo60/61 '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.

Built on the short-wheelbase chassis of the Spider and likewise styled by Vignale, the Sebring Coupe arrived in 1962. By now a five-speed ZF gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options. With a hefty price tag, the new Maserati was some 22% more expensive than the contemporary Aston Martin DB5, its closest rival. Production ended in 1966, by which time 591 Sebrings had been built, 348 of which were in the more desirable first series.









One of the most elegant and understated Grand Touring cars of the 1960s, the Maserati Sebring offered here is the much sought after Series 1 model fitted with the ultradesirable five-speed ZF gearbox. The car is believed to have been owned and cared for by just one owner for much of its life before being purchased by the consignor, a lifelong Massachusetts based collector. Upon purchasing the car, the consignor discovered that aside from a repaint in the incorrect color, the seldom seen Series 1 was in superbly original condition.

The odometer reading of just 70,000 kilometers was believed to be the actual mileage the car had traveled. The decision was made to bring the car back to its original specification and glory. All of the glass was removed from the vehicle before it was

brought down to bare metal and refinished in a concourse quality respray in the original and fitting, glossy shade of red. The body work is absolutely spectacular, and the process is documented in the history file. While the car was disassembled for the paintwork, the brightwork was re-chromed and the engine was sent off to be fully rebuilt, including the rare Lucas Mechanical Fuel Injection system. Over the years many Sebring owners have opted for the cheaper route of replacing the fuels injection system with an incorrect carburation setup, making an example complete with its original injection setup a rare sight. Receipts for the mechanical rebuild are on file, with the fuel injection overhaul alone costing over \$12,000. At this time a new clutch was also fitted. The interior of the car was in outstanding condition so the decision was

made to keep it largely original with the exception of recovering the front seats.

Thanks to the love and care that the consignor has given to this amazing Series 1 Sebring, today it offers an endless number of possibilities for its next owner. With its incredible presentation, the car is sure to draw a crowd at any show and with its fully rebuilt engine and Lucas Mechanical Injection system, the grand tourer would be an absolute blast to enjoy any number of driving events.

\$225,000 - 300,000



1930 BENTLEY SPEED SIX 'LE MANS REPLICA' TOURER Coachwork in the style of Vanden Plas

Chassis no. LR 2787 Engine no. LR 2791

6,597cc SOHC Inline 6-Cylinder Engine 4 Overhead Per Cylinder 180bhp at 3,500rpm 4-Speed 'C' Gearbox Front and Rear Leaf Spring Suspension Four-Wheel Drum Brakes with Servo Assist

- ★ Matching drivetrain, chassis/engine numbers
- ★ Genuine Speed Six Bentley ready for international motoring events
- ★ Previously owned by Ann Klein, offered from long term private ownership
- ★ Accompanied by substantial history file including copies of factory records
- ★ Considerable expense spent on recent maintenance







THE SPEED SIX BENTLEY

'It is extraordinarily difficult to explain in words or writing the exact fascination of a big, fast car of the type so ably represented by the big Bentley speed model.' *The Autocar* on the Bentley Speed Six, September 5th, 1930.

In name, presence and sheer looks the Le Mans Speed Six is unquestionably of the greatest cars of its era and was from day one. Although the 6½-Litre had been conceived as a touring car to compete with Rolls-Royce's New Phantom, in Speed Six form it proved admirably suited to competition: in 1929 Barnato/Birkin's Speed Six won the Le Mans 24 Hour Race ahead of a trio of 4½-Litre Bentleys and Barnato/Kidston repeated the feat in the following year's Grand Prix d'Endurance at the Sarthe circuit ahead of similarly-mounted Clement/Watney. Small wonder then, that the fast yet refined 6½-Litre Speed Six was W O Bentley's favorite car.

Walter Owen Bentley established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3-litre car, was powered by a four-cylinder, single overhead camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 61/2-Litre model of 1926. The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3-Litre was conceived, a factor only partially addressed by the introduction of the Long Standard chassis in 1923. The 61/2-Litre was produced for four years, during which time 544 chassis were completed, 182 of these to Speed Six specification. But the survival rate has not been good, and by the late 1990s only 185 of all types could be accounted for.





The fabulous example we offer here is documented to have been retailed new through H.M. Bentley & Partners in May 1930, and sold new to Lt. Col. Ernest Helme DSO of Kensington's Prince's Gate in London. As new it sported the very fashionable lightweight 'British Flexible Saloon' bodywork by R. Harrison & Sons, which the patriotic Welsh war hero no doubt enjoyed haring between London and the beautiful Gower Peninsula on the south west welsh coast. An accrual of more than 18000 miles was already logged by the middle of 1931, including the inevitable minor incident.

In 1932 Helme parted with LR 2787, almost certainly part exchanging it for his next Bentley, an 8 Liter series car. At this point it transferred from Welsh to Scottish ownership, heading north to R. Whitson of Glasgow. As recorded in the latest edition of Hay's Bentley The Vintage Years 1919-1931, the Speed Six is understood to have remained in Scotland for some time and was used by the Edinburgh City Police in the 1930s - one might well pity the thief with 2 tons of Bentley chasing after them, it must have proved quite a deterrent! After that it is listed as selling to an R.E.G. Weddell in 1946 and gaining an updated 4 light 4 door body by Riverlee Motor Bodies of Birmingham.

By the 1960s, the Speed Six had crossed the Atlantic and arrived in the burgeoning stable of one of the foremost exponents of WO Bentleys in America, Ann Klein of Elizabeth, Pennsylvania. There it would be one of no less than 14 of these cars in her garage as recorded by the Rolls-Royce Owners Club in 1966, including 4 Speed Sixes, and two 'Blowers'.



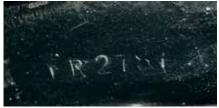
















From Ann, the car migrated to Scandinavia and into Norwegian ownership. It was in this era and in keeping with the boom of values of these cars in the 1980s that the car was not surprisingly rebodied to the ultra-desirable Le Mans guise. Unquestionably a well-executed rebuild, with its body believed to be by the well-known British company H&H, the car has all the aesthetic hallmarks of the famed Team Cars. A FIVA Identity pass was granted for the car in 1996.

More than 21 years ago, the current owner inquired with noted UK Vintage Bentley dealer Stanley Mann as he was set on wanting such a car for long distance touring. A deal was hatched, and the car returned to America.

Over the course of two decades of ownership the car has been regularly campaigned

and thoroughly enjoyed. Its keeper has carefully charted maintenance of the car, corresponding regularly with known suppliers for parts when necessary and commissioning work when needed with known experts. In recent years that work has been entrusted to D & D Classic Auto of Covington, Ohio, and included attention to the engine and transmission with bills on file to the tune of nearly \$100,000.

Vintage Bentleys have their own individual character and a following of numerous enthusiasts around the globe who keep the spirit of the 'Roaring Twenties' Bentley Boys alive with racing and fast road tours, such as the North American Vintage Bentley club. For long distance tours, a Speed Six with their effortless power and stable road manners and presence is one of the most

suitable rides, making this excellent car a perfect choice for such events.

\$750,000 - 1,000,000



1970 MERCEDES-BENZ 280SE CABRIOLET

Chassis no. 111025.12.004359 Engine no. 130980.12.030616

2,778cc SOHC Inline 6-Cylinder Engine Bosch Mechanical Fuel Injection 160bhp at 5,500rpm

- 4-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ Highly original, low-mileage example of the Classic W111-series Mercedes-Benz
- ★ Retains matching numbers engine and factory color combination
- ★ Equipped with factory Behr air conditioning and Becker Grand Prix radio
- ★ Offered with copy of Mercedes-Benz built sheet, books and tools







THE MERCEDES-BENZ 280SE

Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280SE saloon shared its bodywork with the 'New Generation' 280S, the 280SE Coupe and Cabriolet retained the elegant looks of the outgoing 250SE that had debuted back in 1959 on the 220SE; the 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph, with the automatic not far behind.

Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy

and more efficient control of emissions. Production of the 280SE Coupe and Cabriolet totaled a little over 5,000 units between 1968 and 1972 when production ceased. Today, these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.

THE MOTORCAR OFFERED

This lovely example of the timeless W111 Mercedes-Benz 280SE Cabriolet was completed at the Stuttgart-based Mercedes-Benz factory in November of 1969 as a 1970 model-year car, and finished much as it appears today in the classic Dark Olive 291H color. During the 4-year production run only 1,390 of these open 280SEs were produced, making this a relatively rare sight on the road. Much of the car's history remains unknown, but the current owner purchased the vehicle out of the estate of a Cornell University professor, who we are led to believe is the original owner.

This elegant 280SE cabriolet remains in largely original and unrestored condition, and shows well inside and out. Just 54,831 miles are recorded on the odometer at time of cataloguing – a figure which is indeed believed to represent the car's actual mileage. The









exterior paint shows well in the as-factory delivered color, and is believed to be largely original. The chrome and bright work appears original, and in equally good shape. Once inside, the highly original interior in the beautiful option number 250 cognac leather invites, neatly contrasted by elegant burl wood, which has also been detailed to the highest standards. The front carpets have been replaced, matching the originals. A periodcorrect Becker Grand Prix radio adorns the dashboard area, and the correct Behr air conditioning system rounds out the opulent interior appointments. Recent refurbishments include replacement of radiator hoses, battery and the convertible top.

The luxurious Mercedes-Benz is neatly fitted with color-coded hubcaps and features the classic, low-grille frontal look that these cars

are known for. The open cabriolet design looks fantastic from every angle, and the car exhibits a level of class that can be compared to few other cars of the era. With an automatic transmission, power windows and air conditioning, the car retains some very desirable options. Offered with original Mercedes-Benz' factory tool kit, books and a copy of the factory built sheet, this stylish 280SE Cabriolet is perfect to be used on Sunday drives. The high build quality of these fine automobiles makes them very reliable and user friendly, and one could actually imagine using a car of this quality as a daily driver. Classic, elegant and of very high quality, this Mercedes-Benz would be a great fit in any collection.

\$130,000 - 160,000 WITHOUT RESERVE

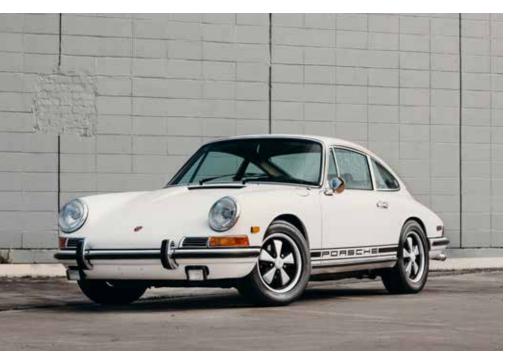


91. 1968 PORSCHE 911L 2.0 COUPE

Chassis no. 11805378 Engine no. 3380348

- 1,991cc SOHC Flat 6-Cylinder Engine
- 2 Triple-choke Carburetors
- 130bhp at 6,100rpm
- 5-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- ★ Beautifully restored shortwheelbase 911
- ★ One-year only 2.0 L model
- ★ Excellent Porsche for road rallies or Sunday drives
- ★ Offered with Porsche-issued Certificate of Authenticity, books and service records







THE PORSCHE 911

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S, which featured a better-equipped interior and a heavily revised engine producing 160bhp. By this time around half of all 911s produced were being exported to the USA, where increasingly stringent regulation demanded that changes be made to the original design, the most significant being the adoption of dual-circuit brakes. However, it took time for Porsche's engineers to get the newly introduced 'S' engine to meet emissions targets, so as an interim measure the 911L was introduced featuring the 911S's superior equipment level but retaining the original 130bhp engine, pending the arrival of the de-toxed USspecification 911S for 1969.

THE MOTORCAR OFFERED

Completed at Porsches Zuffenhausen-based works in June of 1968, this rare one-year-only 911L was finished when new in the classic and appropriate Ivory exterior color over a black leatherette interior. The car was equipped with a Sportomatic transmission, tinted glass, and shod on Dunlop tires. The Porsche is believed to have been delivered new to the North American market, and has received much restoration work over the years.

The exterior has been re-finished in the original Ivory paint color, and the Sportomatic transmission has been replaced with a 5-speed manual unit. The interior has been retrimmed, and hounds-tooth sport seats and a momo steering wheel was installed. Fitted with Fuchs alloy wheels, this desirable shortwheelbase 1st generation 911 has that classic and pure look of the early 2.0-liter cars.

Offered with a substantial history file and the Porsche-issued Certificate of Authenticity, this fine example is ready to be enjoyed on a Sunday morning on twisty backroads, or exercised on a vintage car rally such as the Copperstate 1000. Here is a chance to buy a lovely example from the very beginning of the legendary Porsche 911 model-range.

\$85,000 - 100,000 WITHOUT RESERVE



- ★ The very first C7 Z06 Corvette produced
- ★ Less than 93 miles from new
- ★ Outfitted with the Spice Red Design Package
- ★ 0-60mph in less time than it takes you to read this sentence
- ★ Offered from a deceased estate

2016 CHEVROLET CORVETTE Z06 COUPE

VIN. 1G1YU2D63G5500001

373ci Pushrod Supercharged LT4 V8 Engine Electronic Direct Fuel Injection 650bhp at 6,400rpm 8-Speed Paddle Shifted Automatic Transmission 4-Wheel Independent SLA Double Wishbone Suspension 4-Wheel Ventilated Disc Brakes







THE MOTORCAR OFFERED

Moore's Law—the famous prediction by Intel co-found Gordon Moore that number of transistors on an integrated circuit would double every two years-could just as easily apply to Corvettes as to semiconductors, at least when applied to raw power. When the C4 came out in 1984, it had 250bhp. The C5 in 1997 had 345bhp. The C6 in 2004 had 400bhp. By the time the C7 came out in 2013 it had 455bhp. But those of course were the base motors, things only got wilder from there.

The 'Vette here is a C7 Z06 that is, for all intents and purposes, a the prior iteration of the ZR1. It produces 650bhp, enough to move the coupe from 0-60mph in only 3.3 seconds. If you happen to find yourself merging onto the tollway between Austin and San Antonio, it'll take you about six

seconds to get from a standstill past the 85mph speed limit. Keep the foot planted and you'll be looking forward to getting a ticket for doing 100mph over that.

Going at top speed, it would take you less than half an hour to accumulate the less than 93 miles currently indicated on the odometer. Of course, it is one thing to keep the miles low on a car-it is another thing entirely to be the very first C7 Corvette Z06 to roll off the Bowling Green line in 2015. This Long Beach Red Z06 is that very car, s/n 00001. Complete the with Spice Red Design Package that included Shark Gray accent vents, newly introduced Blade wheels in a slick pearl nickel finish, matching red brake calipers, chrome exterior badges, and a unique Spice Red interior with matching dash, this 'Vette is

also equipped with the optional 8-speed, paddle shifted automatic transmission.

Just like Highlander, there can only be one 'first off the line' example. Better yet is the chance to own the very first C7 Z06 with not much more than delivery miles on the clock.

\$70,000 - 95,000 WITHOUT RESERVE



1961 BENTLEY S2 CONTINENTAL FLYING SPUR Coachwork by James Young

Chassis no. BC5LBY Engine no. P2131

6,230cc OHV Alloy V8 Engine
SU Carburetors
200bhp
4-Speed Automatic Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ Shown at the Geneva Motor Show when new
- ★ Rare James Young Alloy Coachwork
- ★ Beautifully presented with restoration work performed by Hilborn Motor Car Co
- ★ Elegant and luxurious Bentley Continental Sports Saloon







THE BENTLEY S2 CONTINENTAL

Described by The Autocar as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2

appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminum engine, which produced approximately 25% more power than the old six. 'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give,' enthused *Autosport*. 'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.'

There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt automobile as only 388 were made in total. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered hand crafted bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing.









Continental chassis BC5LBY was originally delivered through S.A. DuGarage de L'Athenee in Switzerland, for their customer Ervin Piqueres. The new Bentley, in addition, had the distinction of being presented at the Geneva motor show in the year of its completion, 1961. A man of fine taste, Piqueres selected one of what is believed to be just 36 total James Young bodied 4 door sport saloons; of which just 6 where factory LHD cars like this one. This legendary workshop was established in Bromley, south eastern London in 1863 originally building horse carriages and eventually graduated to automotive work in 1908. Their first effort on a Bentley frame was completed in 1921 and by 1937 the firm had been procured by Jack Barclay, famed London based Rolls Royce dealer. By the time Mr. Piqueres placed his order, James Young had long been

established as one of the foremost premium Coachbuilders for the Bentley brand. BC5LBY had additionally been optioned with appointments such as a white sided Dunlop tubeless tires, high frequency horn, and an electric Aerial as listed on the chassis specification sheet.

After spending some time in the alpine environment of Switzerland, the RROC lists that the big Bentley had traded hands to Ralph H. Kress of New York by the mid 1970s. For two decades it continued under his care until 1997 when it was listed in a Rolls Royce classified with white paint and a blue leather interior. The RROC directory of 1999 then lists Richard Riegel Jr. of Delaware as the new owner. It must be noted that what appears to be a clerical error occurred at one stage and the vehicle had been listed for

some time as an Mulliner bodied Drophead Coupe within the RROC.

The lightweight aluminum body has been finished in a brilliant Maroon red paint while exquisite tan leather covers vast swaths of the interior. Both were restored to a high standard by the specialists at Hilborn Motor Car Interiors in 2012. Alongside the cosmetic refreshments, the motor and transmission are said to have been refurbished. The vehicle also had work done to the air conditioning system together with new brakes and tires. Tools and BDC/RROC records - including the build sheet – can be found in the history file. A car of solid condition both inside and out, many more miles of high speed cruising should be easily achieved by the new owner.

\$175,000 - 250,000



1954 PORSCHE 356 PRE-A SPEEDSTER Coachwork by Reutter

Chassis no. 80155 Engine no. 62584 (see text)

Approximately 1,750cc OHV Flat 4-Cylinder Engine 2 Weber Carburetors
Approximately 95bhp at 5,200rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Beautifully presented example of Porsche's iconic 356 Speedster
- ★ Desirable early pre-A Speedster from the first production year
- ★ Excellent potential for vintage events
- ★ Offered with Porsche-issued Certificate of Authenticity







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-litre 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.







When released from the factory in 1954, this Porsche 356 pre-A Speedster was dressed in white paint, with a black leatherette interior, and was the 155th Speedster produced. The car is believed to have been delivered new to the Speedsterhappy US market. By the 1980s, the car was purchased by an Oregon resident by the name of Les Winger. Mr. Winger is believed to have bought the sporty Porsche out of state. The original 1,300cc engine was replaced during this time with a much more powerful 1956 model-year 1,600cc Speedster engine, which was further enlarged to approximately 1,750cc, while fitted with high compression pistons, Elgin camshaft, new valves, valve guides and a three-piece crankshaft for extra performance. A later type 356 transaxle was installed at the same time. The car was at

this point wrongly titled and labelled with chassis number 80814, an issue which has since been corrected. Mr. Winger later sold the car to Beaverton, Oregon resident Steve Kirby, who in 1991 sold the car to the consignor, a Lake Oswego, Oregon classic car enthusiast.

While in the consignor's ownership, a new top has been installed, and a full cosmetic restoration of the bodywork performed by specialist Kim Schultz during the early 2000s. Further detail work was performed during this time by David Wedlake. It should be noted, that the left front fender is believed to have been replaced at some point in time. Having been in current ownership for more than 25 years, this splendid Speedster has been well cared for, and continues to present beautifully,







in the sharp Ruby Red paint over black interior with neatly matching red piping. The Porsche has been driven and enjoyed on Porsche Club rallies and concours events, and shown at the Art of the Automobile show at the Portland Art Museum and the well-known Forest Grove Concours d'Elegance.

The 356 Speedster was Porsche's ultimate expression of the raw sports car. The fine example offered here is a very early pre-A example with many neat early production features. This would be a superb participant in any number of significant rally events, such as the Copperstate 1000 Road Rally, and would surely offer the driver and passenger a thrilling drive with the extra horsepower packed in the upgraded engine fitted, and evoke the spirit of Porsche's

exotic sports car legacy. From long-term private ownership, this beautiful Speedster is offered with the Porsche-issued Certificate of Authenticity, restoration photos and a jack.

\$275,000 - 350,000 WITHOUT RESERVE

1974 FERRARI DINO 246 GTS

Design by Pininfarina - Coachwork by Scaglietti

Chassis no. 8450

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

- ★ Exceptional restoration by Jon Gunderson's Dino Restoration Co completed in 2014
- ★ Original color combination of Blu Dino Metallizzato over beige
- ★ Highly optioned with power windows, A/C and Campagnolo wheels
- ★ Fine example of Ferrari's iconic mid-engined marvel







THE FERRARI DINO 246 GTS

A compact, aluminum-bodied coupe of striking appearance, the Pininfarina-styled Dino 206 GT - named after Enzo Ferrari's late son, Alfredino, and intended as the first of a separate but related marque – set the stage for the following generations of Maranello Berlinettas. It was powered by a 2.0-liter, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase the 246 - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the 246 Dino in 1972, the authoritative American motoring magazine Road & Track enthused, 'it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly

what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... 'Truly a driver's car par excellence. As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars.









The exceptional Dino available here was born out of the Ferrari workshop on May 28, 1974. The new 246 GTS was equipped for the U.S. market, and finished much as it appears today, in the striking Blu Dino Metallizzato over a Beige interior with black inserts. The long list of optional extras fitted to the car was air conditioning, power windows, Daytona seats and Campagnolo alloy wheels. Once the new

Dino arrived on US shores, it was delivered through Chinetti-Garthwaite Imports to the first owner, with whom it spent the next two years. It was eventually offered up for sale in 1976 with 6,285 miles on the clock. From that point until 2004, the 246 GTS was under the care of Rick Aversano of New York, and by the time he was through enjoying everything the sports car had to offer, roughly 39,000 miles had been logged onto the odometer.

In 2012 Jon Gunderson of Dino Restoration conducted masterful work on the car. Stripped down to a bare frame and media blasted, the car was put back together piece by piece with just about every major component receiving a refurbish or rebuild. The suspension was fully removed and fitted with new coil over shocks, bushings, ball joints, and wheel bearings ensuring tight steering and telepathic handling. The motor received a refreshing from the experts at Cavallo Motorsport, while the paint was brought back to its original color of Blu Dino Metallizzato thanks to Steve Kouracos. Inside, the seats were upholstered to their initial tan specification and the vinyl, carpets, and dash were all re-done. Altogether, a year and a half was spent bringing this Italian thoroughbred back to its factory condition with the utmost care and attention being spent on every detail.

Gunderson's work is truly some of the best in the world and potential buyers are highly encouraged to visit his website to take a look at the documented restoration complete with blog posts and plenty of photographs. This Dino currently sits in wonderful condition, and is a supreme example of Ferrari's first midengined sports car ready to show at concours events, or whip through 1,000-mile tours such as the Copperstate 1000.

\$350,000 - 400,000



1961 PORSCHE 356B 1600 COUPE Coachwork by Reutter

Chassis no. 116848 Engine no. 606048

Approximately 1,720cc OHV Flat 4-Cylinder Engine 2 Dual Throat Carburetors
Approximately 85bhp

- 4-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Drum Brakes

- ★ Recently refurbished example
- ★ Delivered new in striking Fjord Green over Light Brown
- ★ Tastefully upgraded with Outlaw cosmetics and big-bore engine kit
- ★ A superb Porsche 356 for rallies and driving events







THE PORSCHE 356B

One of the all-time great sports cars, the 356 was designed by Ferry Porsche and based on the Volkswagen designed by his father. Constant development saw the engine grow to 1.3 and then 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. Numerous styling revisions differentiated the 356B of 1959 from its immediate predecessor while the engine now standardized at 1,600cc - was available in three different stages of tune, the most powerful - apart from the four-cam Carrera being the 90bhp unit of the Super 90.

THE MOTORCAR OFFERED

The fine example of the classic Reutter-bodied 356B Coupe offered here was completed at the Stuttgart-based Porsche factory in April of 1961. The new Porsche was finished in the rare and striking color of Fjord Green over a Light Brown Leatherette interior, and fitted with Phoenix tires. In more recent times, the consigner acquired the vehicle from a man in Stratford, Connecticut, who had original bought the car to drive while his 356 Speedster was being restored. Ultimately, this lovely Porsche also needed some TLC, and in 2015 many of the cars components were refurbished back into proper running order.

Finished today in a lively Red Orange paint with a tan leatherette interior, this 356 looks striking indeed. Furthermore, a more sporting 'Outlaw' presence is provided thanks to leather hood straps up front, a wood rimmed

steering wheel, and the Mobil Oil Pegasus decaled onto the front quarter panel. Backing up the look is the matching numbers engine fitted with upgrades in the form of a big bore kit and a Carrera style exhaust. With that extra power on tap, one can really utilize the terrific driving characteristics a 356 has to offer. Included in the sale will be a partial tool kit, rear bumperettes, horn grills, radio speakers, and a COA from Porsche.

\$70,000 - 90,000 WITHOUT RESERVE



- ★ Clean CARFAX report
- ★ Well optioned
- ★ Classic Porsche color scheme
- ★ Offered from a deceased estate

2007 PORSCHE 911 TURBO COUPE

VIN. WP0AD29947S786728

3600cc DOHC Twin Turbo Flat 6 Engine
Electronic Fuel Injection
473bhp at 6,000rpm
5-Speed Tiptronic S Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes







THE MOTORCAR OFFERED

Finished in the perennially popular Porsche color scheme of Silver over Black leather, this well-optioned 997-series Turbo comes from the first year of production for the forced induction 997s. Returning to the popular and attractive looks of two round headlights—versus the 'broken yokes' of the 996—the 997 Turbo also came with a raft of 'more' including more power, traction, braking ability, speed, and just about everything else.

Delivered new through Porsche of Jacksonville in June of 2007, the first year and 4,200 miles were spent plying the north Florida roads before heading up to the Chicagoland area for the next four years and 44,000 miles. Regularly serviced by Napleton Westmont Porsche, the current owner acquired the car in May 2012.

Since purchasing the sleek 911, very few miles have been added in the last five years with a total mileage of 51,672 indicated at the time of cataloging. Given the reliability, practicality, and driving enjoyment of a 911—let alone a Turbo—many of these cars have been daily drivers with far more than an average of 5,000 miles added each year.

The perfect steed for blasting around the backroads—or indeed zipping to the grocery store given the frunk and package shelf when the rear seats are folded—this 911 Turbo is now offered with all of the speed and style it had when new but at a fraction of its original more than \$130,000 MSRP.

\$45,000 - 55,000 WITHOUT RESERVE



1931 ROLLS-ROYCE PHANTOM 1 REGENT CONVERTIBLE COUPE

Coachwork by Brewster & Co.

Chassis no. S109PR Engine no. 30090

7,668cc OHV inline six-cylinder engine Single carburetor 100bhp at 3,000rpm 3-speed manual transmission Leaf Spring Suspension 4-wheel servo-assisted drum brakes

- ★ Multiple Concours Winner
- ★ Exceptional Restoration by D&D Classic Restorations
- ★ One of 21 Regents Phantom 1 convertible coupes.
- ★ 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 Silver 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 American version continued until 1931, with a total of 1241 Springfield Phantom 1s being made.

THE MOTORCAR OFFERED

In 1926 Rolls-Royce of America had acquired the prestigious coach builder Brewster and Company. After this acquisition, Rolls-Royce of America offered 28 standardized bodies styles for Phantom I chassis. One of those configurations was an attractive two seater all-weather convertible coupe with dicky, a body style that would be named the Regent. Records show twenty one Regents were built on Phantom I chassis. Due to this relative rarity, and additionally as these cars show signs of the aerodynamic trends that were to follow later in the era, these cars are sought after by collectors. 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 discreetly hidden behind valances. Completing the effect, at the front and rear were twin flat bars utilized as extremely stylish bumpers.









This handsome touring Rolls-Royce Phantom was delivered new to John Barry Ryan in 1931. At this time the car was delivered wearing its current attractive and desirable Regent coachwork. According to current records it can be assumed that Mr. Ryan was quite taken with the car, as the remained in his possession until 1946, when it passed to its second owner Francis Drake. Mr. Drake retained the car until 1951 when it passed to Frederic Palmer. The longtime caretaker and known Rolls-Royce Collector Leslie Stevenson acquired the car in 1964, which he would retain until 1987. The car then passed to well known collector Gerald Lettieri.

In 1995 Elizabeth Zoeller, Rolls-Royce enthusiast and member of the RROC, acquired it and during her ownership the car was subject to an extensive restorations by D&D classic restorations.

Since its restoration the car has been a recipient of numerous awards. These have included a RROC concours and Senior Awards, Rolls-Royce of England, AACA Senior Award, and has also received an award at the famed Pebble Beach Concours.

The current owner, a member of the Zoeller family acquired the car in 2009. Even though the restoration was completed close to twenty years ago, the car is still in excellent condition. Presenting attractively in a light gray/tan with green wings. It current enthusiastic owner has kept the car on the button.

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. Anyone who has ever driven a well-set up Phantom 1 will tell you that they are great tour cars. The 7.7 litre engine provides an overabundance of torque which makes them delightfully easy to drive. This engine is of course paired with a wonderful chassis with servo assisted brakes, and the exquisite deftness and precision of all the controls make the Phantom 1 one of the best driving experiences from the prewar era.

\$250,000 - 300,000



1988 FERRARI 328 GTB Design by Pininfarina

VIN. ZFFXA19A1J0077394

3,185cc DOHC V8 Engine Bosch K-Jetronic Fuel Injection 260bhp at 7,000rpm 5-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes

- ★ Highly desirable late 1988, "1988.5", example
- ★ One of only 19 1988.5 GTBs built
- ★ Less than 28,000 miles from new
- ★ Meticulously documented and regularly serviced







THE FERRARI 328

Introduced in 1985, the Ferrari 328 GTB was similar to the preceding 308 GTB apart from its 3.2-liter engine. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 260bhp. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 100km/h covered in a fraction over 5.5 seconds.

On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossastyle moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler. Its underlying beauty though, could not

be disguised. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car,' declared *Motor* magazine. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.

THE MOTORCAR OFFERED

This late 1988 production, U.S. from new 328 GTB is one of just 19 built—and surely the best example around. It benefits from all the best developments bestowed upon the 328, is a rare coupe, and has been meticulously well kept and sparingly used for its entire nearly three decades on the road.

Finished in the classic Rossa Corsa over Beige color scheme, this late 1988 production example built in May of that year, often called 1988.5, has numerous cosmetic and mechanical improvements over the examples that proceeded it. A redesigned suspension and steering system were complemented by new convex wheels and subtle interior and exterior improvements. ABS brakes wouldn't be introduced until the next year, but these non-ABS 1988.5 cars are desired for their supremely better brake









feel and lack of the impossible-to-find and expensive to rebuild ABS pump that was found in cars built in 1989.

Delivered new to California, it has been excruciatingly well documented from its original window sticker to its most recent service. A thick file of service receipts speaks to a life of pampered care and regular maintenance by marque and model experts. Owned by the prior keeper for a dozen years and in the collection of the current owner-an FCA judge for 308s and 328s-for several years as well, it is one of the most decorated 328s around. It has taken home numerous Platinum awards in FCA judging as well as first place and other special awards at various concours. In 2005, the car was featured on the cover of Forza magazine.

Today the car shows fewer than 28,000 well pampered miles from new-a fact documented by both its service records and squeaky-clean CARFAX. Exceedingly original, the paint appears to be all factory correct while the interior shows no evidence of dye-work on the leather, panels, or carpets. Under the engine cover, the zinc/ cadmium plating is still intact and shining on the hard fuel and other lines while the rest of the engine bay is carefully detailed and well maintained. The underside of the car is reported to be just as clean as the top as well!

Receiving its most recent major service, including a change of timing belts, in April of 2016, this 328 GTB is reported to be a lovely driving car that drives exactly as Ferrari intended when the it was sold new. The electronics are understood to be in fine order and the A/C blows cold.

Almost never seen when new, let alone today, this is a rare opportunity to acquire a hardtop Berlinetta example of the popular 328 from the best iteration of the model. Not only that, but a time-warp example that feels as close to showroom fresh as they get.

\$120,000 - 160,000 WITHOUT RESERVE



1965 SUNBEAM TIGER MK I

Chassis no. B9472881 LRXFE

260ci OHV V8 Engine
Single Carburetor
164bhp at 4,400rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

- ★ Extensively documented, low-mileage Tiger with just one owner from new until 2014
- ★ Factory LHD Mk 1, delivered new in Europe to first US owner
- ★ Iconic British Roadster with adequate V8 Power
- ★ Offered with substantial history file containing original purchase paperwork







THE SUNBEAM TIGER

Inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car. The project was instigated by the company's West Coast, USA distributor, Rootes American Motors Inc, which was located not far from Shelby American. Ford's 260ci V8 was chosen, and even though this had 'only' 164bhp on tap it was approaching double the output of the contemporary Alpine's 1.6-liter four.

The transplant radically transformed the character of the car. Introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rackand-pinion steering. Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph.

THE MOTORCAR OFFERED

This fine Tiger was ordered by Charles D. Parsons of Bartlesville, OK through Auto Europe of Chicago, IL, to be picked up in Antwerp, Belgium on April 15, 1965. The new car was ordered in Carnival Red with Wedgewood blue seats and many options including ammeter, locking gas cap, trunk mounted luggage rack, U.S. seat belts, undercoating and overdrive transmission. Mr. Parsons drove the car around Europe covering approximately 3,175 miles before sending the car to Oklahoma via Houston, TX where it remained until Mr. Parsons passing in 2014.

At some point the car was repainted and the seats were changed to black, but the car remains very original to this day. After Mr. Parsons passing, mechanical repairs were undertaken including all new brake and clutch hydraulics, fuel and water pumps, belts and hoses.

The current owner acquired this exceptional Tiger in 2016, and has continued to perform sympathetic repairs including installment of new carpet and top, new body gaskets and seals, Pertronix ignition, aluminum radiator, and performed a carburetor rebuild. Original parts have been retained, and a set of Panasport wheels with radial tires accompany the car. Thanks to proper stewardship, this car is in remarkable condition. Panel gaps are correct, and the doors shut crisply. The Tigers large history file is well worth a look, and contains many original purchase documents and receipts. Low miles, much documentation and the outstanding condition will insure that this Tiger is a worthy addition to any automotive portfolio.

\$90,000 - 120,000 WITHOUT RESERVE

Please note, this vehicle is titled under chassis no. 9472881



- ★ One of only 125 GT1 Championship Edition Corvettes
- ★ Of the 125, one of only 55 Z06s
- ★ A mere 15 miles, yes fifteen, from new
- ★ A nine year old 'new' car
- ★ Offered from a deceased estate

2009 CHEVROLET CORVETTE Z06 GT1 CHAMPIONSHIP SPECIAL EDITION

VIN. 1G1YG26E395300055

429ci LS7 Pushrod V8 Engine Sequential Fuel Injection 505bhp at 6,300rpm 6-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Ventilated Disc Brakes







THE MOTORCAR OFFERED

Ever since Zora Arkus-Duntov joined Chevrolet, racing has been integral to the success of its halo sports car-the Corvette. Since a V8 found its way under the hood in 1955, thanks of course to Zora, 'Vettes have found success in just about every form of sports car racing. In 2009, Chevrolet celebrated its recent success in GT1 racing with the GT1 Championship Special Edition Corvette. And boy was their plenty to celebrate-Chevrolet had won the American Le Mans Series GT1 Manufacturers Championship for eight years running, was the 24 Hours of Le Mans GT1 Champion five times over, and had notched over 70 victories in the American Le Mans Series.

This Corvette is one of the 125 Championship Editions Corvettes built and one of only 55 Z06 examples. The Special

Edition, option RPO GT1, included a raft of unique cosmetic touches such as C6.R livery inspired graphics, ZR1-style full width spoiler and chrome wheels, custom ebony leather interior with yellow stitching, GT1 embroidery on the seats, center console armrest, and instrument panel, special engine cover, and two unique color options - 45U Velocity Yellow and 41U Black. This car is only of 38 Z06s finished in Velocity Yellow.

Delivered new to Roger Dabbs Chevrolet in Brandon, Mississippi in June of 2009, it was acquired by its first owner in Oklahoma at the end of July 2009. Since rolling off of the assembly line in Bowling Green, this 'Vette has covered a mere 15 miles-making it one of the lowest mileage C6s on the planet. Essentially a new car, it is a rare opportunity to acquire a factory fresh, Special Edition

Corvette almost a decade after it left the dealership when new.

\$40,000 - 60,000 WITHOUT RESERVE



1910 KNOX TYPE O 5-PASSENGER TOURING

Chassis no. CA972059

373ci Four-cylinder overhead valve engine Stromberg updraft Carburetor 45bhp 3-Speed Manual Sliding Gear Transmission Semi Elliptic Leaf Springs with Front and Rear Beam Axles Rear Mechanical Brakes

- ★ High quality and important American Marque
- ★ Large overhead valve engine
- ★ Exhibited at the Pebble Beach Concours D'elegance
- ★ Fresh, high quality restoration







THE KNOX

Harry Knox entered the car business att the persuasion of his neighbor J. Frank Duryea. In 1895 Knox a graduate of the Springfield Technical Institute he took a position at the Overman Wheel Company in Chicopee Falls MA. There Knox constructed three experimental gasoline automobiles. Overman thought the future was in steam and Knox departed in 1898.

In Springfield Massachusetts Knox partnered with EH Cutler to found the Knox Automobile Company. The first Knox product was a three-wheeled runabout of which they built about 100 in 1900. Demand increased and a more conventional four-wheel car was introduced in 1902. Early Knox automobiles were air cooled with hundreds of spikes jutting from the cylinders and marketed as "The Waterless Knox". The Knox cars were always built to the highest standards and appealed to a high-end market.

Harry Knox parted way with his company in 1904 and by 1906 a more conventional fourcylinder car was in production. In 1908 a wellengineered water cooled four was introduced featuring the innovative use of overhead-valves for both intake and exhaust. By 1910 the Knox four would feature a full five-inch cylinder bore coupled to a short 4 3/4 stroke to produce a remarkably "revy" engine for the time. The chain drive was discarded in favor of the quiet and modern shaft drive system. This new model was well received but carried a hefty price between \$2900 and \$6000 depending on coachwork. The New model was rated at a taxable 40hp but thanks to its innovative valve train it rated quite a bit higher. The power was run through a finely engineered aluminum cased, three-speed transmission. Overall the car struck an excellent balance of great performance in a good size and manageable car.











THE MOTORCAR OFFERED

This fine example of a four-cylinder Knox is one of the handful of survivors of this storied brand. Beautifully restored to a high standard by Dave Lewis in Springfield Illinois. The restoration was begun in 2006 and completed in 2011 an extensive file of photos and paperwork document this nut and bolt restoration. Upon completion, the Knox was invited to be exhibited at the famed Pebble Beach Concours d'Elegance. Its presentation is what one would expect for a car featured at the world's most prestigious concours, in and out this Knox is beautifully presented.

Finished in a striking red over tan livery the Knox features an exquisite set of brass lighting and period accessories. A beautiful set of Rushmore Searchlight headlights are complete with a correct Rushmore acetylene generator. An equally impressive side light

set frame the fire wall along with a period pedometer and both bulb and electric horns. Opening the hood reveals the wonderfully detailed engine displaying the trademark overhead valve train. Important details like the battery ignition timer are all present. The interior is fully button tufted leather in its correct pattern and finely executed. The "Bow Legged" top bows feature the correct handstitched leather coverings. The lovely dash is the correct paneled wood construction and has the proper Connecticut wooden coil box.

Rarely do Knox motorcars of this period come to the market and one in this level of presentation is an extremely rare thing. Knox automobiles have always had a reputation for excellent quality and innovative engineering. There strong performance and reliability has

made them a sought after touring car. One would not go wrong with such a fine car that has been so lavishly restored and cared for.

\$175,000 - 225,000



1963 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 879699 Engine no. RA2608-9

3,781cc DOHC Inline 6-Cylinder Engine 3 SU Carburetors 265bhp at 5,500rpm 4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Classic example of the Series 1 E-Type Roadster
- ★ Retains matching numbers engine
- ★ JCNA award winner
- ★ Offered with Jaguar Heritage Trust Certificate







THE JAGUAR E-TYPE

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much of that to 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 of the E-Type while a tubular spaceframe extended forward 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 the experience he 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 liverear axle. Dunlop disc brakes were fitted to all four wheels, those at the rear being mounted inboard alongside the differential to reduce unsprung weight.

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









THE MOTORCAR OFFERED

This remarkable Series 1 3.8-Liter E-Type Roadster was completed at the Browns Lane Jaguar Works in June of 1963, and shipped to Jaguar Cars of New York that same year. According to its Jaguar Daimler Heritage Trust Certificate, the car was finished in the color combination of Sand over a black leather interior with a black top. The first owner recorded was a Mr. P.J. Fitzgerald of Sacramento, California. This stylish Jaguar is believed to have remained in the Western United States until now. A comprehensive mechanical and cosmetic refurbishment was completed in 2015. Although there are no records of the work performed, it is known to have included a repaint in the classic red color as seen on the car today, as well as the replacement of many body gasket and seals. Other systems were gone through as well, including the braking system, the electrical

system including rebuilt of the generator and starter, while a new clutch and throwout bearing was fitted and the carburetors were rebuilt. A later type, fully synchronized transmission was installed, but the original Moss unit is offered with the car.

This beautiful Series I 3.8 Roadster has made its appearance at JCNA events as well, and was in 2014 awarded Best in Class and First Place at Pitt Meadows 100th Anniversary Concours. Finished in striking red over black, this E-Type Roadster shows well inside and out. The car is equipped with a period Motorola radio, and is accompanied by the Jaguar Daimler Heritage Trust-issued Heritage Certificate, a service manual and catalog. A lovely example of the classic Series I E-Type, which this would be a fine example for tours or rallies.

\$175,000 - 225,000 WITHOUT RESERVE

Please note, this vehicle is titled under the model year 1964.



1963 ROLLS-ROYCE SILVER CLOUD III SALOON

Chassis no. SGT 61 Engine no. P 4950

6,230cc OHV Alloy V8 Engine
2 SU Carburetors
220bhp (estimated)
4-Speed Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ Elegant and timeless Rolls-Royce motorcar
- ★ Offered in driver quality condition
- ★ Attractive color combination
- ★ Exquisite Rolls-Royce craftsmanship







THE ROLLS-ROYCE SILVER CLOUD

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-liter V8 engine introduced on the 'Cloud II/S2 - though with larger carburetors, new distributor and raised compression ratio - and came with a fourspeed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

THE MOTORCAR OFFERED

This driver quality example of Rolls Royce's legendary Silver Cloud has seen regular use by its California enthusiast owner. This right-hand drive model was imported from England just prior to its current ownership. Finished in an attractive dark burgundy over grey leather with black piping. The rich woodwork is in fine order and the interior presents nicely. Fitted with both a practical Webasto sun roof and a factory air conditioning system making it a pleasant machine for the Southern California climate. Its present owner reports that this Rolls has been a reliable and enjoyable machine.

This Cloud has long been the part of a fine collection of motor cars and resides in a garage with several fine examples of the marque. A marvel of engineering and refinement in its day the Silver Cloud III

remains a highly usable car in today's driving conditions. This well-loved example is in a condition that one can enjoy and appreciate the refinement without being overly concerned with a perfect example.

\$30,000 - 40,000 WITHOUT RESERVE



- ★ Recently restored mechanicals
- ★ Matching Numbers
- ★ Beautifully original example
- ★ Jaguar's iconic businessman's express

1965 JAGUAR MARK 3.8

Chassis no. P243477DN Engine no. LC 9044-9 Body no. S 26643

3,781cc DOHC Inline 6-Cylinder Engine 2 SU Carburetors 220bhp at 5,500rpm 3-Speed Manual Transmission with Electric Overdrive Independent Front Suspension - Live Rear Axle 4-Wheel Disc Brakes







THE JAGUAR MKII

Introduced in 1958, Jaguar's compact "Sports car for four" offered sparkling performance in a compact, well-constructed unit-body package. The Mk II, recognizable by the center bar of its radiator grille and different side lamps, turn signals, and flushmounted fog lights, appeared in 1959. It offered a wider rear track, larger windows, power-assisted disc brakes at all for corners, and a bit of additional brightwork. There were many changes inside the roomy passenger cabin as well; larger front bucket seats that incorporated folding picnic tables for rear-seat occupants, a newlyredesigned dashboard, the tachometer and speedometer placed directly in front of the driver with ancillary gauges in a center panel, and of course an abundance of polished burl. A total of 28,666 Mk II's were built from 1959 to 1967.

THE MOTORCAR OFFERED

This particular Jaguar has experienced guite an interesting life. Originally, the car was purchased in March of 1965 as a family car by the president of a San Francisco based Jaguar Associate Group. It remained a daily driven work horse until the infamous Loma Prieta earthquake struck the bay area in 1989 and the unsettled ground triggered a tree to collapse in front of the family's garage door. Luckily, the car was unharmed, but now laid entombed within the confines of its shelter for 27 years. The owners fortunately had the foresight to properly take preventative measures to ensure preservation and so the Mark II was placed on jacks with all the fluids drained. In 2016, the vehicle was brought back into the daylight to receive mechanical refreshment. The Jaguar experts at Images European of Campbell, California extensively restored major components from

the engine head to exhaust system. Other areas that received treatment include the cooling, fuel, and braking systems along with the carburetors. Care was taken to preserve the vehicle within its factory specifications and so the body and interior remain untouched and entirely original. All numbers in the drivetrain to the body are matching.

Today, this wonderful surviving example comes supplied with a Heritage Certificate from Jaguar, along with a partially complete toolkit and jack. Now that this delightful sportsaloon is back in running order, it is sure to please its new owners for years to come.

\$50,000 - 60,000 WITHOUT RESERVE



1934 PACKARD 1101 VICTORIA CONVERTIBLE Coachwork by Deitrich

Chassis no. 72784 Engine no. 377497

320ci L-Head Inline 8-Cylinder Engine Single Dual-Throat Carburetor 120bhp at 3,200rpm 3-Speed Manual Transmission Front and Rear Leaf Spring Suspension 4-Wheel Drum Brakes

- ★ Highly attractive Packard Coachwork
- ★ Rare export model to Australia
- ★ Known history from new
- ★ CCCA Full Classic







THE 1934 PACKARD

Charles Dickens may have written "It was the best of times, it was the worst of times" about the beginning of French Revolution, but it applied just as well to Packard in 1934. The cars were wonderful, offered in a profusion of models, body styles and optional accessories, but the Great Depression was at its deepest and even Packard's elite clientele were not buying. It was cold comfort when Packard finished the year with 42.7% of the luxury car market. Cadillac and Lincoln were in much worse shape but still afloat, unlike Marmon and Peerless who had called it quits in 1933. Pierce-Arrow was also well on its way to going out of business.

In the 1934 luxury market Packard's accomplishment was truly remarkable, but it amounted to only 8,000 cars and they were spread out over three different engines and five different chassis.

In addition to the inherent quality, luxury, performance, and silence for which Packard was justly famous, the marque's design and styling combined conservative elegance with a hint of sporting flair. Raymond Dietrich had laid down the basic lines of Packard's cataloged and custom bodies while working for Murray Corporation subsidiary Dietrich, Inc. in the late twenties. Ray Dietrich's concepts were embraced by Ed Macauley, who was appointed as Packard's styling director in 1932 by his father Alvan Macauley, Packard's President. Alexis de Sakhnoffsky joined Packard as a part-time consultant through the early thirties, contributing his own sense of form, flow and streamlining to the development of Packard coachwork. Sakhnoffsky's work was then implemented with great talent and skill by Werner Gubitz.

While a few remaining independent coachbuilders continued to body Packard chassis, the economy and Packard's extensive catalog of finely-styled designs kept most Packard coachwork production in Packard's own facilities. That was, as it turns out, a serendipitous consequence as the Packard coachwork of the early thirties, and particularly 1934, is among the best of the period.

Packard relied on their traditional buttressed grille shell, which since 1932 was veeshaped with vertical blinds. The nose was complemented with veed headlight lenses and the "down-tick" dart-shaped shoulder molding created by Hibbard & Darrin. Packard cataloged no less than thirteen standard bodies on the prestigious 1104 Super Eight alone. Deliveries of closed sedans predominated but it









is the few, very special, open 1934 Packards that are most appreciated today. These particular cars embody the essence of classic design and quality - their appeal is timeless.

THE MOTORCAR OFFERED

The consignor purchased this beautiful 1934 Standard Eight Convertible Victoria from Australia the country it was delivered new. We are advised that when new the car was purchased and used by an exclusive Australian Hotel and kept in use for many years. During the 1930's Packard's superb reputation saw a strong demand for their products world-wide. Most commonly the Standard Eight models were exported as the taxation on the Super Eight and Twelve models was prohibitive.

Often delivered without coachwork to avoid import duties this example was imported with its factory convertible Victoria bodywork. No doubt this Packard would have come with an exceptionally high price. One of just 2035 Packard Eights produced in 1934 it is safe to say only a small fraction of thee would have

been right drive export models. The US was still struggling with the economic Depression and 1933 would mark the lowest production year for Packard and 1934 was little better. This special Packard today is in quite original but nicely presented condition. The exterior was recently resprayed in the original dark blue color scheme. The interior is handsome and correct and the bright work in presentable condition. We are advised it is I good running order.

1934 is considered by many Packard enthusiast the pinnacle of the company. Striking, refined coachwork and wonderful styling makes this year so desirable among collectors. With its handsome coachwork and fascinating history this Packard should prove a welcome entry to any show or concours d'elegance.

\$85,000 - 125,000



1931 ESSEX SUPER SIX BOATTAIL SPEEDABOUT Coachwork by Murray

Chassis no. 1267966

175ci L-Head Inline 6-Cylinder Engine Single Carburetor 60bhp at 3,300rpm 3-Speed Manual Transmission Leaf Spring Suspension 4-Wheel Mechanical Drum Brakes

- ★ One of only a handful of surviving Speedabouts
- ★ Previously part of the renowned Bill Harrah Collection
- ★ Sleek, sporting boattail coachwork
- ★ Powerful six-cylinder power plant







THE SUPER SIX

Introduced as a lower-priced companion to the parent Hudson marque in 1919, the Essex soon became synonymous with both high performance and reliability when an example averaged over 60mph for 50 hours in December 1919, a stunt which the company followed up by a successful fourcar transcontinental trek in 1920. Essex's big news for 1924 was the switch from four to six cylinders. Renamed 'Super Six' for 1927, the Essex gained a larger and more powerful engine that year and four-wheel Bendix mechanical brakes the year after. Also new for '27 was a sleek, boattail speedster branded a 'Speedabout. Continually improving, by 1931 the styling had been modernized slight, the engine punched out an additionally 20 cubic inches, and power increasing proportionally.

THE MOTORCAR OFFERED

Of the Essex lineup in 1931 the most exciting model available was unquestionable the Speedabout. A boattailed roadster body with a leather trimmed cockpit by Detroit coachbuilder Murray—which had just started building bodies for Essex and bodied many of more limited-production bodies for the major manufacturers—it was sleek and fast. Few Speedabouts were made, and the number that still exist amounts to all but a handful.

This Speedabout was once part of the legendary Bill Harrah Collection and was noted at the time to be in rather original condition. Following Harrah's passing, the car went up to an Oregonian collector in 1984. During his tenure, the Essex was restored to concours-standards in the beige and brown with green accent colors it still wears today. In keeping with its status as the biggest draw

in the Essex line-up, this example is handsomely appointed with numerous options including green-painted wire wheels wrapped in whitewall tires, twin taillights and dual sidemounted spares. The Essex traded hands around 2007, followed by the purchase by the penultimate owner four years later. Carefully kept in California collections for the past years, this rare Essex is an opportunity to enter the rarified air of boattail speedsters for less than the price many sedans. The car was recently treated to a service, starter rebuild, and new battery. A perfect car for the AACA and Hudson Car Club, you're all but assured not to see another one anytime soon.

\$40,000 - 60,000 WITHOUT RESERVE



★ Number 168 of 300 Copperhead Edition Vipers

- ★ Came from the factory with an extra 45bhp and 48 lb-ft of torque
- ★ Under 20,000 original miles
- ★ Clean CARFAX report
- ★ Offered from a deceased estate

2005 DODGE VIPER SRT-10 COPPERHEAD EDITION

VIN. 1B3JZ65Z65V501507

506ci OHV V-10 Engine Electronic Fuel Injection 554bhp at 5,600rpm 6-Speed Manual Transmission 4-Wheel Independent Suspension 4-Wheel Disc Brakes







THE DODGE VIPER

Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high performance, the Viper was conceived as a historical take on the classic American sports car.

The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler.

Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.

THE MOTORCAR OFFERED

This Copperhead Edition Viper is number 168 of 300 built. Carrying unique cosmetics that harkened to the 1997 Dodge Copperhead concept, it is finished in rich Orange Satin paint that was unique to the Copperhead Edition. Inside, is black leather with matching orange stitching on the steering wheel, shifter boot, and Sparco custom seats.

Of course, looks are nice but performance is better and with new headers, a competition camshaft, side pipe exhaust, a Quaife differential, Skunkwerk carbon fiber body kit, and Mopar Sidewinder rims wrapped around lightweight Brembro disc brakes, there is plenty of that too. The engine modifications alone were good for an additional 44bhp and 48 lb-ft of torque-making an already fast car even quicker.

Delivered new in June of 2005 to the Phoenix, Arizona area, the Viper was acquired by its second owner in New Mexico in January of 2009 with 7.280 miles on the odometer. Retained in New Mexico until 2013, when it moved to Texas with 15,651 miles, it was acquired by the current owner in April of 2015.

Currently showing about 19,650 miles, it remains in good shape and looks as mean and fast as the day it left the factory. Complete with a clean CARFAX report, there are few other options that will provide a better fun to dollar ration than this special edition Viper.

\$40,000 - 50,000 WITHOUT RESERVE

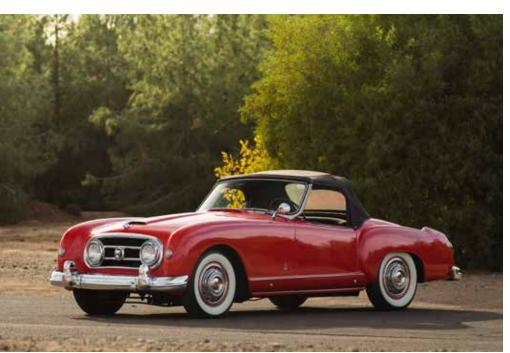


1952 NASH-HEALEY ROADSTER Coachwork by Pinin Farina

Chassis no. 2217 Engine no. NHA1130

252ci OHV Inline 6-Cylinder Engine
Twin Carter Carburetors
140bhp at 4,000rpm
3-Speed Manual Transmission with Overdrive
Independent Front Suspension – Solid Rear Axle with Coil Springs
4-Wheel Drum Brakes

- ★ One of 507 Nash-Healeys produced
- ★ A rare, coachbuilt European-American hybrid
- ★ Eligible for numerous vintage rallies and tours
- ★ Offered from a deceased estate







THE NASH-HEALEY

Late in 1953, Nash-Healey introduced a handsome new coupe model with the name "Le Mans." It was more than an honorary title. Nash-Healeys had competed in the Le Mans 24 Hours since 1950, when Tony Rolt and Duncan Hamilton entered a prototype model in the famed French endurance race. It finished fourth out of 29 cars that had completed the race. Clothed in lightweight aluminum bodies, there were four of these racers, which had Nash Ambassador engines upgraded with aluminum high-compression heads, special manifolds and twin SU side-draft carburetors.

In 1951, Rolt and Hamilton were fourth in class and sixth overall, behind a Jaguar but ahead of two Ferraris. The following year, with Leslie Johnson and Tommy Wisdom driving, Nash-Healey finished third overall behind two works Mercedes 300SLs, taking first-in-class from Luigi Chinetti's Ferrari and beating Briggs
Cunningham's C4-R by a full ten laps.
Additionally, they earned the Rudge-Whitworth
Cup for the best performance over two
consecutive years and the Motor Gold
Challenge Cup. Johnson also contested
the Mille Miglia that year, with motoring
correspondent Bill McKenzie as passenger.
They managed seventh overall, in a race won
by Ferrari.

For 1953, Johnson again took the helm, but partnered with Bert Hadley. Starting from 27th place, Johnson and Hadley managed to advance to 11th by race's end, despite the fact that they had achieved a higher average speed than in 1952. By this time, however, Nash Motors was busy with the merger negotiations that led to American Motors, and further racing was discontinued.

Nash-Healey Roadster production ended in 1953. The final 90 cars built in 1954 were all Le Mans coupes.









THE MOTORCAR OFFERED

This red over black Nash-Healey comes from the latter part of production in 1952. A sporting and elegant car, it was the subject of an older restoration and was mechanically restored in May of 2013.

Outfitted with chromed wire wheels wrapped by wide white wall tires, it had previously been part of the Charlie Thomas collection before entering into the current ownership. Currently in good, driver condition, it would be a fine vehicle in which to motor around and enjoy or restore if desired. Either way, these rare American and European hybrids offer the reliability and ease of maintenance of an American car with the handsome good looks of the best of Europe. Combine that with the vast number of events for which a Nash-Healey is eligible, including the esteemed Mille Miglia, and it only sweetens the pot.

\$70,000 - 100,000 WITHOUT RESERVE

Please note, this car is titled with the state issued VIN. AZ124140



110. Ω 1967 LOTUS TYPE 41

Chassis no. 41FL29

4-Wheel Disc Brakes

1,558cc DOHC Inline 4-Cylinder Engine 2 Twin-Choke Weber Carburetors Approximately 160bhp at 6,000rpm 5-Speed Manual Transaxle 4-Wheel Independent Suspension

- ★ Desirable Lotus 41 single-seater
- ★ Delivered new to Lotus Switzerland and G. Rollason
- ★ Black exterior from new with Lucas Fuel Injected engine
- ★ Powerful and eligible vintage Lotus







THE LOTUS 41

Introduced in 1966, the Lotus Type 41 reverted to a spaceframe chassis again after the monocoque Lotus 35. The spaceframe was stiffened with sheet metal diaphragms in the foot box, dashboard, rear of cockpit, gearbox area and under tray. The wheels were 13 inch 6-spoke cast-magnesium with 7-inch wheels at the front and 9-inch at the rear, while brakes were Girling discs fitted both front and rear. Lotus planned to build only 34 Type 41 chassis, but finally 61 were built. The 41 (FL) was used in various classes from 1966 to 1968, scoring a total of 55 victories, and arguably broke the dominance of Brabham at that time.

Drivers of the Lotus 41 racers included Piers Courage-who won 5 races and took the French Craven 'A' Championship-and his teammate Roy Pike who also scored a couple of victories. In the UK, Jackie Oliver took some wins and newcomers Derek Bell and Mo Nunn also showed well in the lithe and competitive single seater. In 1967, Gus Hutchison drove his Lotus 41 to 4 wins of 5 races in SCCA's Grand Prix Championship, which was the forerunner to the Formula Continental Championship established the next year. Impressively, Gus took the overall championship against F1 cars with larger 3-liter racing engines.

THE MOTORCAR OFFERED

The Lotus Type 41 offered here - chassis 41FL29 - was completed at Lotus in March of 1967. The 41 was finished in a sinister black color, equipped with a Hewland FT200 transaxle, and delivered to first owner G. Rollason and Lotus Switzerland. It is believed that 41FL29 was delivered with a Lotus Twin Cam engine, and raced in 1967 by the Midland Racing Team, mainly in the hands of Swiss driver, Walter Habegger. An internet search will come up with many black and white photos of a Lotus Type 41 at various events, most likely this very car. 41FL29 would later reside in France, before being exported to Japan in 2005. Now in BRG with a yellow stripe, this would be a fine entry to many vintage racing events.

\$40,000 - 60,000 WITHOUT RESERVE

Offered on a Bill of Sale



- ★ The second modern GT500 built
- ★ Less than 80 miles from new
- ★ Autographed by Carroll Shelby
- ★ Delivered directly from the factory to its first owner
- ★ Offered from a deceased estate

2007 FORD SHELBY GT500 COUPE

VIN. 1ZVHT88S475200002

330ci DOHC Supercharged V8 Engine
Electronic Fuel Injection
500bhp at 6,000rpm
6-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Ventilated Disc Brakes







THE MOTORCAR OFFERED

It was 37 long years between the production of the last original GT500 in 1970 and the reintroduction of the GT500 for the 2007 model year. While a handful of 'super' Mustangs had appeared in the interim, namely the Mustang Cobra R in 1993, '95, and 2000, those looking for something a bit more than a regular Cobra were left looking to the folks at Saleen and Roush to fill the gap.

When Ford released the new GT500 in 2007, they weren't messing around. Harkening back to the Shelby Mustangs of yore, this 500 horsepower beast was primed to dust the best of Europe—and do so with plenty of money left over in the bank given that the MSRP was a fraction of anything else one could get with a similar amount of power and a horse on the front.

This is the second GT500 produced in the modern era. Like s/n 00005 (which will be offered in this auction - see lot 61, it was purchased new by Arizona collector Ron Pratte—who acquired it along with 00001. After rolling off the Flat Rock assembly line, it was autographed by Carroll Shelby and then, on May 26, 2006, trucked directly from the plant to Chandler, Arizona, effectively bypassing the traditional dealer delivery and inspections. Retained by Pratt for five years, it was acquired by the current owner in January of 2012.

Similar to 00005, this GT500 is finished Grabber Orange, which was seen on a mere 160 GT500 Coupes, over black leather. A very low mileage example, it has covered less than 150 miles from new. With a car this special, we're happy to offer the bragging rights free of charge.

\$35,000 - 45,000 WITHOUT RESERVE



ACKNOWLEDGMENTS

Gabor Mayer

Jeremy Cliff

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2018 SCOTTSDALE CATALOG:

BMW Classic Mercedes-Benz Theo Civitello – Theo Graphics

British Heritage Trust Michael Kunz - Mercedes-Benz Tom Black
BDC Classic Center Verity Spencer
David Bush Photography Motoring writer Mike Daly Warren Barnes

Motorcar Studios

Peter Linsky

Jaguar Cars North America Patrick Ernzen Xavier Maignan and Collector Car Vault Jasen Delgado Pawel Litwinski

Jerry Lee Porsche North America

John Clark RoyBoy Productions – Travis Scanlan

Jürgen Barth RROC

Jaguar Heritage TrustStephen CarlsonMarcel MassiniSanta Paula AirportMark StarrTerry McGrath

Mary Jane Leuch The Westin Kierland Resort & Spa

PHOTOGRAPHY CREDITS

MOTORING PHOTOGRAPHER PAWEL LITWINSKI Theo Civitello: Lots 4, 11, 35, 45, 60, 70, 89,

After more than a decade of specialization in this field,
Pawel's work is easily recognized. His photographs show
a unique brilliance (clarity) and depth. His artistry and
instinct in his choice of location and angles evoke the

Dale Lafollette:
David Charvet:
David Gooley & Associates:

Lot
102

period and particular qualities of each car that he shoots. Patrick Ernzen: Lots 3, 20, 57, 61, 79, 92, 97, www.litwinski.com 98, 101, 108, 109, 111

Motorcar Studios: Lots 9, 13, 31, 65

William Rogers

 Jasen Delgado:
 Lots
 12, 43

 Pawel Litwinski:
 Lots
 6, 8, 10, 14, 15, 16, 17, 18,
 Joshua Sweeney:
 Lot
 88

21, 22, 24, 25, 26, 27, 28, 30, David Bush: Lots 1, 5, 7, 76, 85 32, 33, 34, 38, 40, 44, 46, 47, Peter Martin: Lot 80

48, 49, 50, 51, 52, 53, 55, 58, Phil Toy: Lot 105 59, 62, 64, 66, 67, 69, 71, 73, Gabor Mayer: Lots 19, 2

59, 62, 64, 66, 67, 69, 71, 73, Gabor Mayer: Lots 19, 23, 56, 72 74, 75, 77, 78, 81, 83, 84, 86, Ronnie Renaldi: Lot 2 87, 90, 93, 95, 100, 103, 104, Drew Shipley: Lots 36, 41, 42

106, 107 Will Rogers: Lots 63



THE BONHAMS MOTORING NETWORK

UNITED STATES

SAN FRANCISCO

Jakob Greisen 220 San Bruno Avenue San Francisco, CA 94103 Tel: +1 (415) 391 4000 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.hudsonevans@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

Jim Reynolds 4 Childe Road, Cleobury Mortimer Kidderminster, DY14 8PA Tel: +44 90) 1299 270 642 iim.revnolds@bonhams.com

WALES

Mike Worthington-Williams
The Old School House, Cenarth
Newcastle Emly, Carmarthenshire,
SA38 9JL
Tel: +44 (0)1239 711 486 (9am-5pm)

Tel: +44 (0)1239 711 486 (9am-5pr 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 Munih 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.claramunt@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 Westin Kierland Resort & Spa, Scottsdale, Arizona, on Thursday, January 18, 2018.
- 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

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

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 local Mountain Standard Time on Saturday, January 20, 2018. 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

CONDITIONS OF SALE - MOTOR VEHICLES

Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

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

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

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

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

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

(b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;

(c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;

(d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;

(e) Rescind the sale of the Lot to the Buyer at any time;

(f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;

(g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall

have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in 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:

CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

- (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows:
- (A) All arbitration proceedings shall be confidential;
- (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;
- (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law: (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days; (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.
- 18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.
- These Conditions of Sale (as may be 18.3 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, ADVERISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY **GOVERNMENTAL OR ASSOCIATION** STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH

APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL. COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

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

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding) Please circle your bidding method above.

Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

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

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

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

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150

FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

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

Bonhams Client Services Department 7601 W Sunset Blvd Los Angeles, California 90046 Tel +1 (800) 223 2854 Fax +1 (323) 850 6090 bids.us@bonhams.com

Bonhams

Sale title: The Scottsdale Auction	Sale date: January 18, 2018			
Sale no. 24452	Sale venue: Westin Kierland Resort & Spa Scottsdale, Arizona			
General Bid Increments: \$10 - 200	\$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time			
Customer Number	Title			
First Name	Last Name			
Company name (to be invoiced if applicable)				
Address				
City	County / State			
Post / Zip code	Country			
Telephone mobile	Telephone daytime			
Telephone evening	Fax			
Telephone bidders: indicate primary and secondary next to the telephone number.	contact numbers by writing ① or ②			
E-mail (in capitals) By providing your email address above, you authorize Bonhams and partner organizations. Bonhams does not sell or trade emai	to send you marketing materials and news concerning Bonhams laddresses.			
am registering to bid as a private client	I am registering to bid as a trade client			
Resale: please enter your vehicle dealer and resale license Dealer: / State: Resale:	number here We may contact you for additional information			
SH	IPPING			
Shipping Address: (if different than above)	Motorcars:			
Address: City: Country:	I will collect purchases myself by 12pm January 20 I will arrange transport via a third party shipper			
Post/ZIP code:	Shipper:			

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.

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:				

^{*} 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.

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 Scottsdale Auction on January 18, 2018.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE) (DIRECT TELEPHONE NUMBER)

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

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

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

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

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Scottsdale Auction on January 18, 2018.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE) (DIRECT TELEPHONE NUMBER)





FROM SCOTLAND TO SCOTTSDALE

The Scotch Library presents a selection of more than 250 Scotch whiskies including an exclusive collection of rare single malts. Our Scotch Ambassadors look forward to assisting you in choosing the perfect Scotch.

The Scotch Library is open nightly from 5 to 9 pm An "Evening of Scotches" is offered at 6 pm Fridays, reservations required 480-624-1202 | kierlandresort.com **IMPORTANT COLLECTORS'** MOTOR CARS, AUTOMOBILIA AND WATCHES

Thursday 8 February 2018 Paris, France

ENTRIES NOW INVITED

Following the spectacular auction at the Grand Palais in 2017, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

ENQUIRIES

Motor Cars

Europe +33 (0) 142 61 10 11 eurocars@bonhams.com

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

East Coast +1 212 461 6515

rupert.banner@bonhams.com

West Coast +1 415 503 3284

jakob.greisen@bonhams.com

Watches

+44 (0) 20 7447 7412

jonathan.darracott@bonhams.com

Catalogue

+44 (0) 1666 502 200 subscriptions@bonhams.com

LES GRANDES MARQUES **DU MONDE**

GRAND PALAIS

The ex-Earl Howe, Piérre Levegh, Current ownership since 1958 1935 BUGATTI TYPE 57 TOURIST TROPHY TORPÉDO €780.000 - 1.300.000

Bonhams

bonhams.com/grandpalais

MARCH 8, 2018 Fernandina Beach, Florida +1 (212) 461 6514, East Coast +1 (415) 391 4000, West Coast motors.us@bonhams.com



One of only two known to exist
1919 PIERCE-ARROW SERIES 51
FOUR PASSENGER TOURING



Superb Coachwork by Pourtout
1927 GEORGES IRAT MODEL A



Beautifully executed six-year restoration
1936 HORCH 853 ROADSTER
Replica coachwork by Appel Klassiker



Rare Overdrive Model
1939 BENTLEY 4 1/4 TOURER



CONSIGNMENTS INVITED



Ex-Ed Elesian, 1955 Indianapolis competitor, freshly completed restoration 1952 KURTIS KK4000 SINGLE SEATER

Bonhams

bonhams.com/amelia



1963 JAGUAR E-TYPE LIGHTWEIGHT Sold for \$8,000,000



1957 BMW 503 CABRIOLET Sold for \$583,000



1972 FERRARI 365GTS/4 DAYTONA SPIDER Sold for \$2,410,000



1990 FERRARI F40 Sold for \$1,457,500



1959 AC ACE-BRISTOL Sold for \$451,000



1965 FERRARI 275 GTB ALLOY LONG-NOSE Sold for \$3,080,000

QUAIL LODGE AUCTION

CONSIGNMENTS INVITED



1995 McLAREN F1 Sold for \$15,620,000

Bonhams

bonhams.com/quail



14th Annual

LA JOLLA CONCOURS D'ELEGANCE CELEBRATING LINCOLN

REGISTRATION NOW OPEN ONLINE AT: LAJOLLACONCOURS.COM





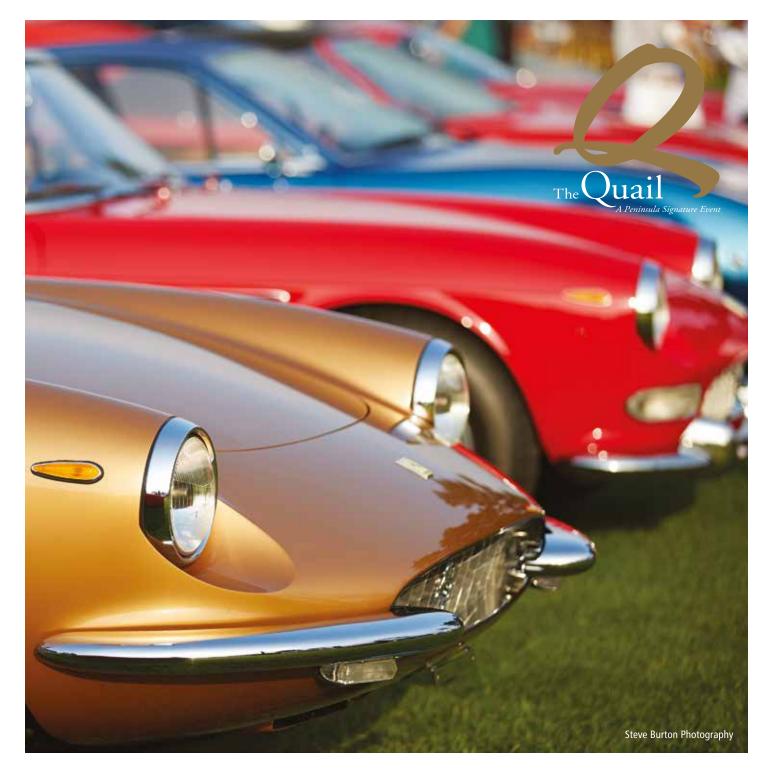




WORLD CLASS CARS, WORLD CLASS EXPERIENCE

LA JOLLA CONCOURS D'ELEGANCE | APRIL 7 - 8, 2018

BENEFITING THE LA JOLLA HISTORICAL SOCIETY



CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 24, 2018 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 16th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* 2018 Featured Class is: 70 Years of the Iconic Porsche 356. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

To enter a vehicle from your private collection, obtain an application by visiting signature events. peninsula. com or by calling +1 (831) 620-8879.





Protecting Your Investment Since 1970 Call for a free quote and see the difference 1-800-325-4267 www.PassportTransport.com

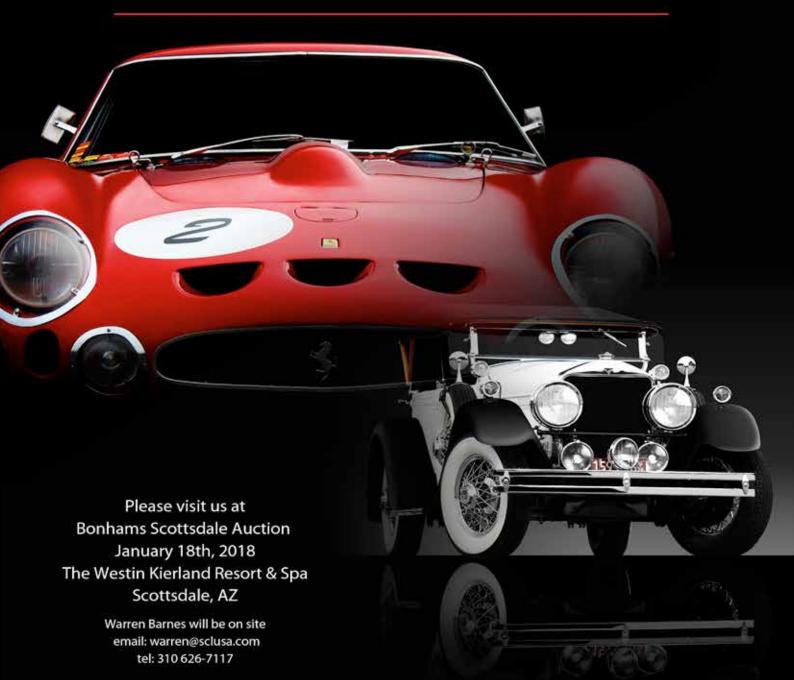
At Passport Transport we realize you have a lot of choices when it comes to enclosed auto transport but we believe our drivers make the difference. They possess something we call "Passport Pride" and it's demonstrated in the personal attention they give every car they transport.

- ~ Our Drivers Average 15 Years Experience ~
 - ~ Up To \$20 Million in Coverage ~
 - \sim Real Time Online GPS Tracking \sim
- ~ Competitive Pricing with Realistic Timing ~
 - ~ No Brokering, No Warehousing ~





THE PREMIER INTERNATIONAL SHIPPING SERVICE DEDICATED TO COLLECTIBLE VEHICLES.

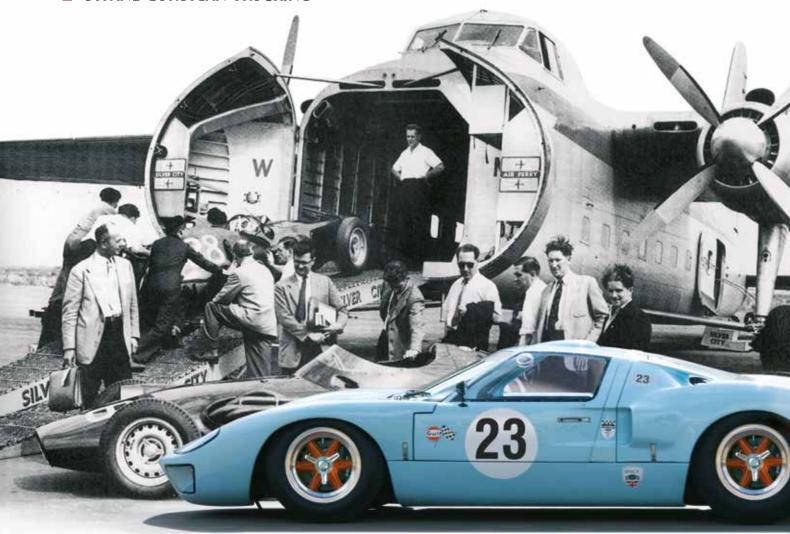






TRADITIONAL VALUES MODERN THINKING

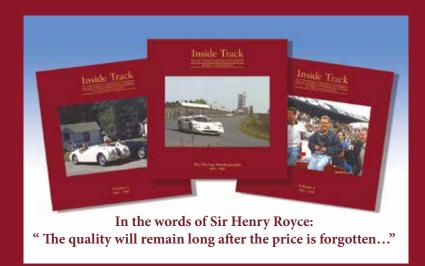
- SEA AND AIR FREIGHT
- US AND WORLDWIDE CUSTOMS BROKERAGE
- RACE AND RALLY TRANSPORTATION
- INTERNATIONAL STORAGE
- UK AND EUROPEAN TRUCKING



www.carsusa.com

EUROPE

'Inside Track' - by Phil Hill with Doug Nye The three-Volume Time Machine...







Visit our website for full details:

http://philhillbook.com

http://phil-hill-book.com/check-out To Buy:



Objective: to create the finest World Champion Driver's book ever produced, or ever likely to be produced...

Three Volumes, more than 400 pages each, more than 1,000 period colour photographs by Phil Hill

Buyers' Verdicts:

"Stunning. Just stunning. It is so much more than 'just A Book'. 'Inside Track' is way, way beyond anything I ever imagined possible..."

"No book previously has captured this era so vividly, and in such unique style..."

"Deep and heartfelt congratulations on the book. It is absolutely beyond anything I have ever seen! Fabulous..."

"A million thanks and all my congratulations for an absolute masterpiece..."

"These books are heirlooms that will be treasured by their owners for generations..."

INDEX

Lot No.	Year	Model	Lot No.	Year	Model
77	1995	Acura NSX-T	18	1967	Jaguar E-Type Series I 4.2 Roadster
53	1951	Alfa Romeo 6C 2500 Super Sport Cabriolet	70	1970	THE RESERVE OF THE PARTY OF THE
78	1954	Alfa Romeo 1900C Coupe	43	1973	Jaguar E-Type Series III V12 Roadster
5	1963	Alfa Romeo 2600 Spider	102	1910	Knox Type O 5-Passenger Touring
72	1928	Amilcar CGSS-Style Two Seater	56	1957	Lamborghini DL30 Tractor
50	1956	Austin-Healey 100 BN2	69	1968	Lamborghini Islero 400 GT
2	1959	Austin-Healey 100-6 BN4	40	1987	Lamborghini Countach 5000 QV
82	1963	Austin-Healey 3000 Mk II BJ7	34	1982	Lancia Rally 037 Stradale
89	1930	Bentley Speed Six 'Le Mans Replica' Tourer	6	1995	Land Rover Defender 90 Hard Top
93	1961	Bentley S2 Continental Flying Spur	110	1967	Lotus Type 41
64	1962	BMW 700 Sport	88	1963	Maserati Sebring 3500GTi Series 1
23	1972	BMW 3.0 CS	24	1977	Maserati Merak SS
84	2002	BMW Z8	10	1953	Mercedes-Benz 220 Cabriolet A
63	2003	BMW ALPINA V8 Roadster	30	1957	Mercedes-Benz 300SL Roadster
12	1961	Chevrolet Corvette 283/270HP Roadster	35	1962	Mercedes-Benz 190SL
101	2009	Chevrolet Corvette Z06 GT1 Special Edition	22	1970	Mercedes-Benz 280SE 3.5 Cabriolet
92	2016	Chevrolet Corvette Z06 Coupe	90	1970	Mercedes-Benz 280SE Cabriolet
17	1937	Cord 812 Supercharged "Sportsman"	14	1952	MG TD
80	1974	Datsun 260Z	41	1968	Molzon Concept Corsa GT38
85	1969	DE TOMASO Mangusta	60	1951	Morgan +4
83	1928	DeSoto Race Special	109	1952	Nash-Healey Roadster
38	1949	Dodge Wayfarer Roadster	87	1930	Packard 740 DeLuxe Eight Sport Phaeton
65	1994	Dodge Viper RT/10 Roadster	106	1934	Packard EIGHT 1101 Convertible Victoria
108	2005	Dodge Viper SRT-10 Copperhead Edition	58	1953	Porsche 356 Pre-A 1500 Cabriolet
57	2006	Dodge Viper SRT-10 VOI.9 Edition	94	1954	Porsche 356 Pre-A Speedster
107	1931	Essex Super Six Boattail Speedabout	32	1956	Porsche 356A Speedster
29	1962	Ferrari 330 GT 2+2	48	1956	Porsche 356A 1500 Carrera GS Coupe
27	1967	Ferrari 275 GTB/4	44	1958	Porsche 550A Spyder
25	1972	Ferrari 365 GTS/4 Daytona Spider	68	1960	Porsche 356B 1600 Super Coupe
66	1973	Ferrari 365 GTB/4 Daytona	73	1960	Porsche 356B 1600 Super 90 Roadster
26	1974	Ferrari Dino 246 GTS	96	1961	Porsche 356B 1600 Coupe
95	1974	Ferrari Dino 246 GTS	37	1962	Porsche 356B Twin Grill Roadster
33	1976	Ferrari 308 GTB Vetroresina	91	1968	Porsche 911L 2.0 Coupe
42	1977	Ferrari 400 GT	21	1970	Porsche 911T 2.2 Coupe
45	1983	Ferrari 308 GTSi Quattrovalvole	31	1989	Porsche 911 Carrera Speedster
99	1988	Ferrari 328 GTB	46	1994	Porsche 911 RS America
28	1991	Ferrari F40	15	1995	Porsche 911 Carrera RS 3.8
36	1993	Ferrari 348 TS Serie Speciale	55	1997	Porsche 911 Turbo
62	1995	Ferrari F355 GTS	81	2005	Porsche Carrera GT
54	1995	Ferrari F50	97	3000	Porsche 911 Turbo Coupe
49	2003		51		Porsche 918 Spyder
7	2003	Ferrari 456M GTA	52	2016	Porsche 911 R
79	2004	Ferrari 360 Spider	39	1973	Range Rover Classic
86	2005	Ferrari 575 Superamerica	19	1913	Regal Underslung Model N 25HP Roadster
59	2007	Ferrari 599 GTB Fiorano	4	1980	Renault Alpine A310
1	1959	Fiat 1200 TV Trasformabile	98	1931	Rolls-Royce Phantom 1 Regent
20	1967	Fiat-Abarth 1000 OTR	74	1963	Rolls-Royce Silver Cloud III Drophead
71	1931	Ford Model A Roadster Pickup	104	1963	Rolls-Royce Silver Cloud III Saloon
3	1940	Ford 01A Deluxe Sedan Delivery	67	1962	Sabra Sport Roadster
75	2006	Ford GT	16	1966	Shelby GT350H Fastback
61	2007	Ford Shelby GT500 Convertible	8	1989	Shelby Dakota
111	2007	Ford Shelby GT500 Coupe	100	1965	Sunbeam Tiger Mk I
13	1963	Glas Goggomobil TS 250 Coupe	9	2008	Tesla Roadster
47	1962	Jaguar E-Type Series I 3.8 Roadster	11	1967	Toyota Land Cruiser FJ40
103	1963	Jaguar E-Type Series I 3.8 Roadster	76	1969	Volvo P1800S
105	1965	Jaguar Mark 2	3		



8 1793

Bonhams

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

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

220 San Bruno Avenue San Francisco, CA 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

