

Thursday March 8, 2018  
Fernandina Beach Golf Club  
Fernandina Beach, Florida

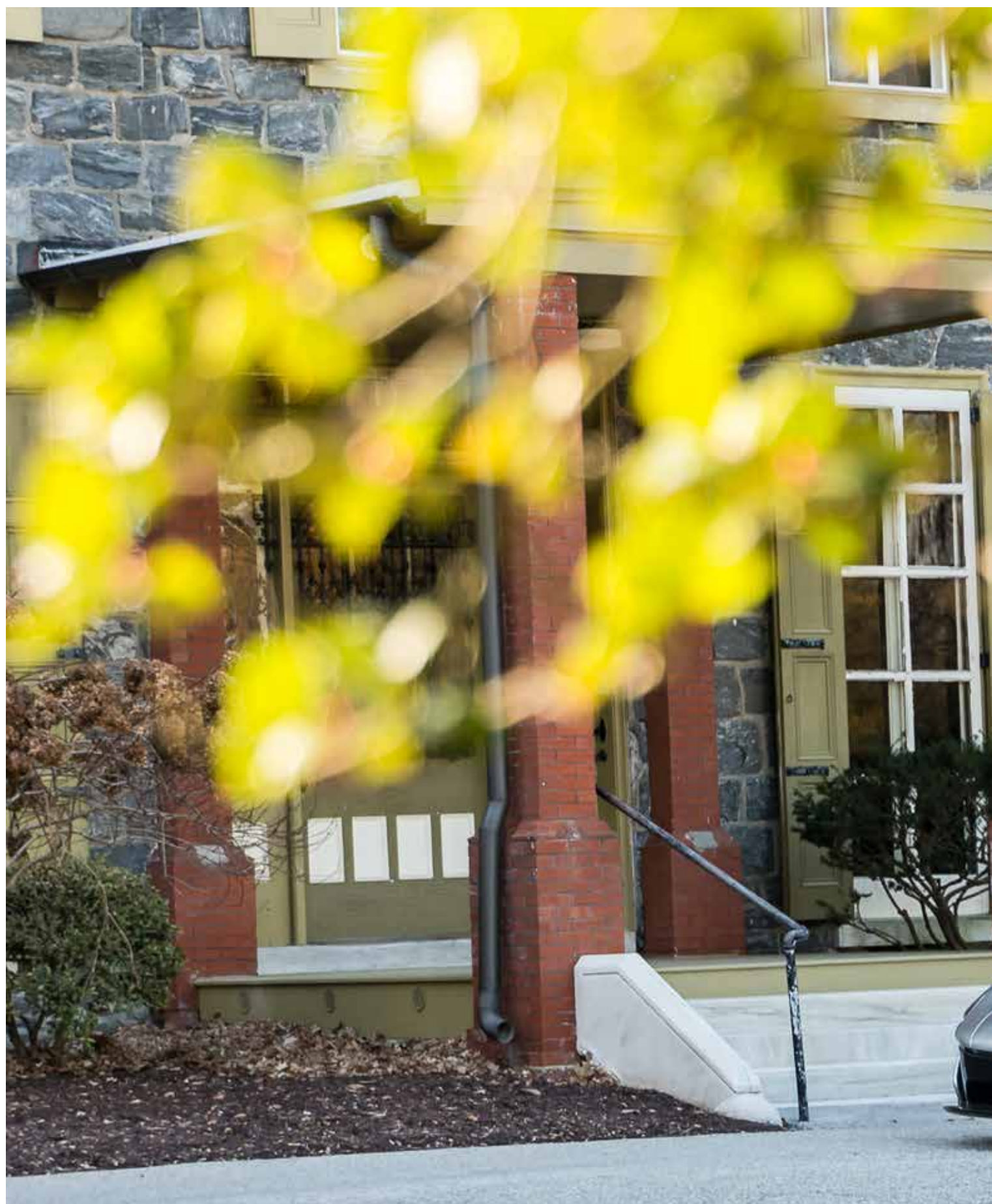
THE  
**AMELIA ISLAND**  
AUCTION



Bonhams

*[Handwritten signature]*









LOT 164 2015 McLaren P1





LOT 171 1912 THOMAS FLYER MODEL MC 6-40 ROADSTER



Thursday March 8, 2018  
Automobilia 12pm  
Motorcars 1pm  
Fernandina Beach Golf Club  
Fernandina Beach, Florida



#### **BONHAMS**

580 Madison Avenue  
New York, New York 10022

7601 W. Sunset Boulevard  
Los Angeles, California 90046

220 San Bruno Avenue  
San Francisco, California 94103

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

#### **PREVIEW AND AUCTION LOCATION**

Bonhams Pavilion at the  
Fernandina Beach Golf Club  
For GPS directions, please use  
3990 Amelia Island Parkway  
Fernandina Beach, Florida 32034

#### **PREVIEW**

Wednesday March 7, 9am to 7pm  
Thursday March 8, 9am to 12pm

#### **AUCTION**

Thursday March 8,  
Automobilia 12pm  
Motorcars 1pm

**AUCTION NUMBER:** 24809  
Automobilia and Charity Lots 1 -36  
Motorcars Lots 101 - 204

#### **FRONT COVER**

Lot 137

#### **INQUIRIES**

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Stanley Tam  
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+1 (415) 391 4040 Fax  
[stanley.tam@bonhams.com](mailto:stanley.tam@bonhams.com)

#### **BIDS**

+1 (212) 644 9001  
+1 (212) 644 9009 (fax)

From March 5 to March 10, to reach us  
directly at the Bonhams Pavilion in  
Fernandina Beach:  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

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

Please see pages 4 to 5 and 216 to 218 for  
bidder information including conditions of sale,  
after-sale collection and shipment.

#### **AUTOMATED RESULTS SERVICE**

+1 (800) 223 2854

#### **ADMISSION TO PREVIEW AND AUCTION**

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

#### **CLIENT PARKING**

Client parking is located directly across the  
street from Bonhams Pavilion on Amelia Island  
Parkway. For the most accurate directions,  
please use 3990 Amelia Island Parkway for  
Bonhams' actual GPS location. Signs and  
traffic attendants will direct you to our parking  
area. There will be a short walk across Amelia  
Island Parkway to our entry.

Bonhams does not recommend using  
the Fernandina Beach Golf Club address  
on Bill Melton Rd to access our tenting.

#### **RITZ-CARLTON SHUTTLE**

A complimentary shuttle will run to and from  
the Ritz-Carlton and Bonhams' Pavilion on  
Wednesday March 7 from 12pm to 7.30pm,  
and again on Thursday March 8 from  
8.30am to 8pm. The shuttle will be located  
at the base of the Ritz-Carlton drive and  
Amelia Island Parkway.

#### **Bonhams**

220 San Bruno Avenue  
San Francisco, California 94103  
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## BUYER INFORMATION

### CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

### IMPORTANT NOTICE

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

For all registrable vehicles, Bonhams is a Florida motor vehicle dealer, dealer number VI/1087220/1. 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 & AUCTION

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

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

### BIDDER REGISTRATION FEE

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

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

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

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$250,000 of the bid price, 20% of the amount exceeding \$250,000, up to and including \$4,000,000, and 12.5% on any amount exceeding \$4,000,000.

For the CHARITY lots 32 through 36, no buyer's premium will be charged.

### Important SALES TAX Information:

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

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

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

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

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

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

### MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the import value, and associated import fees are payable by the buyer on all lots marked with an omega symbol (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 March 10.

### ESTIMATES

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

### RESERVES

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

### BIDDING AT AUCTION

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

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

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

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



## PAYMENT & COLLECTION OF LOTS

### ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009 or Bonhams in Fernandina Beach, FL at +1 (415) 391 4040 beginning Monday March 5 until sale day.

### TELEPHONE BIDS

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

### ONLINE BIDS AND BIDDING

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

The live online bidding facility is available for this auction. Additional terms and conditions of sale relating to online bidding will apply. Please see [www.bonhams.com/amelia](http://www.bonhams.com/amelia) or contact the Client Services Department to obtain information and learn how you can register and bid online. To view the auction live, please go to [www.bonhams.com/amelia/live](http://www.bonhams.com/amelia/live)

### CURRENCY CONVERTER

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

### DAMAGE

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

### PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Saturday March 10. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

### PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Thursday March 8. We will be open on Friday March 9 from 8.30am until 5pm, and again on Saturday March 10 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday March 10; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

### COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Saturday March 10. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday March 10. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

**Uncollected Automobilia lots 1 - 2, 4 - 10 and 28 - 29** will be removed to Bonhams Los Angeles location for shipping or collection by the buyer or its authorized agent. Instructions for collection from Bonhams Los Angeles location will be given to buyers at the time of payment. Bonhams Shipping Department is available to assist with shipping quotes for these lots only at 415 503 3337. The above specified lot numbers will not be available for collection after 12pm on Saturday March 10 until Monday March 19 at 9am. Please note that lots transported to Los Angeles are subject to a \$75 transport charge.

**Uncollected Automobilia lots 3 and 11 - 27, 30 - 31** will be removed by a third party shipping company who will either store for buyer collection or ship on behalf of the buyer. Please inquire with Cashiering for more information regarding collection or shipping of these lots, as well as any associated uplift charges.

### REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday March 10.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday March 10, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

### DOMESTIC MOTORCAR TRANSPORT

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

### INTERNATIONAL MOTORCAR TRANSPORT

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

### INTERNATIONAL MOTORCAR AND MOTORCYCLE TRANSPORT

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



Welcome to our Amelia Island Auction at the Fernandina Beach Golf Club, already in its fourth year, we're delighted to return to this peninsula and to be a part of this exciting week for car enthusiasts.

Our very best wishes are with the indomitable and essential force that is Bill Warner as he races back to full health. Bill and his team have created this truly world beating Concours d'Elegance and the 2018 edition will doubtless be the benchmark for the year ahead.

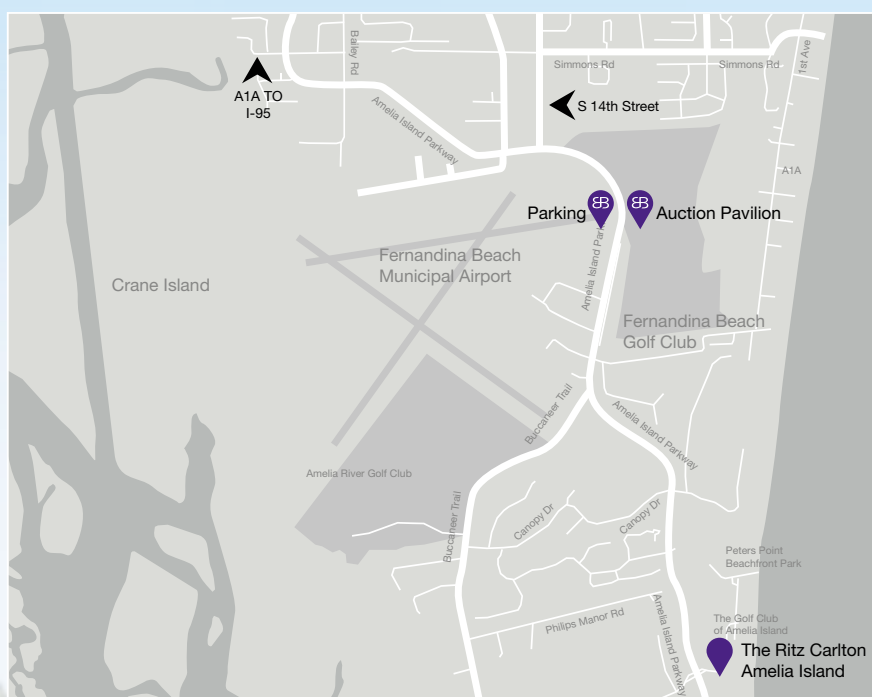
In true Bonhams style, as at the Concours, we are able to present motorcars that chart the full history of the industry, covering a remarkable 115 years, from the dawn of motoring to modern supercars, a 6hp to 600hp!

We would like to thank the City of Fernandina Beach and the Fernandina Beach Golf Club for their continued support. We are also proud to continue our local charitable relationships. We will again be offering several charity lots with proceeds going to benefit Micah's Place. We encourage all of you to join in the bidding.

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

Thank you for joining us, we wish you successful bidding!

## BONHAMS AT THE FERNANDINA BEACH GOLF CLUB



### DIRECTIONS

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

We recommend using the GPS address of 3990 Amelia Island Parkway, Fernandina Beach, FL 32034, for direct access to Client Parking and the Bonhams Pavilion.

We do not recommend using the main Golf Club address of 2800 Bill Melton Road as it is on the opposite side of the course from our location.

### RITZ-CARLTON SHUTTLE

A complimentary shuttle will run to and from the Ritz-Carlton and Bonhams' Pavilion on Wednesday March 7 from 12pm to 7.30pm, and again on Thursday March 8 from 8.30am to 8pm. The shuttle will be located at the base of the Ritz-Carlton drive and Amelia Island Parkway.

### PLEASE JOIN US

#### BONHAMS MOTORING DEPARTMENT CORDIALLY INVITES YOU TO

##### An Evening Preview and BBQ

Wednesday March 7

5pm to 7pm

##### An Auction Day Brunch

Thursday March 8

10am to 12pm

**THE BONHAMS PAVILION**  
Fernandina Beach Golf Club



# BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM

## EAST COAST USA

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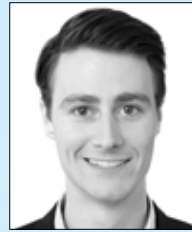
Rupert Banner



Eric Minoff



Evan Ide



John Neville



Greg Porter



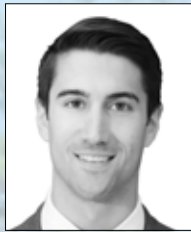
Tim Parker

## WEST COAST USA

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Jakob Greisen



Michael Caimano



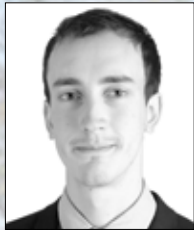
Derek Boycks



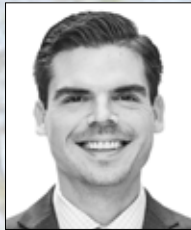
Mark Osborne

## ADMINISTRATION & SUPPORT

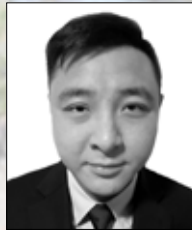
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Gregory Coe  
Senior Administrator  
East Coast



Gordan Mandich  
Senior Administrator  
West Coast



Stanley Tam  
Dealership &  
Compliance Manager



Jared Zaugg  
Press Officer  
USA

## UNITED KINGDOM

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Tim Schofield



Sholto Gilbertson



John Polson



Rob Hubbard



Richard Stafford

## EUROPE

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Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner







# AUTOMOBILIA

Thursday March 8, 2018 at 12pm

Lots 1 - 31

Charity Lots 32 - 36

Those fluent in Ferrari history and endurance racing legends will recognize Harley E. Cluxton III. Harley is a former N.A.R.T. driver, the team owner and FIA-registered manufacturer of John Wyer's famous Mirage racing cars, and president of pioneering firm Grand Touring Cars, Inc. in Scottsdale, Arizona. As the youngest exclusive factory-authorized Ferrari dealer in the United States at age 26, Mr. Cluxton moved Grand Touring Cars from Chicago to Phoenix in 1973, at which time he was also awarded the Lamborghini importership for the Western United States. In early 1976, Mr. Cluxton purchased the Mirage racing team from Gulf Oil, including all manufacturing and trademark rights associated with Mirage racing cars. Grand Touring Cars manufactured, developed, and contested the Mirages at the 24 Hours of Le Mans with great success from 1976 to 1982, battling for overall victory against Porsche's factory 936s and Renault Sport's A442s. In addition to bringing Ferrari, Lamborghini, and a Le Mans-winning racing team to the desert of the American Southwest, by the late-1970s Grand Touring Cars began setting international standards for restoration, race preparation, and sales of historically significant competition cars. As Grand Touring Cars enters it's forty-sixth year supporting the collector and motorsport communities, Mr. Cluxton continues to astonish us all. Here at Bonhams, we are proud to know Harley as both a friend and valued colleague.

From the personal collections of Harley E. Cluxton III, enthusiasts and collectors will find a selection of items acquired by Mr. Cluxton throughout his remarkable career. These authentic pieces present an opportunity to capture special moments in motorsport and automotive history spanning the last sixty years.



Photos courtesy of HEC III Trust



1

**1**  
**A COMPLETE RUN OF FERRARI DESK DIARIES FROM 1976-1983, UNUSED, 1979-1983 STILL IN THEIR ORIGINAL BOXES.**

**Provenance**

Annual Gifts from Enzo Ferrari, most still with unsigned business card.

**\$3,000 - 4,000  
WITHOUT RESERVE**



2

**3**  
**A SET OF FOUR BORRANI COMPETITION WIRE WHEELS, (TWO FRONT, TWO REAR), FOR FERRARI 250P, MOUNTED WITH DUNLOP TIRES AND POLISHED**

**Provenance**

part of the purchase of the 1963 Sebring-Winning, John Surtees/Ludivicio Scarfiotti driven, Ferrari 250P-0810, acquired as a project and restored by Grand Touring Cars Inc./Mr. Cluxton in June 1987 in pieces.

**\$2,000 - 3,000  
WITHOUT RESERVE**



3

**5**  
**A 1975 FERRARI F1 MOMO STEERING WHEEL**

**Provenance**

fitted 1975 Ferrari 312 T, chassis 024, the Clay Regazzoni car, formerly owned by Harley Cluxton, purchased ex-Works in the 1970s. 024 was winner of the 1975 Italian Grand Prix and 1976 U.S. Grand Prix in 1975 driven by Regazzoni and also driven by Nikki Lauda at the South African Grand Prix in 1976.

**\$3,000 - 5,000  
WITHOUT RESERVE**



4



5



6

**6**  
**A STEERING WHEEL, WITH PLAQUE INSCRIBED '1ST OVERALL - 1975 24 HRS LE MANS, JACKY ICKX. DEREK BELL, MIRAGE FORD GR8-801'**

**Provenance**

ex- Gulf Mirage DFV Ford GR8-801.

**\$1,500 - 2,500  
WITHOUT RESERVE**

**2**  
**A FERRARI LEATHER PORTFOLIO - EMBOSSED WITH MARANELLO 12.10.1982, AND INCLUDING A SERIES OF PHOTOGRAPHS OF THE FERRARI FACTORY IN THIS PERIOD.**

**\$1,000 - 2,000  
WITHOUT RESERVE**

**4**  
**A FERRARI STEERING WHEEL**

**Provenance**

removed from 1966 Ferrari Chassis No. 0844, SEFAC 330 P3/1967 330 P3/P4, 412/P3, purchased first by Harley Cluxton in August 1972, one of three separate occasions he would own this car.

**\$3,000 - 5,000  
WITHOUT RESERVE**







7



10

**7**  
**A PERSONAL FORMULA ONE STEERING WHEEL, WITH PLAQUE INSCRIBED '1ST-1980 CANADIAN GERMAN GRAND PRIX, ALAN JONES, WILLIAMS-FORD'**

**Provenance**  
direct from Sir Frank Williams, ex. Williams FW07B-9  
**\$1,500 - 2,500**  
**WITHOUT RESERVE**

**8**  
**A MOMO FORMULA ONE STEERING WHEEL, WITH PLAQUE INSCRIBED '1ST-1986 MEXICO GRAND PRIX, GERHARD BERGER, BENETTON BMW TURBO'**

**Provenance**  
direct from Peter Collins, Team Manager, Benetton Formula, ex Benetton BMW Turbo B186-7.  
**\$1,500 - 2,500**  
**WITHOUT RESERVE**

**9**  
**A PERSONAL STEERING WHEEL, WITH PLAQUE INSCRIBED '1ST-1987 GERMAN GRAND PRIX, NELSON PIQUET, WILLIAMS HONDA TURBO'**

**Provenance**  
direct from Sir Frank Williams, ex Williams Honda Turbo FW11B-4  
**\$1,500 - 2,500**  
**WITHOUT RESERVE**



8



12

**10**  
**A PERSONAL FORMULA ONE STEERING WHEEL, WITH PLAQUE INSCRIBED '1ST-1991 BRITISH GRAND PRIX, NIGEL MANSELL, WILLIAMS RENAULT FW14-5'**

**Provenance**  
direct from Sir Frank Williams.  
**\$1,500 - 2,500**  
**WITHOUT RESERVE**

**11**  
No lot

**12**  
**A WILLIAMS FW08 NOSE**  
With two sets of wings. **Provenance**  
Spares accompanying Mr. Cluxton's purchase of Keke Rosberg's F1 World Championship Winning car (chassis FW08-5), purchased directly from Sir Frank Williams on March 24, 1984.  
**\$1,000 - 1,500**  
**WITHOUT RESERVE**



9



13



14

**13**  
**C.1988 BENETTON 188 BODYWORK**  
Comprising main body cover, pans (2), red front wing sides with Gancia sponsorship (4).

**Provenance**  
Spares accompanying Mr. Cluxton's purchase of the ex-Boetsen B188-2 and the ex-Nannini 188-06, 1988 Benetton B188 Ford DFR F1 Cars. Both purchased directly from Benetton Formula Ltd, Witney, in January 1990.  
Footnote - The B188 was third in the Constructors Championship and Thierry Boutsen was fourth in the World Driver's Championship driving B188-2, in 1988 and won the 1988 Jim Clark Trophy for naturally aspirated Formula One cars in the world championship.  
**\$3,000 - 5,000**  
**WITHOUT RESERVE**

**14**  
**FOUR BENETTON 188 TYPE B FORMULA ONE WHEELS MANUFACTURED BY SPEEDLINE - FRONT AND REAR, IN ORIGINAL PACKING/TRANSPORT CANISTERS**

**Provenance**  
Part of the spares package supplied with purchase of Benetton cars (see lot 2).  
**\$2,000 - 3,000**  
**WITHOUT RESERVE**





15

**15**  
**A 1989 CAMEL-LOTUS TAIL FIN, FOR LOTUS 101**  
**Provenance**  
 ex-Lotus Judd (chassis 101/4), driven by 3 time F1 World Champion Nelson Piquet to 4th Place in the British and Canadian Grands Prix. The car purchased by Mr. Cluxton directly from Team Lotus International, August 24, 1990.  
**\$1,000 - 1,500**  
**WITHOUT RESERVE**

**16**  
**A 1985 F1 RENAULT EF15 1.5 LITER V6 TWIN TURBO ENGINE**  
 Compression ratio 7.5:1, giving 1,000hp at 13,000rpm.  
**Provenance**  
 Gift from Renault Sport to Harley Cluxton III in approximately 1986  
**\$40,000 - 50,000**  
**WITHOUT RESERVE**



16

**17**  
**AN F1 1979 ALFA ROMEO TIPO 1260 V12 ENGINE NO. 22, TOGETHER WITH TRANSAXLE**  
**Provenance**  
 Upon its historic Win at the 1978 24 Hours of Le Mans, Renault announced its immediate withdrawal from the World Sports Car Championship, in order commit all resources to the Formula One World Championship. This left the Mirages without motors and the Mirage Brain Trust scrambling for a new Engine Supplier. One of the potential engine suppliers, who knocked the team's door, was Alfa Romeo's Autodelta, Ing. Carlo Chiti, who was kind enough to supply this Tipo 1260 (engine number 22), complete with transaxle for our feasibility studies. It was purchased directly from Carlo Chiti, designer of these units that powered the Alfa 179 series of cars.  
**\$20,000 - 30,000**  
**WITHOUT RESERVE**

**18**  
**A FORD COSWORTH DFV FIBERGLASS DISPLAY MOTOR**  
**Provenance**  
 supplied by F1 manufacturers with a car in lieu of original engine.  
**\$700 - 1,000**  
**WITHOUT RESERVE**



17

**19**  
**A 1984/5 MIRAGE MANUFACTURED 2.65 LITER V6 TURBO INDY MOTOR, STATED TO BE IN RUNNABLE CONDITION, AND TOGETHER WITH SPARE HEADS, PISTONS, RODS AND CRANKS.**  
**Provenance**  
 Joint venture between AMC and GTC Mirage. Never raced due to IMS regulation changes on V6 Indy Motors. Tested at both Michigan International Speedway and at Jim Hall's Rattlesnake Raceway, Midland Texas, by Al Unser Jr. in Doug Shierson's #30 Domino's (Pizza) Special Lola.  
**\$10,000 - 15,000**  
**WITHOUT RESERVE**

**20**  
**A 3 GALLON (IMPERIAL MEASURES) 'MILK CAN' STYLE FUEL JUG USED FOR REFUELING THE GULF-WYER, 1967 GULF MIRAGES, 1968-69 GULF GT40S AND THE 1970 GULF-PORSCHEs**  
**Provenance**  
 part of the acquisition of the Asset Sale of the Gulf Research Racing Company (GRRC), Slough, England to Harley Cluxton.  
**\$1,000 - 2,000**  
**WITHOUT RESERVE**

**21**  
**A 1967 GT40 MK 4 FRONT WHEEL WITH FIRESTONE TURE**  
**Provenance**  
 ex-Ford Mark IV (J4)  
 Sebring Winning Car, driven by Mario Andretti and Bruce McLaren. Harley Cluxton was the second owner of this car from 1972-74.  
**\$1,000 - 2,000**  
**WITHOUT RESERVE**

Mk IVs were only entered in two races in 1967 and won both Sebring, with J4 and Le Mans with J5 driven by the late Dan Gurney and AJ Foyt.



18



19



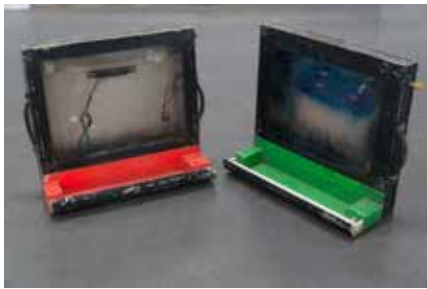
20



21







22



23



24



25



26



27

## 22 1966 FORD ILLUMINATED SIGNAL PIT BOARDS/SIGNAL BOXES

### Provenance

Day-Glo Red and Day-Glo Green Pit Boards used at Le Mans (and elsewhere), by the Shelby Team, for its pit signals/driver communications to the Light Blue #2 with the Day-Glo Red painted nose of the Miles/Hulme GT40 MKII A(1015) and to the dark Gold #5 with Day-Glo Green painted nose of the Donohue/Hawkins GT40-MKIIA(1032).

**\$3,000 - 5,000**

**WITHOUT RESERVE**

## 23 JOHN WYER TEAM'S ORIGINAL PIT SIGNALING BOARD, TOGETHER WITH ORIGINAL WYER/GRRRC/GTC, SIGNALS, IN TWO PACKING CASE BOXES. FROM THE FORD AND MIRAGE CAMPAIGNS, 1967-1982, A HUGE IMPORTANT PIECE OF GULF-WYER AND MIRAGE RACING HISTORY

### Provenance

direct from source.

**\$3,000 - 5,000**

**WITHOUT RESERVE**

## 24 A 1975 GULF MIRAGE GR8 BODY, COMPLETE LESS REAR WING, (REINFORCED FOR THE SHOW CIRCUIT), PAINTED IN THE 1975 LE MANS WINNING NUMBER 11 CAR LIVERY, BEING GULF GR8-801, DRIVEN BY DEREK BELL AND JACKY ICKX

### Provenance

Spare components built for potential use on Mirage car in 1975 season, direct to Harley Cluxton III

**\$8,000 - 13,000**

**WITHOUT RESERVE**

## 25 1978 GITANES RENAULT MIRAGE M9B TAIL SECTION, COMPLETE, AS RACED IN THE 1978 24 HOURS OF LE MANS, WITH SCRUTINEERING TAGS

### Provenance

All new for 1978 John Horsman-designed, GTC Mirage built, M9B Long Tail (à La , a very tweaked, 1971 Gulf Porsche 917 "L"), also believed to be the Tail section from Renault-Mirage M9B-802, used by Mirage Team driver and 1983 Le Mans winner, Australian Vern Schuppan, to achieve 188.5 mph in pre-Le Mans Aero testing conducted on a, yet to be opened, section of the Loop 101 in Arizona.

**\$5,000 - 8,000**

**WITHOUT RESERVE**

## 26 RENAULT MIRAGE TEAM BODYWORK - NOSE SECTION

### Provenance

As raced, direct from the 1977 No. 10 Car M9-802, which placed 2nd overall at Le Mans, behind the Works Martini Porsche 936 of Barth, Ickx and Haywood.

**\$3,000 - 5,000**

**WITHOUT RESERVE**

In the postwar history of the 24 hours of Le Mans, the 1969 Race and the 1977 race, stand alone as having the most dramatic finishes, not knowing who was going to win until the last lap of racing for 24 Hours.

## 27 A 1979 MIRAGE M10 FRONT BODYWORK

### Provenance

spare bodywork for 1979 Mirage campaign, used at 1979 Le Mans and later at the Mid-Ohio 500, driven by Derek Bell.

**\$1,000 - 2,000**

**WITHOUT RESERVE**



28

28

**AFTER GEORGES GAUDY, FRENCH, (1872-?):  
'CAMILLE JENATZY WINS THE 1903 GORDON  
BENNET CUP', LITHOGRAPHIC PRINT ON PAPER,  
32" X 45", FRAMED AND GLAZED.**

This image is most famous for its later use as an advertising poster in Belgium for the Jenatzy family's tire business 'Pneus Jenatzy', based in Rue Stephenson, Brussels. Depicting the 'Red Devil' on his way to victory in the 1903 Gordon Bennet Cup in Ireland, a race that he won in 6 hours and 39 minutes on Continental Tires.

**\$5,000 - 7,000  
WITHOUT RESERVE**

29

**A MICHAEL ANDRETTI FORMULA 1 BELL HELMET,  
USED DURING THE 1993 SEASON**

With evidence of wear, the helmet predominantly silver with patriotic stars and stripes design, 'Hugo Boss, Marlboro and Bell logos with facsimile 'Andretti' signature to each side, fitted with clear visor bearing Shell/ Kenwood logo strip, sold together with a McLaren International certificate of authenticity signed by Ron Dennis. (2)

**\$4,500 - 6,500  
WITHOUT RESERVE**



29







30



31

30  
**JAGUAR E-TYPE CHILDREN'S CAR**

Hand made in the United Kingdom by Half Scale Cars, this is a lovely miniature recreation of the classic Jaguar E-Type. The Series 1 bodywork is complete with covered headlights of the real cars and all of the chrome work has been completed in cast brass. The exterior is finished in gunmetal grey and the interior has been luxuriously appointed in burgundy leather. There is even an all-aluminum steering wheel.

A fiberglass body fits atop a full steel chassis, and a 140-Watt electric motor can propel the little car in ideal conditions to 7mph for 7miles. Steel wheels on pneumatic tires provide the car with a more realistic look and soft ride. Drum brakes, working lights, horn, and a key start round out the functional features while an opening boot offers the user minor storage. This flat-floor E-type is surely a collectible and will be a grand addition to any child's first car collection

**\$10,000 - 15,000  
WITHOUT RESERVE**

31  
**MERCEDES-BENZ W196 SLR CHILDREN'S CAR**

Hand made in the United Kingdom by Half Scale Cars, this splendid little car is based on the victorious 1955 Mercedes-Benz 300 SLR driven by Sir Stirling Moss at the Mille Miglia. This miniature recreation features the same Silver Metallic exterior with the bold "722" numbers designating the cars departure time at the event. All the chrome work was completed in solid cast brass. Inside the fully trimmed interior, leather, plaid seats, and an aluminum steering wheel further the authenticity.

A fiberglass body fits atop a full steel chassis, and a 140-Watt electric motor is able to propel the little car in ideal conditions to 7mph for 7miles. Steel wheels on pneumatic tires provide the car with a more realistic look and soft ride. Drum brakes, working lights, horn, and a key start round out the functional features while an opening bonnet and boot offer the user minor storage for their extended journeys on the winding Italian roads.

**\$15,000 - 20 ,000  
WITHOUT RESERVE**

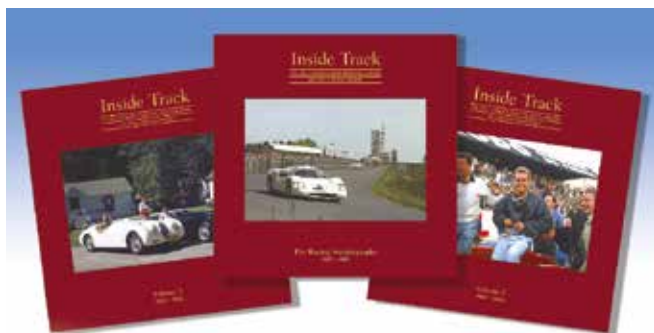




Proceeds for lots 32 through 36 will go directly to Micah's Place. For the fourth year, Bonhams is proud to partner with Micah's Place, a non-profit, certified domestic violence center serving the communities of Amelia Island and Nassau County in northeast Florida. By bidding on these lots, you will be supporting the efforts of Micah's Place. To learn more about their extraordinary work, please visit [Micahsplace.org](http://Micahsplace.org). Bonhams will not be charging Buyers Premium for lots 32 through 36.



32



33

32

## **TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2018**

This premier event, often considered the most sought after ticket of the "Monterey Car Week", is held on Friday August 24, 2018 from 10am to 4pm at Quail Lodge & Golf Club, Carmel, California. The Gathering is an exclusive, award winning event held during the car celebration of Monterey Car Week, and is held in conjunction with Bonhams Quail Lodge Auction.

Guests will enjoy a setting shared with other motorsports enthusiasts and collectors. On view are rare collections of fine automobiles and motorcycles, along with culinary pavilions, in a garden-party setting on the rolling greens of Quail Lodge & Golf Club. The Featured Themes for 2018 are Pre-War and Post-War Sports and Racing, Supercars, The Great Ferraris, Custom Coachwork, Sports and Racing Motorcycles and Celebrating 70 years of the Iconic Porsche 356.

This is a coveted event in its sixteenth year. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 24th with Quail Lodge and Bonhams.

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

33

## **A COLLECTOR'S EDITION OF "THE INSIDE TRACK, PHIL HILL, FERRARI'S AMERICAN WORLD CHAMPION",**

The Collector's Edition consists of two volumes, each 480 pages, covering all 90 events that Phil Hill photographed between 1950 and 1962 and including his entire archive of over 1150 photographs. The volumes are printed on fine Italian art paper, and are hardbound with cloth-covered slipcases and are presented in a single protective Solander 'clamshell' case.

Volume 1 covers the years 1951 to 1956, from Phil's visit to Pikes Peak as a spectator in 1951, through his early minor-league races around the USA, leading to the start of his international racing career on the Carrera PanAmericana in Mexico in 1952 and at Le Mans in 1953. Volume 2, meanwhile, covers Phil's great years with Ferrari from 1957 to 1962, a magical era for motor sport during which he famously won the Le Mans 24-Hours three times and, of course, the Formula 1 Drivers' World Championship in 1961.

Included in both volumes are many behind the scenes photographs taken at the great circuits of Monaco, Monza, Rouen-les-Essarts and of course Le Mans, and also at such lesser known but wonderfully exotic sports-car-racing venues as Havana, Buenos Aires, Hawaii, Caracas and beyond.

Bonhams is honored to offer this Collector's Edition to the avid follower of Phil Hill or to someone interested in learning more! For more information please see [www.philhillbook.com](http://www.philhillbook.com).

**\$1,200 - 1,500**





34

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

Passport Auto Transport kindly offers the winning bidder a one way, cross country motor vehicle transport. In operation for 48 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters. Bonhams is grateful for Passport's continued support of Micah's Place.

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



34

35

**TWO ENTRY TICKETS AND DRIVER'S CLUB LUNCHTIME AND VIEWING PASSES TO THE BONHAMS' SPONSORED MONTEREY PRE-REUNION RACE EVENT**

This lot consists of two entry tickets, one parking pass, and two Driver's Club lunchtime and viewing passes for a single day of the Bonhams' sponsored Monterey Pre-Reunion race event at Mazda Raceway Laguna Seca in Monterey, California. The 2018 dates are Saturday August 18 and Sunday August 19. The buyer of this lot can choose which day to attend. The passes will also include a paddock walkabout with Mark Osborne, our Global Director of Motorsports.

Start the Monterey Car Week out with this action-packed event! Join Bonhams in the Paddock area to learn more about our Quail Lodge Auction highlights as well as about the vintage racing sport in general.

**\$400 - 600**



35

36

**TWO VIP EVENT TICKETS TO A DAY OF THE GOODWOOD REVIVAL 2018**

This annual event, held on September 7 -9 in West Sussex, England, is one of the most popular motoring events in the world, with world class motor racing at the historic Goodwood Circuit, and a spectacular atmosphere where guests dress in period clothing. For more details about the 2018 events, please see <https://www.goodwood.com/flagship-events/goodwood-revival/>.

The buyer of this lot can choose one day of events he or she would like to attend. The passes will provide hospitality in the Bonhams Pit Lane enclosure, VIP Parking and a Bonhams Goodwood Revival auction catalog.

**\$1,000 - 1,500**



36



# MOTORCARS

Thursday March 8, 2018 at 1pm

Lots 101 - 204

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







101

## 1996 CHEVROLET CORVETTE GRAND SPORT

VIN. 1G1YY3253T5600467

350ci OHV LT4 V8 Engine

Port Fuel Injection

330bhp at 5,800rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension with Selective Real Time Dampening

4-Wheel ABS-Assisted Disc Brakes

- One of only 1000 Grand Sports built, of which a mere 190 were convertibles
- Less than 8,730 miles from new
- The Corvette C4's swan song
- A well optioned example



## THE MOTORCAR OFFERED

Introduced in 1984—after a one-year model hiatus—the C4 Corvette modernized Chevrolet's halo model and brought it out of the emission-choked doldrums. Entering the digital era with a host of new electronic features—including a digital dashboard—the C4 would carry Chevy through the 1980s and early '90s. The 1 millionth Corvette built was a C4 and the introduction of the ZR-1 brought the Corvette back to the top of the performance roost, a place it had not really set since the late 1960s.

For its final year of production in 1996, Chevrolet introduced a special model to help the C4 go out with a bang prior to the introduction of the new-for-1997 C5. Named Grand Sport in honor of the five lightweight Corvette racers than Zora Arkus Duntov designed in 1963 prior to The General's official exit from motorsport, the C4's swansong was a limited edition of 1000 cars.

Painted "Admiral Blue Metallic" with a wide white stripe up the center and pair of red hash stripes over the right front wheel, there was more than just paint to make this model special. Under the hood, a massaged LT1 V8, now called the LT4, was made to produce an extra 30 ponies and power was funneled through only one available transmission—a 6-speed manual.

This example of the Grand Sport is number 467 of the 1000 examples built. While most of the Grand Sports came as coupes, this is one of just 190 convertibles built and one of a mere 53 fitted with the optional Red and Black leather interior. In addition to the \$4,934 Grand Sport Option, the box was also ticked for the \$1,695 Selective Real Time Damping System that offer semiactive suspension control that readjusted shock dampening in just 10 to 15 milliseconds.

Delivered new to Alabama in March of 1996, this car had covered just over 6,000 miles when it appeared in Massachusetts in the fall of 1998. Arriving in Chicago in the spring of the next year with 7,700 miles on the car, it would remain in Chicagoland for the next 15-plus years before being acquired by the current owner in January of 2015.

Showing under 8,730 original miles on the odometer, this Grand Sport Convertible is a great opportunity to acquire a barely used example of one of the most refined fourth-generation Corvettes for a fraction of what it cost new.

**\$20,000 - 25,000**  
**WITHOUT RESERVE**





## 1998 DODGE VIPER GTS-R

VIN. 1B3ER69E4WV401030

488ci OHV V-10 Engine

Electronic Fuel Injection

460bhp at 4,600rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- One of 100 GTS-R specification cars
- Exceptionally well-preserved 2nd generation Viper
- Classic blue stripes over white
- Most hardcore Viper of the era



## THE DODGE VIPER GTS-R

Looking to both showcase the Viper's capabilities and gain larger visibility in the European market, parent company Chrysler had made the decision to take the fight to the rest of the world via the realm of international motorsport. It was decided to enter the FIA GT2 category with successful the French firm Oreca, who had previously won Le Mans with Mazda, handling the European theater while Canaska would take on the north American efforts. What followed was an era of sheer domination. Hundreds of race wins, 3 consecutive GT2 championships and 2 Le Man class victories were all achieved during the late 90's between the two teams. To say that Chrysler achieved their goals would be an understatement. In just half a decade, the viper had been established as a titan of international endurance racing. Luckily for enthusiasts, the FIA class mandates dictated road variants to homologate the race car.

## THE MOTORCAR OFFERED

The Viper presented here is one of just 100 GTS-R specification road cars built during the 1998 model year. These cars primarily homologated all of the various aerodynamic devices seen on the race car but not on the GTS until this point. As such, a front splitter and canards up front in addition to a large rear wing were fitted to the body. Furthermore, ducting on the rear of the car was opened up and replicas of the BBS wheels rounded off the remaining exterior details. Under the skin, a mild boost to 460hp made this the most powerful Viper to date. Inside, a fire extinguisher and racing harness add to the competition aura exuded by the vehicle.

This vehicle was originally purchased in North Carolina in September of 1998. It was enjoyed by the owner for 2 years and roughly 5,000 miles before it was purchased by an Illinois based enthusiast. The Viper would experience its longest term of ownership before finding new hands in 2015, and then another in 2016. Today, the car has traveled a total of about 10,000 miles and still presents well given its age. These GTS-R variants are among the most collectible Vipers in existence and should not be passed up by any serious devotee of Dodge's finest.

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



103

## 1972 BMW 3.0CS

Chassis no. 2250289

Engine no. 2250289

2,986cc SOHC Inline 6-Cylinder Engine

2 Weber Carburetors (see text)

172bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Original, unrestored example*
- *Matching numbers*
- *Attractive Fjord Blue paint*
- *Classic BMW E9 with powerful six-cylinder engine*



### 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

The earlier history of this BMW coupe remains veiled in mystery beyond reports provided by the current owner and the one that came before him. The latter gentleman happened to be the president of the North Carolina BMW club and claimed to be the second owner of the vehicle. The original owner we are led to believe was a collector and drove the car very little. During this past period the motor received Weber carburetors to replace the original Solexs, and most importantly, the automatic transmission that accompanied the car as it left the factory was swapped out for a proper 4-speed manual box. At the time of purchase nearly 10 years ago, the consigner informs that the BMW had just 50,000 miles on the clock and ran beautifully.

To this day with nearly 10,000 more miles having been traveled, the car still appears in a unique unrestored and operating condition. The exterior was the recipient of a refresh thanks to a full bare-metal respray in the car's original factory color of Fjord Blue. Furthermore, the air conditioning system was more recently fitted with a new condenser and compressor. Beyond those two details, the vehicle has been thoroughly maintained throughout the duration of its current ownership and we are told that the BMW is mechanically sound.

With a combination of dashing good looks and a silky smooth inline six powering the rear wheels, it comes as no surprise that the E9 BMWs continue to be coveted as collectables. Now is the opportunity to own a well sorted original.

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





## 1993 DODGE VIPER RT/10

VIN. 1B3BR65E2PV200706

488ci OHV V-10 Engine

Electronic Fuel Injection

400bhp at 4,600rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- Exceptionally well-preserved 1st generation Viper
- Less than 600 miles from new
- Striking Viper Red over Grey
- The raw American Supercar



## 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

Remarkably, the Dodge Viper shown here has traveled only 583 miles since leaving the factory. It was originally delivered to Tennessee, where it remained in the same hands for nearly 20 years. In 2013, the roadster acquired its second owner. Finished in the eponymous Viper Red, this extremely well-preserved 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. 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 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. This must be one of the best kept Vipers in existence.

**\$20,000 - 30,000**  
**WITHOUT RESERVE**



105

## 1981 FERRARI 512 BBi

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFJA09B000038713

4,943cc DOHC Flat 12-Cylinder Engine  
Bosch K-Jetronic Fuel Injection  
340bhp at 6,000rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Fewer than 2,660 kilometers (1,655 miles)
- The first BBi imported into the US
- Under the care of original owner for 20+ years
- Accompanied by an extensive history file
- Iconic Ferrari Berlinetta Boxer, a rising Ferrari classic



### THE FERRARI 512 BB

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

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

the carburetors in late 1981 to help meet increasingly tough US exhaust emission regulations, with the car's name being altered to reflect that change. Horsepower dropped to 340 and torque to 333 foot-pounds at 4600 rpm. The injected Berlinetta Boxer remained a strong performer, however, capable of 0-60 from a standing start in six seconds flat, and reaching almost 175 mph (the factory claimed an optimistic 188 mph), covering the standing quarter-mile in 14.2 seconds at 103.5 mph.

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







## THE MOTORCAR OFFERED

As one of the earliest injected Boxers built, the car is thought to be the 1st example imported to the US. The car was ordered new by Joe Neri of Kenilworth, New Jersey. Upon arrival, Mr. Neri had the Boxer sent to Classic Coach of New Jersey, where it would receive its DOT and EPA conversions at a cost of \$10,000. The Boxer is said have been lent to the Borgota Casino where it was used in period as one of the display cars. After more than 20 years of ownership, the Neri's listed their prized possession for sale in the June 2002 issue of *Ferrari Market Letter* which stated, "Red with black Boxer trim and black dash, tan interior. 1,200 miles. All books and tools. The car is 100% original and perfect. One owner." Another ad appeared in 2004 stating "The first injected Boxer in the US. One owner.

Complete belt major service. Daytona seats, plastic on sills, like new. 1,400 miles."

At the time of cataloging, the cars odometer shows only 2,660 kilometers, or 1,653 miles. The un-restored car is in phenomenal condition, ready for the most discerning judges. The paint has held up remarkably well, as has the interior which still has the factory applied protective plastic on the sills. Accompanying the car is an impressive history file containing items such as the bill of sale, letters and telegrams from the first owner and Ferrari SPA, Certificate of Origin, a CARFAX and a wealth of additional documentation. In addition to all of the paperwork, the car also comes with its factory supplied literature, full tool set, jack and spare.

Exuding a decidedly 'time-warp' feel throughout, this ultra-low mileage, pristine 512 BBi is surely one of the finest in existence. This 1980s icon is the ideal example for a collector who is in search of the very best.

**\$325,000 - 400,000**



**106****1987 MERCEDES-BENZ 560 SL**

VIN. WDBBA48D6HA063175

5,549cc SOHC V8 Engine  
 Bosch Fuel Injection  
 225bhp at 5,200rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Just 2 owners from new*
- *Only 22,000 original miles*
- *Complete with original window sticker, manuals and service books*
- *Recently replaced soft top*

**THE MERCEDES - BENZ 560SL**

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it – after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire.

For the next SL, Mercedes started with the chassis of the mid-size “W114/115” model and added the motors from the large “W116” S-Class. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand’s lineup, until it was finally replaced by the all-new fourth-generation SL in 1990.

**THE MOTORCAR OFFERED**

After being assembled in Germany, this Mercedes traveled to the United States and into the hands of Peggy Schmidt, who purchased the car in March of 1987 at a dealership in Pennsylvania. The vehicle was optioned with a handsome combination of Anthracite Grey Metallic paint, Burgundy leather interior and a black soft top. After 8 years of ownership, the roadster traded hands in 1995 to another Pennsylvania resident. At this point the car had accrued just 9,811 miles, roughly half of what it sits with today, 22,678. With so little miles on the clock, the vehicle unsurprisingly presents in good condition today. Only minimal wear is present throughout, with no tears or marks readily apparent within the interior. Outside, the same story applies, and the body lacks any major blemishes.

Recently however, the soft top was replaced ensuring many more years of use will be easily attained. Still accompanying the vehicle to this day are the original window sticker, manuals, and service books. Ready to run, this timeless Mercedes roadster is ready for continued decades of topless motoring.

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





107

## 1970 CITROËN SM COUPE

Chassis no. SB-SD-00SD1798

Engine no. 350229

2,670cc DOHC V6 Engine

3 Twin-choke Carburetors

170bhp at 5,500rpm

3-Speed Automatic Transmission

4-Wheel Independent Hydraulic Suspension

4-Wheel Disc Brakes

- Beautiful example of Citroën's 1970s style and technology icon
- Carefully preserved condition with lovely patina
- Showing less than 74,300 kilometers on the odometer
- Just one owner between 1989 and 2017



## THE CITROËN SM

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic suspension, power-assisted, all-around load-sensitive disc brakes and fully-powered, self-centering steering that allowed the car to be set up with zero caster, thereby keeping the tires in full contact with the road at all times. Citroën had acquired Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo Coupe, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V-8 to create the required V-6. The styling of the SM was straight out of a 1970s' science fiction movie. The long sleek fastback body, with loads

of glass and unadorned flanks, looked like some alien spaceship as it glided along on its self-levelling suspension with skirts over the rear wheels, hydraulically adjustable and swiveling headlamps under curved heated glass, and an asymmetric air intake on the bonnet.

Citroën was the world leader in passenger car aerodynamics at the time, and the SM's class-leading drag coefficient enabled it to reach 140 mph, making it the fastest front-wheel-drive car ever at that time. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

## MOTORCAR OFFERED

This fine example of the top-of-the-line SM model is believed to have been sold new in Switzerland, where it was purchased by collector Mr. Claude Imhoof in 1989. The car remained in Mr. Imhoof's ownership until 2017. Today, this SM shows less than 74,300 kilometers on the odometer - a figure believed to be original - and remains in highly original and carefully preserved condition throughout. Some paintwork might have been performed in the original color, but many factory decals and markings are still present as expected on such an original car. Shot on classic Michelin tires, one can just visualize Jane Fonda as a space-age Barbarella in the cult Roger Vadim film, grabbing the single spoke steering wheel of this SM to commute to her flying saucer.

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



108

## 1978 FERRARI 308 GTS

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 26567

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

- Striking Black over Beige livery
- Highly sought after carbureted model
- Beautiful and highly original example of Ferrari's classic 308
- Offered with books, tools and history file



## THE FERRARI 308

Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Badged as a 'Dino', the all-new 308 GT4 2+2 superseded the Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but there were no complaints about the performance of the 3.0-liter quad-cam V8 engine, which was carried over to its successor.

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB, Ferrari's second V8 road car, marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight,

retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an out-put good enough to propel the 308 GTB to a top speed of over 150mph.

Produced initially with fiberglass bodywork, the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the introduction of an open-top GTS version, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (QV) 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, with over 12,000 sold.

## MOTORCAR OFFERED

This 308 GTS was finished at the Maranello works in November of 1978 and is one of approximately 2,185 carbureted cars produced between 1977 and 1980. The 308 is believed to have been in the US since new, with just two previous caretakers. The odometer reading of less than 15,800 miles is indeed believed to be the genuine mileage, and is documented in the large history file accompanying the car, along with books and tools. A recent belt service has been performed, but other than that the Ferrari remains highly original, with a well-kept interior, and largely original (although weathered) paint. As younger generations of collectors enter the market, the interest in these classic Ferraris is bound to increase.

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





- One family car from new
- Refined Scots Pine exterior with Tan Leather interior
- Well-maintained and serviced
- Compete with tools and jacking equipment

## 1973 ROLLS-ROYCE SILVER WRAITH II

Chassis no. LRB 15267  
Engine no. SYL6433 15267

6752cc SOHC V8 Engine  
Twin SU Carburetors  
189bhp  
3-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes



## THE ROLLS-ROYCE SILVER WRAITH II

By the early 1960s, the Silver Cloud series was becoming dated, but the introduction of the Silver Shadow in 1965 erased any doubt that the firm was committed to dramatic change. Vestiges of separate fenders were gone, and the cars sat lower. Beneath the modern yet elegant façade lay thoroughly up-to-date technology: unitary construction, independent rear suspension, automatic chassis leveling and four-wheel disc brakes. The engine was increased in displacement to overcome power losses attributed to emission controls; the same year a long-wheelbase version was introduced. In 1977, the Silver Shadow was given a number of improvements. The cars were re-designated Silver Shadow II and the long-wheelbase model was given the name Silver Wraith II. The models were spectacularly successful, with more than 31,000 built in 16 years.

## THE MOTORCAR OFFERED

Since being delivered stateside in 1973, this Silver Wraith has had the privilege of remaining under the ownership of a single family for the entirety of its existence. The latest family member to take on the responsibility of ownership acquired the car in 1984 and has taken excellent care since. After an act of vandalism that occurred on the vehicle later in the decade, much of the exterior received treatment from the paint, which was completed in the original Scots Pine color, to the Everflex roof. All of the work was conducted by the professionals at Karosserie of Philadelphia, and since the car had been sparingly used.

In 1992, the car entered a climate controlled storage facility and received routine maintenance in order to ensure the car was ready for the road at all times. To this day the Silver Wraith on offer presents well on all fronts and is sure to waft its future owners in comfort.

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



## 110

### 1965 PORSCHE 911 2.0 COUPE

Chassis no. 301327

Engine no. 901407

1,991 SOHC Flat 6-Cylinder Engine

2 Triple-choke Weber Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly-desirable first production year 301-series 911*
- *Delivered new as demonstrator for Porsche-legend Bob Holbert*
- *Exceptional restoration to factory correct specification*
- *Matching-numbers example finished in as-delivered livery*
- *The very beginning of the legend that is the Porsche 911*



#### THE PORSCHE 911

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

The 901 prototype would be introduced at the September 1963 Frankfurt Motor Show, though it would be towards the end of 1964 before Porsche was ready to put the new model into production at Zuffenhausen.

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

#### THE MOTORCAR OFFERED

Offered here is an exceedingly rare and beautifully restored example of the very first production-year Porsche 911. This example was produced at the Zuffenhausen-based Porsche plant in May of 1965, just about half a year into the production run of the now legendary model. This fine example was finished as it appears today; a 2.0 Coupe model with 5-speed manual transaxle, painted in the classic Light Ivory (6404 code) exterior paint. The interior was trimmed in red vinyl and remains equally in same configuration and color today. Options included a Webasto heater, Blaupunkt radio with antenna and an outside mirror. A letter from Porsche to a previous owner attests to all these details, and furthermore, mentions that the first owner was Mr. Bob Holbert







and his Porsche agency in Warrington, Pennsylvania. Bob Holbert - a household name in the Porsche world - owned and operated the second oldest Porsche agency in the US at the time but was of course known around the world for his racing career. Largely behind the wheel of Porsches, he dominated some of the most prominent races such as Sebring and Le Mans 24 Hours. "Through his dealership and racing successes, Bob Holbert helped establish the Porsche brand in America," said Peter Schwarzenbauer, president and CEO of Porsche Cars North America at Holbert's death in 2007. "He was a true American Porsche pioneer."

This early Porsche 911 is known to have been in New Jersey by the 1990s. The car has most recently been treated to a

comprehensive, nut and bolt restoration to exacting factory specifications by an authorized Porsche dealer. Photos on file from before the restoration was carried out reveals a complete and original car; an ideal candidate for restoration. During the restoration completed in 2014, the cars cosmetic and mechanical aspects were all attended to and brought back to the way they looked in Holbert's showroom in 1965, sporting the elegant and pure Light Ivory exterior paint with a neatly contrasting red vinyl interior. The original Blaupunkt radio is still in situ, and the correct chrome disc wheels are shod with lovely period-looking Michelin tires. Importantly, the car retains its original, matching-numbers engine.

The first 911 is considered by many enthusiasts as the purest of the company's

air-cooled sports cars. With such an extensive, expertly conducted restoration this Porsche is perfectly suited for Concours judging; however, with as much attention paid to mechanics as aesthetics this car could easily be an enthusiast's driver to take on vintage tours and rallies such as the Copperstate 1000 or Tour Auto. The opportunity to find such a great 911 - with its matching numbers engine and wonderful restoration - does not come along often. This one, therefore, should be seriously considered by all 911 fans.

**\$180,000 - 240,000**



111

## 1965 MASERATI SEBRING II

Coachwork by Vignale

Chassis no. AM101/10\*103\*

Engine no. AM101/10\*103\*

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 247 Series II Sebrings produced*
- *Original Factory combination of Azzuro Vincennes with a Senape interior*
- *Desirable ZF 5-Speed Manual Gearbox*
- *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. 1965 saw the introduction of the Series II, and with it came a revised front end and side vents, horizontal tail lights, larger tires, and a modified Tipo AM 101/10 motor. Production ended in 1966, by which time 591 Sebrings had been built.







## THE MOTORCAR OFFERED

The Series II model presented here was completed in July 1965 and would be delivered farther south within the country on August 10th, 1965 to Mr. Rosa D'Agostino of Rome. Completed in the beautiful color combination of Azzuro Vincennes with a Senape interior, the vehicle has retained this original configuration from the very beginning and is verified by Maserati Classiche. Of the additional features, this car was optioned with air conditioning, which further adds to the luxury and usability of the gran tourer. Unfortunately, the ownership history beyond the initial Roman proprietor is relatively unknown. More contemporarily, the car was bought in the Netherlands in 2013.

Despite this history, the car has been well-cared for and the chassis, engine block and head all match the data plate.

Another miraculous detail is the fact that the original Lucas fuel injection system has endured the care of many owners. In earlier decades, it was relatively common for the fuel delivery to be swapped over to carburetors for the sake of increased simplicity. We can report that the injection system has been attended to by the proper specialists. In addition, the brakes, clutch and steering box have received attention more recently.

Overall, the car is properly sorted mechanically, and cosmetically in good shape. Both the body and the interior of the car present well, and with a bit of work could be shown as a strong contender at most concours.

The Sebring is a timeless classic who's dashing good looks and Inline-6 howl are sure to stir up the strongest emotions from even the most casual gear-head.

**\$275,000 - 325,000**



**112****1966 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER**

Chassis no. 1E12457

Engine no. 7E7693-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Meticulous nut & bolt restoration*
- *Desirable matching-numbers, covered headlight example*
- *Just 2 owners from new*
- *Accompanied by desirable Hard Top and extensive documentation*

**THE JAGUAR E-TYPE**

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. 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**

The story of this wonderful Jaguar E-Type 4.2 Roadster begins in 1966 on the east coast of the United States, particularly New Jersey, where a Mr. Joseph Frantin received the shiny new sports car in celebration of graduating from law school. He already had a "city" car but this Jaguar became his grand tourer for regular trips to Florida. He did a considerable amount of traveling as a lawyer and employed the Jaguar's silky smooth and powerful inline six to make his trips down south to Florida both rapid and comfortable. An unfortunate injury during the early 80's resulted in an inability to operate the car's manual transmission comfortably, and so the car was mothballed within his mother's garage. In 1985, the vehicle was listed for sale on Hemmings Motor News with







roughly 40,00 miles on the clock, and the consignor promptly purchased the car. The Jaguar, accompanied by its original hard top, effortlessly made the journey to its new home in Michigan where the consignor had the voids in its sophisticated monocoque body promptly inoculated from any further oxidation with a marine-grade penetrant.

The consignor enjoyed the E-Type for another 20,000 miles as a bookend in his growing collection. When he added a FHC he started the restoration of this Roadster sparing no expenses and knowledge about what will make this example a “keeper.” The original paint was removed the old fashion way without the dirt and moisture trapping residue of media blasting. A thorough inspection with a bore scope validated the efficacy of the inoculation with Corrosion

Block (™) which he reapplied sparingly, even this time discretely inside the neatly matched powder coated tubes of the sub frames. One small area of rust on a wheel arch was repaired, then it was painted by professionals using Sikkens single stage enamel for that authentic look. Original spot welds under the trunk, a divot under the tail lights, and seams under the trailing edge of the doors were left factory original. The spare tire well area, cockpit floor and underside were left factory original as well. The original chrome and bright work was restored rather than make reproductions fit. The original engine and rear axle were rebuilt by Stuart Plant of Devon, England, and a new 3.3 to 1 ratio axle gear was installed. Slightly thicker torsion bars, stainless steel exhaust pipes and an all new electric harness were also fitted.

The Jaguar was trimmed by Muncie Imports, manufacturer of exact Jaguar upholstery and restoration services for over 40 years.

This fine Jaguar is offered with an extensive history file, restoration photos, its original restored hard top, original tools, jack, pouches, spare tire and wheel, and US sales and delivery papers. A copy of the dealer installed outside mirror is supplied, but up to the next owner to install or not.

**\$200,000 - 250,000  
WITHOUT RESERVE**



113

## 1957 PORSCHE 356A 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 83543

Engine no. 66130

1,582cc OHV Flat 4-Cylinder Engine

2 Solex 32PB1C Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Fastidious 3.5-year nut and bolt restoration by marque experts to factory correct standards*
- *Equipped with rare and desirable, period Hard Top*
- *Finished in striking Aquamarine Blue non-metallic from the factory*
- *Retains matching numbers engine and original body panels*
- *Offered with owner's manual, jack, tool bag, restoration records, Kardex and COA*



### THE PORSCHE 356 SPEEDSTER

The Speedster's inspiration was 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 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 less-expensive 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. 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

Completed at the Zuffenhausen-based Porsche works in July of 1957, this sporting 356A Speedster was built in the transitional era of the T1 and T2 356A model production. The Speedster was finished from new in the striking and desirable Aquamarineblau (Aquamarine Blue) color. The Porsche was equipped for the US market, and fitted with sealed beam headlights, US-type bumpers and gauges. 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 to its first owner.

The new Porsche 356A Speedster was sold as a 1958 model, and probably not delivered until that year. It is believed to have gone from Hoffman to the Pacific Northwest,









where it is said to have been owned by a person in Washington State. The car is said to have remained with the same Washington-state based owner, before being laid up in dry storage, until purchased by the consignor - a Southern California-based Porsche expert and enthusiast - in 2013.

What intrigued the consignor about this Speedster, was how original and unharmed the car was. It had been kept in good and dry storage, so therefore had very little rust, and retained the original matching-numbers doors as well as front and rear deck lids. Furthermore, the original matching-numbers engine was in situ, and the F-code ignition key and switch present. The rare and desirable Speedster was indeed the perfect

example to bring back to its former glory, and the consignor decided to embark on a comprehensive, nut and bolt restoration.

A PCA Concours and Porsche enthusiast who really demands top quality and authenticity, the consignor would enlist the best Porsche experts to bring the Speedster up to perfect restored condition. The 42-month restoration was completed in February of 2018, and the result is immediately apparent upon close examination of the Porsche today. Original parts were kept and restored instead of replaced where possible and, if a new part was needed, efforts were made to source an original, new-old-stock piece as opposed to the cheaper option of an aftermarket item. The Speedster's original body panels

were retained, and the front hood, engine lid, door jamb panels and both doors are all numbered '543' and match the Certificate of Authenticity and Kardex. The majority of the 100-point restoration was performed by 356-expert and PCA Concours Judge Tom Drummond III of Costa Mesa, CA. The original instruments were fully refurbished by Hollywood Speedometer of Hollywood, CA, while chrome and bright work was refinished by professionals as well.

The transaxle - numbered closely to the original unit but of the improved T2 type - along with the original matching numbers engine, were rebuilt by renowned Porsche 4-cam specialist, Chuck Young of Costa Mesa, CA. All work was done to the highest standards possible and, per the car's







original build records, the car was refinished with Glasurit series 22 paint in its as-delivered from new Aquamarine Blue color and trimmed in a beautiful Oxblood interior with correct Oatmeal-colored carpets. A period correct Hard Top was fully restored and fitted to the car - a very desirable and rare feature on a Speedster costing more than \$25,000 in restoration efforts alone - while a black soft top and weather equipment was sewn up in correct German materials. Correct, date-coded wheels were restored and fitted, and wrapped on appropriate Vredestein Classic tires.

A meticulous restoration, from the properly finished original nomenclature, correctly sized factory nuts and bolts, to rarely seen details such as the proper ignition switch

and key, aluminum master brake reservoir, correct canvas spare tire hold down strap, safety hood release pull, Porsche fan belt, valve stem clips and period wheel weights. All in all, the Speedster received a full restoration to exacting specifications, with several PCA judges overseeing the process to make sure all was done the right way.

A superb example of one of the most iconic and desirable sports cars ever produced, this Speedster holds all the credentials to go compete at the most discerning Concours d'Elegance and PCA events globally, or use on some of the top driving events one would want to enter. The Speedster is offered with its Porsche-issued Certificate of Authenticity, a copy of the original build sheet (Kardex), a jack, owner's manual

and tool bag, as well as many photos and receipts of the fastidious restoration.

While examples of Porsche's legendary Speedster can be found from time to time, an example like this is very rare to come across.

Boasting a no expense spared, nut and bolt restoration to the highest standards, while finished in the car's original color of Aquamarine Blue and retaining the original, matching numbers engine and bodywork, this 356A 1600 Speedster stands out at the top.

**\$450,000 - 550,000**



**114 Ω****1955 AUSTIN-HEALEY 100 BN1 "LE MANS"**

Chassis no. BN1L 222880

Engine no. 1B222880

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

Approximately 110bhp at 4,500rpm

4-Speed Manual Transmission with Overdrive (see text)

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Lovely example of the classic Healey 100*
- *Believed to have been upgraded in period to 100M Le Mans Specifications*
- *Recently received Fast Road spec engine rebuilt by JME Healeys*
- *Offered with Heritage Certificate*

**THE AUSTIN-HEALEY 100**

They say that timing is everything, which is something that British motor industry veteran Donald Healey knew a bit about. This was a man who, after winning the Carlo Rally in 1931 driving an Invicta, failed to finish in 1935 after colliding with a train while driving one of the three Triumph Dolomite Straight-Eights.

Following World War II, from his base in Warwick, UK, Healey began building very high-quality sporting cars using Riley running gear. There were roadsters, dropheads and coupes. These were cars that an upper middle-class owner could drive to work and rally or race on the weekends, but they weren't cheap. After that came the Nash-Healey sports car which, despite the modestly priced-running gear from the American independent manufacturer, still cost more than \$4,000 – a result of the car's chassis, suspension and coachwork.

Healey was well aware that he needed a car that could be built in larger numbers and sold at a lower price in the rapidly emerging sports car market. MG and Jaguar were selling the bulk of their production to North America and Triumph was readying the TR2. So, using the 4-cylinder 2.6-liter Austin A-90 engine and transmission as well as other components from the parts bin of the newly formed BMC (a merger of the Austin and Nuffield/Morris companies), Healey produced a sleek and beautiful prototype styled by Gerry Coker. Healey showed this, his "Healey Hundred", at the 1952 Earls Court Motor Show in the UK, where it caught the eye of BMC supreme Leonard Lord.

Again, Healey's timing was perfect. Lord selected his car over a new MG prototype, thus delaying the replacement of the old-fashioned MG TD

which was also in the BMC family. When it went on sale in 1953, the beautiful Austin-Healey 100 cost less than \$3,000 in the United States and would top 100mph. Designated as 'BN1s', those first cars used the 90bhp Austin engine and 3-speed transmission with overdrive. They were happily received in the United States, which took most of the 10,688 cars produced.







## THE MOTORCAR OFFERED

This exquisite Austin-Healey is noted as having been originally delivered to the U.S. market with a supply date of January 13, 1955, it was as new as it is found today, with solid Healey Blue paintwork, blue interior and blue top, unequivocally the iconic and best-looking scheme for these cars. According to information reported from its Heritage Certificate it was fitted with wire wheels, laminated windshield, heater and miles per hour speedometer. Former owners of the car note it to have received the upgrade to Le Mans package in period, and although this cannot be confirmed those that have worked on it report its features to be correct, period items. In more recent times the car was the subject of full restoration more than a decade ago, bringing it to quite exceptional order, this work being carried out by Highland Automotive of New York, a respected Healey shop for more than 30 years. During the

restoration, to improve its usability it was fitted with a BN2 4-speed transmission.

The car was purchased by the present owner, a noted collector of sportscars in 2014 here in America, it was subsequently shipped to his British base. On arrival a decision was made to further enhance its usability in a number of key aspects, the engine was sent to JME Healeys to be rebuilt to their 'Fast Road Specifications', including Fast Road aluminum head and camshaft, with high compression pistons, a lightweight flywheel and uprated front pulley. In addition, it has been converted to front disc brakes, to compensate for the increased performance. Completing the package is a correct 100/4 tool kit as well as a set of as new side curtains, which are in their packaging and have never mounted.

With this work it was anticipated that the car would receive regular use, but ultimately that has not been the case, only a few hundred miles since the engine rebuild, which has become its reason for sale. In every major respect from its mechanical preparation to the aesthetic condition the car is ready to use and beautifully presented, perfect for a Florida spring drive, or the summer around the country.

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



115

## 1936 BENTLEY 4¼ LITER DROPHEAD COUPE

Coachwork by Park Ward

Chassis no. B57KU

Engine no. Z6BM

4,257cc 6-Cylinder Overhead Valve Engine

Twin SU Side-Draft Carburetors

100hp (Approximate)

4-Speed Transmission with electronic overdrive.

4-Wheel Servo Boosted Mechanical Brakes

- Originally owned by Tony Vandervell, founder of Vanwall racing team
- Factory fitted with high speed rear axle ratio
- Attractive and practical 'all-weather' coachwork
- Great car for various driving tours



### THE DERBY BENTLEY

By the end of the 1930s the Derby Bentley, introduced towards the beginning of that decade following the firm's takeover by Rolls-Royce, had undergone a number of significant developments. Not the least of which was in 1936, when an increase in bore size upped the capacity to 4,257cc. Ernest Hives, who ran Rolls-Royce simultaneously while working on the Spitfire, conceived the idea of placing a tuned and modified 25/30hp engine in the chassis in lieu of the much smaller unit originally planned. It enjoyed a superior specification in Bentley form, boasting twin SU carburetors, raised compression ratio and a more sporting camshaft.

Thus, the new 4¼-Liter model offered more power than before while retaining

the well-proven chassis with its faultless gear-change and servo-assisted brakes. It was the construction of modern highways in Continental Europe, where the car had been extensively tested by W.O. Bentley, that enabled him to suggest multiple improvements. This unlikely synergy gave birth to 'The Silent Sports Car', a car with unique qualities of precision construction and exceptional handling in a package which represented a true pinnacle of elegance.

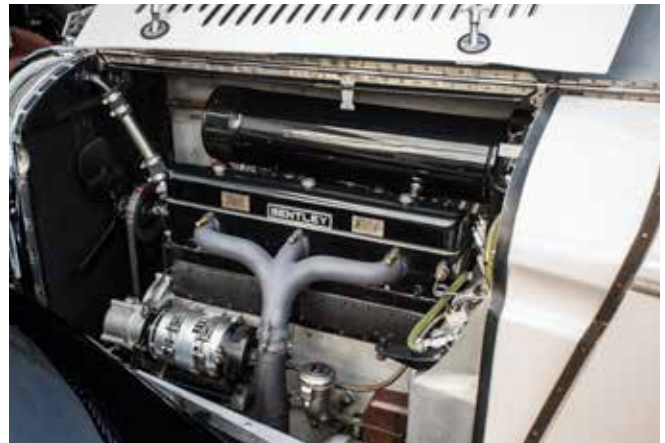
The Derby Bentley was, of course, an exclusively coach-built automobile. Of the 2,442 manufactured, owner-drive, mostly by Park Ward, being the norm. The attractive and versatile drophead coupe being a particular popular style.

### THE MOTORCAR OFFERED

According to Factory records this 4 1/4 Derby Bentley was ordered new by Vandervell Brothers, the concern run by Guy 'Tony' Vandervell, who later founded the Vanwall Racing team. The car was delivered in September 1938. It is listed on the build sheet as a saloon, but this is believed to be a mistake, which is not unheard of as orders could change with the whims of the orderer! The current Park Ward drophead is certainly original coachwork and the car is not known to have ever have been in any other form. In line with this thought, the chassis does not appear to have any additional mounting holes. Of particular interest, is the note that the car was ordered with a custom high-speed rear end, a feature which cost £360, a large amount of money, not least as the chassis itself only cost £1,150.







Information on file traces the car later passing into the ownership of The Earle of Tweeddale in Scotland, and remaining in that ownership for a number of years, before making its way to Sweden. While in Sweden, the car was owned by a very enthusiastic owner, who had used the car extensively, even installing a modern heater, so the car could be used comfortably in cooler weather. He also fitted a Laycock overdrive that further enhances the car's high-speed touring ability.

The consigner purchased the car from Sweden in 2015. At that point, it was in good order but not quite to the current owner's taste, which has resulted in a large amount of work being carried out in the last two years.

This has included: the engine being fitted with a new cylinder head and high capacity oil pump, both from Fiennes Engineering; a new top, top boot and the upholstery has been redone in black leather, along with new carpets; the wings were stripped and repainted, and the under chassis extensively detailed; the radiator was also re-cored and its shell was re-plated. Added to the package is a modern heater core that makes for a true all-weather touring car.

Anyone who has ever driven a well-set up Derby Bentley will comment that they offer a refined, fast, and extremely well-balanced driving experience. Today, as a result of its refinements over the last few years it is reported to be in very good order.

The benefit of its factory ordered high-speed rear axle, now combined with additional overdrive is that it makes this an unstressed and usable car for long distance events, such as the various Bentley Drivers, Rolls-Royce Owners or other club tours. All the while, it is undeniably elegant enough to grace the lawn of any Concours.

**\$200,000 – 250,000**



## 116

### 1935-1952 FRAZER NASH BMW 315/328 LMC SPECIAL SPORTS-RACING TWO-SEATER

Chassis no. '51203'

Engine no. 100B2 4287

1,971cc SOHC 48-Valve Inline 6-Cylinder Engine

3 SU Down-Draft Carburetors

133bhp at 5900rpm

4-Speed Manual Transmission

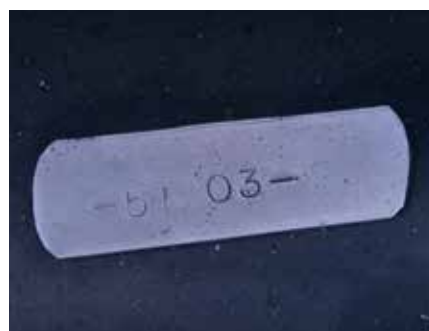
Independent Front Suspension with Live Axle Rear Suspension

4-Wheel Drum Brakes

- *Aero industry inspired development*
- *Well-known and highly respected Special*
- *Eligible of all manner of historic motorsport events*
- *Well-maintained by marque experts*
- *Period Goodwood and Silverstone history*



Lining up, Prescott Hill Climb c.1952



#### THE MOTORCAR OFFERED

This British-constructed BMW special proved itself an extremely competitive and impressive example of its type within the dynamic, fast-developing British motor racing scene of the late 1940s and early 1950s. Owner-driver Ron Willis ran the Loughton Motor Company. His son-in-law, Charles Bulmer, was a young engineer who would go on to become one of the most respected of all British motoring journalists as Editor of the widely-read and much-admired weekly journal, *'The Motor'*.

Ron Willis bought his original 1.5-liter Frazer Nash BMW 315/1 - chassis '51203' - as early as 1946. He began to compete with it straight away in minor-league trials, sprints, and hill-climbs. The car's performance could plainly be improved from its production specification, and Willis consequently commenced the sequence of modification which would turn his LMC-Frazer Nash-BMW special into a formidably quick contender within its class.

His first modifications were to lighten the car and improve its shape. One of the first improvements that Willis made was to remove the BMW's aerodynamically-obstructive steel wings and to relocate its headlights into an inset position within the foot of the radiator cowl, while the original flowing wings were replaced by stark light-aluminum motor-cycle type fenders. The full-width windscreen was replaced by a more aerodynamic double screen.

It was during this early modification stage that Willis engaged the help of his son-in-law, Charles Bulmer, who was at that time working in aeronautical-engineering research at the Royal Aircraft Establishment (RAE) in Farnborough, Hampshire. Bulmer provided the engineering sophistication to enable Willis to make sensible and effective modifications to his sports BMW. At the Bugatti Owners' Club's famous Prescott hill-climb venue in June 1946, the car in standard

form had achieved a best climb time of 62.5 seconds. Back at Prescott again in June 1947, with its new cycle-type fenders, abbreviated windscreen, and the headlights tucked inboard, he improved his time mightily - to 54.36 seconds.

Later that summer of 1947, Willis and Bulmer took the car to its first circuit race, the Ulster Trophy Handicap at the Dundrod public-road circuit in Ulster. The car lasted only two laps as an engine bearing failed, necessitating a major engine rebuild—during which Willis made many modifications to the still basically standard BMW engine. Its compression ratio was raised to more than 9:1, and breathing was improved by replacing the long head bolts which passed clean through the middle of the inlet ports with Allen screws fitted flush with the bottom of the ports. With Charles Bulmer's help and aviation industry contacts, Ron Willis also developed specially-cast magnesium wheels, each of which saved







The very beginnings of development, now with headlights inset and lightweight cycle wings, c.1948



PVW 893 hillclimbing, c.1951

somewhere 12-15lbs unsprung weight at each corner. These LMC wheels proved so successful that Willis became a commercial supplier to many rival competitors campaigning BMW 328s and other BMW-based specials of that period.

While 1948 saw the already restricted 'Basic' petrol ration cancelled completely as the nation fought to recover from the ravaging 'Big Freeze' winter of 1947-48 – motoring competition just about managed to survive. In fact, that year saw the inaugural meeting at the new Goodwood

Motor Circuit take place in September, and the first British Grand Prix then run at Silverstone in October. Yet the year also saw Charles Bulmer given the opportunity to drive the Willis BMW for the first time. Some 57 years later he recalled the experience like this:

"I was captivated by it. The car had features unfamiliar to me, like a stiff chassis, springs which

moved, and a smooth, high-revving, rubber-mounted six-cylinder engine. I began to think that my Meadows Nash might have to be replaced by a Type 55 BMW, which it was the following year....".

Willis took advantage of 1948's sparse competition calendar to modify the car further, and it certainly looked different when it reappeared in 1949. While the chassis and engine remained unchanged, he had completely rebodied the car with an ultra-lightweight shell fashioned from magnesium-alloy sheet over a sparse tubular support frame. The cycle wings and lighting set were now quickly removable, permitting the car to be converted almost instantly from a sports car race contender into a Formula car open-wheeler.

Overall weight had been trimmed to barely 1,100lbs and Willis had to remove every other leaf

from the rear springs to compensate, saving still more weight. The originally rod-operated brakes were changed to hydraulic actuation and back at Prescott hill-climb again in June, 1949, Willis promptly finished 2nd overall to a purpose-built full-race HRG, his time trimmed to 52.12 seconds. Gosport Sprint in October saw Willis cover the standing-start quarter-mile in 17.95 seconds with his 60bhp engine. During the following winter a 2-liter engine was then fitted, equipped with BMW's vertical-valve M78 head breathing through triple horizontal Solex carburetors. Although this specification fell short of the hemi-head BMW 328 power unit, Willis and Bulmer modified it for more power in similar style to their work upon the smaller engine. The car was also fitted with an ENV 75 pre-selector transmission, taken from a Riley. Willis re-registered the car 'PVW 893', and into 1950 the Special promptly proved itself quite competitive with the rival Frazer Nashes and HWMs.





Now fully developed and leading a Frazer Nash Le Mans Replica into a right hander, c.1949



Front left, at Goodwood, c.1952



A demonstration of just how light the car would be! c.1949

With fuel easily obtainable once again, the British racing calendar blossomed, and numerous circuit races took a toll of the Willis BMW Special's reliability. Regardless, that summer saw the little team venture abroad to contest unsupercharged 2-liter Formula 2 events at Luxemburg and Chimay, Belgium, followed a couple of months later by the *Coupe des Petites Cylindres* at Rheims-Gueux. They failed to finish each time, and concentrated thereafter upon short-distance home events in which the car proved more reliable. At Silverstone in July, Willis finished 2nd to Gillie Tyrer's highly-regarded ex-Mille-Miglia BMW 328 streamliner, and a victory over Oscar Moore's BMW-derived OBM Special there in August was a real feather in their cap. At Prescott that September, Willis climbed the hill in 50.48 seconds to win the 1,500-3,000-cc class, even beating Sydney Allard's latest Allard-Cadillac for sports car Fastest Time of the Day.

And still the little Willis-BMW team drove on, into their fifth season with the car. At Silverstone in June it finished 3rd behind a Jaguar XK120 and Frazer Nash Le Mans Replica, at Boreham 3rd again behind a pair of Le Mans Reps, and then 2nd behind a Frazer Nash High Speed at Gamston aerodrome in July. For 1952, Willis sought more power by adopting a BMW 328/ Bristol cylinder head carrying three downdraught SU carburetors. Charles Bulmer drove the modified car at Gosport, completing the quarter-mile in 14.97 seconds, 5th FTD and faster than two rapid Frazer Nash Le Mans Reps. This lightweight little projectile had become something of a scourge to its Frazer Nash half-sisters, and it retains that potential to this day for Historic competition...

Meanwhile, back in 1952, Ron Willis won a Heat at the Aston Martin Owners' Club Silverstone race meeting while Bulmer led the Formula 2

race there before blowing the head gasket after lapping at 77.92mph. At Prescott, Willis reached the finish in just 48.84 seconds and back at Silverstone again Bulmer finished 2nd in the Formula 2 race, followed by another F2 2nd place with the car at Snetterton airfield. Willis drove the car to finish 5th on the very fast Boreham aerodrome circuit in an F2 race including Reg Parnell's Cooper-Bristol, Connaughts and a Ferrari V12 – and the BMW Special lapped there at 85.5mph. All this time the car had been driven to its race meetings on the open road, but by the end of 1952 it was at last apparent that the competitive days of such a dual-purpose special were fading fast. Its constructor/drivers set about producing an ultra-light 1500cc replacement, based upon a steel spaceframe chassis designed by Bulmer. However, Willis suffered some business problems which then caused him to offer his garage business, his BMW Special chassis '51203' and the part-completed







A rear three quarter study, wearing its earlier registration number ANP 904, c.1949

lightweight project for sale, and bring his racing career to a regretful close.

This car was acquired by aspiring sports car driver Berwyn Baxter who campaigned it through 1953 as the LMC-Bristol, taking 3rd places in races at Silverstone and Goodwood. Into 1954 Baxter graduated to a Jaguar C-Type, and '51203' now offered here was sold through the Scarth Hill Motor Company in Ormskirk, Lancashire. Cedric Brierley – another well-known contemporary British club-racer - bought it that December for £365, intending to transplant its modified engine into his own BS Special. But before he could make that change his plans changed, and he sold the car instead to one Peter Sims of Sheffield, Yorkshire. It seems to have appeared in a few further club race events before being converted for proper road use. The Willis LMC BMW Special next surfaced around 1967 when contemporary owner Paul

Spencer wrote to Willis and Bulmer seeking information with which to restore the car. He reported that its magnesium-alloy bodywork had by that time corroded beyond salvation, and the car "was in several hundred pieces". Eventually, in 2001, it passed to a sympathetic owner in Proby Cautley who had it fully restored by specialist Neil Davis Historic Racing during 2002-2003. The car retained its Frazer Nash Type 40 chassis and 2-liter BMW engine with 328 head. Look-alike aluminum bodywork replaced the rotted-away – and inflammable – magnesium shell, while the original Willis cast-magnesium wheels were replicated by Crosthwaite & Gardiner, using latest modern material and techniques.

Proby Cautley ran the restored car in a number of Historic events, before selling it to John Baker, from whom it passed to Paul Evans in 2008, who converted it for road use. Five years later the car sold to the present vendor in the USA, from whom it is offered, with sundry spares included. Maintained in race-ready order by Racecraft of Woodinville WA, it has been campaigned with great verve, by its BMW aficionado owner achieving - as it has - some very creditable results at tracks including Laguna Seca and Sears Point Raceway. Presented here today is a most historic competition Frazer Nash BMW with a - quite frankly - storybook history. We highly commend this historic competition BMW and recommend close inspection.

**\$250,000 - 350,000**



117

## 1942 CADILLAC SERIES 75 IMPERIAL LIMOUSINE

Coachwork by Fleetwood

Engine no. 3380870

346ci Flathead V-8 Engine  
 Single Carburetor  
 140bhp at 3,400rpm  
 3-Speed Manual Transmission  
 Leaf Spring Suspension  
 4-Wheel Drum Brakes

- Offered from the Arnold E. Petsche Estate Collection
- Desirable Series 75 from the rare 1942 model-year
- Beautifully restored inside and out
- Great car for local concours and driving events
- Class winner at the 2017 Concours d'Elegance of Texas



## THE CADILLAC SERIES 75

Cadillac introduced the Series 75 in 1936 as its top-of-the-line V-8 model, a step above the Series 60 line. Initially offered with both Fisher and Fleetwood bodies, by 1938 only bodies from the high-end Fleetwood could be had. Nonetheless, the selection was vast with no less than a dozen different all-steel body styles offered in 1940 from formal and upright limousines to two- and four-door open cars.

Rebounding from a downturn in the 1938 economy, 1939 and onwards were some good years for the "Caddy". Sales were rising and as if in reply to the spirited upswing, GM cars, Cadillac included, tended to sport pointed frontends. All V-8 models displayed fine-pitch grille bars. Styling was becoming more modern, with the truck neatly integrated into the body

but major changes were still a few years off. No matter what the body style, a generous 141-inch wheel base provided ample space for people and luggage. Powered by a steadfastly smooth 140bhp, 346 cubic inch monobloc V-8, the luxurious yet sporty Caddy benefited from steering column mounted selective synchro manual shifting.

## THE MOTORCAR OFFERED

Offered from the collection of the late Arnold E. Petsche, this stunning top-of-the-line Cadillac Series 75 Imperial Limousine must be one of the finest examples available anywhere. The prominent Art deco inspired car has been comprehensively restored in stunning black, with the interior professionally trimmed in luxurious Bedford cord cloth with matching carpets. The chrome and bright work presents equally well and gives the car a very presidential look, with the rare Imperial divider window. The Cadillac has been kept in Mr. Petsche's air-conditioned collection and kept up with service and maintenance. Known to be a very good driver, with its three-speed manual transmission and reliable flathead V8, this stunningly beautiful Cadillac is ready for its next caretaker.

**\$40,000 - 55,000**  
**WITHOUT RESERVE**





- Desirable open top Cabriolet model
- Elegant Black with Apple Green pinstripe
- Peppy V-8 Power plant
- Classic styling and reliable engineering

## 1936 FORD MODEL 68 DELUXE CABRIOLET

Chassis no. 18 2583480

221ci L-Head V-8 Engine  
 Single Two-Barrel Carburetor  
 85bhp at 3,800rpm  
 3-Speed Manual Transmission  
 Leaf Spring Suspension  
 4-Wheel Drum Brakes



## THE MOTORCAR OFFERED

By 1936 Ford still had an advantage over its competitors: it offered eight-cylinder performance at similar prices to the six-cylinder cars offered by other automakers. The public certainly didn't mind, either, flocking to dealerships to buy more than 700,000 Fords in 1936.

Although the '32 V-8s had been considered revolutionary, the '36 models were simply evolutionary. The initial casting and cooling problems had been rectified and now Ford was focusing on refinement. Power output from the sturdy three main-bearing flathead was 85 horsepower and those horses reached the road by way of a three-speed manual transmission and a solid rear axle suspended by leaf springs. Front suspension was also by leaf springs and beam axle, while stopping power came from mechanically-operated four-wheel drum brakes.

There's no question that the '36 Fords were good-looking cars. Although the main body shells were largely unchanged from 1935, a revised grille, hood side panels, more flowing fenders and a new trim made them look very different and more modern.

For the potential buyer back in the '30s, the choices were staggering. Ford offered a full 18 versions of its 1936 V-8 model. There were coupes and roadsters, phaetons and sedans, cabriolets and wagons, often in several trim levels. The offered example is a 1936 Ford Deluxe Cabriolet with a rumble seat and optioned with a radio and driver lights. Among most collectors, soft-top automobiles command far and away the most attention, both for their style and for their suitability to the way today's collectors use their cars.

The Ford has been elegantly finished in black with Apple Green pinstripes over a brown interior and features the desirable blue dot tail lamps. This Model 68 appears to have been treated to a thorough restoration prior to the North Carolina based current owner's acquisition of the car in the summer of 2015. The chrome is excellent, including good bumpers and very nice grille with a greyhound hood ornament. The engine compartment is clean and correct and the 221 cubic inch, 85 horsepower V-8 engine is backed by the standard 3-speed transmission.

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



119

## 1936 CORD 812 WESTCHESTER FASTBACK SEDAN

Chassis no. 812 31874 A

Engine no. FB375 013 (see text)

289ci Lycoming flathead V8 engine

Single FE15 Stromberg Carburetor (see text)

125bhp at 3,500rpm

4-Speed Bendix Finger-Tip Gear Control Pre-Selector Electric Manual Transmission

Independent Front Suspension and Live Rear Axle with Semi-Elliptical Leaf Springs

Four-wheel hydraulic drum brakes

- Formerly owned by noted collectors, Ken Kangas and Grant White
- One of only 81 cars originally supplied in Supercharged form
- Timeless, Gordon Buehrig Fastback design
- CCCA Full Classic™



### THE CORD 810/812

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognized American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile shows. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with the louvered 'coffin' nose, the streamlined, spat-shaped wings and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931.

Errett Lobban Cord had introduced the latter in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

A front-wheel-drive car like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and Bendix four-speed, pre-selector gearbox. Set further back in the chassis, the former endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged.

Custom sedans on a longer wheelbase joined the four-model 812 range for 1937. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold 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

This example of the ever-stylish statement made by Cord, is presented in the factory color scheme of Geneva Blue, a more subtle hue than the more numerous Cigarette Cream that one might associate with the marque. The benefit of this choice is that the contrast with its chrome accents is far greater, and the swept fastback body has a more sporting line. That color is tastefully matched to its interior which is trimmed in blue cloth and for the most part is the original fabric, giving it an appealing patina.

According to the respected marque reference work Cord Complete by Josh B. Minks this car was originally fitted with engine no. FC2595, denoting the fact that when first delivered it carried a supercharged engine, in being so ordered it represents one of only 81 of 1309 as listed in the statistics

section of that book compiled by Don Butler, Car Distribution Manager for the Auburn Cord Duesenberg Club member Ken Kangas, of Huntsberg, Ohio and more recently with noted collector Grant White, of Salt Lake City, Utah, where it would have shared the stable with the ex- Gustav Eisenmann 1930 Alfa Romeo 6C 1750 sold by Bonhams last year. In Mr. White's ownership it is understood that the brakes were rebuilt, new heads and exhaust fitted and the cooling system overhauled with its water pump rebuilt and radiator flushed.

Its 80 year lifespan included a long period in the custody of known Auburn Cord Duesenberg Club member Ken Kangas, of Huntsberg, Ohio and more recently with noted collector Grant White, of Salt Lake City, Utah, where it would have shared the stable with the ex- Gustav Eisenmann 1930 Alfa Romeo 6C 1750 sold by Bonhams last year. In Mr. White's ownership it is understood that the brakes were rebuilt, new heads and exhaust fitted and the cooling system overhauled with its water pump rebuilt and radiator flushed.

The mileage recorded on its odometer is in the early 50,000s and based on the condition of the interior it is thought that this may well be from new.

In more recent times, the car has resided with further Classic Car enthusiasts and continued to be enjoyed as it has the propensity to do, on CCCA CARavans, ACD Club events, or simply to use on the road and appreciate its Art Deco rolling sculpture looks.

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



120

## 1966 SHELBY GT350H FASTBACK

Chassis no. 6S1995

289ci OHV V8 Engine

Single Four-Barrel Autolite Carburetor

306bhp at 6,000rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc, Rear Drum Brakes

- SAAC Shelby Registry documented owner history to the present
- One of the few steel hood 1966 Shelbys built
- Desirable Hertz "Rent-a-Racer" Shelby
- Iconic black with gold stripes color scheme
- Upgraded to 5-speed transmission and high-speed rear axle



### THE SHELBY GT350

Ford created a new class of car almost overnight with the introduction of the Mustang Sports Coupe partway through the 1964 season, catching the rest of the US auto industry off-guard. The brainchild of Lee Iacocca, subsequent savior of the Chrysler Corporation, the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of Iacocca's long career with Ford. Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalizing on his success, Shelby began manufacturing a Shelby GT based on the Mustang, which were officially sanctioned and sold through selected Ford dealerships.

The first Shelby Mustang – the GT350 – arrived in 1965 powered by a modified version of Ford's 289ci high-performance small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A 4-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, 3-speed automatic soon became available as an option. The running gear was up-rated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centerline. In 1966, Carroll Shelby, as shrewd a business man as he was a racer, struck a deal with Hertz to offer a high-performance rental car

to the public for the first time. This made the legendary performance of the Shelby GT350 accessible to the public. Enthusiasts that might not have been able to afford such a car could now rent it on a Friday afternoon and drop it off at Hertz on Monday morning, after a weekend full of racing or high-speed cruising. The cost to rent all this performance was just \$17 a day and 17 cents per mile. One thousand GT350s, with the majority finished in Hertz's colors of black and gold, were delivered to the company for use around the country in 1966.







## THE MOTORCAR OFFERED

This particular Shelby GT350 was shipped to Milo Brook Inc, in May of 1966 for preparation prior to its delivery to Hertz in Chicago. As new the car was painted black with gold stripes, and fitted with automatic transmission. The car remained in the rental fleet until September of 1967, it was then shipped to Courtesy Motors, Inc. in Littleton, CO.

The next recorded owner was John Beddome Sr, of Phoenix, AZ. After that the car was owned by Philip Brown, of Portland, OR., who had the car restored, painting it red with gold stripes, and fitted a Gurney/Eagle 302 with a top loader 4 speed. The car passed through a few other owners before being purchased by Rick Warnick, of Brooks OR. Mr. Warnick installed a correct

date-coded 289 Hi-Po engine, with 4 speed top loader transmission. The remaining owners in its history are documented in the car's history file.

The consignor reports that when he purchased the Shelby in 2007 it was in good overall condition. Naturally, it was decided that the car should be returned to its original iconic scheme of black with gold striping and wishing to use the car for various weekend rallies and driver events, a 5-speed transmission was fitted, along with a higher speed rear end. The seller can vouch for the fact that these additions dramatically improved the car's usability and highway drivability. The original differential is included with the lot.

Today this particular GT350H is still in very good condition, having been meticulously maintained and enjoyed by its present owner for the past ten years. Shown in an all Shelby class at the 2015 Hilton Head Concours d'Elegance, it was recognized by the judges, receiving a Palmetto Award. With its tasteful upgrades this Shelby is the perfect car for Shelby Club event, driving tours, or any number of car shows.

**\$90,000 - 125,000**



121

## 1972 DODGE CHARGER

Chassis no. WP29U2A187279

440ci OHV V8 engine  
 Triple Weber Carburetors  
 335hp at 4,400 rpm  
 3-Speed Automatic Transmission  
 Independent Front Suspension - Live Rear Axle  
 4-Wheel Drum Brakes

- Fully loaded with options
- \$5,000 car in 1972
- Wonderful High Impact Hemi Orange paint
- Striking early 1970s design
- Beautifully preserved example with just over 16,000 miles from new



## THE DODGE CHARGER

First seen as a fastback-styled show car, the Charger was based on the new Coronet and appeared mid-way through the '66 model year. Larger than its similarly styled rivals – the Plymouth Barracuda and Ford Mustang 2+2 – the Charger came with a variety of engine options ranging from the standard 318ci V8 up to the 440 'Magnum' and 426 'Hemi'. The Charger was completely revamped for 1968, emerging with a semi-fastback body style that is widely acknowledged as one of Dodge's best ever. Like its contemporaries from the US auto industry's 'muscle car' golden age, the Charger is highly sought after by today's collectors. Again, the Charger was overhauled for 1971. Still based on the Chrysler B platform, the new car featured a multitude of stylistic changes from the revised split grill to the semi-fastback rear.

## THE MOTORCAR OFFERED

From new this Charger was ordered from the factory fully loaded with options, as evidenced by the 2-page window sticker. A nearly \$5,000 price tag, a massive sum for the early 1970s, was the price paid by the original owner. A keen enthusiast this person must've been because they procured the vehicle from none other than Grand Spaulding Dodge of Chicago Illinois. This dealership is legendary among Mopar enthusiast for the Mr. Norm specials conjured up as joint projects between the dealership and the corporate entity out in Michigan.

Some of the highlight options checked off on the sheet include EV2 Hemi Orange High Impact paint, a 440ci 4-barrel big block, air conditioning and an AM/FM multiplex stereo. The 29 SE styled coupe outfitted the car with a whole array of

luxury features from hidden headlights to a tailored roof treatment. A 16,000 mile car from new, it is documented by much original documentation. Today the car presents in very original condition inside and out and is surely one to get for any Mopar enthusiast.

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





## 1970 OLDSMOBILE 442 W-30 COUPE

Chassis no. 344870M182832

455ci Pushrod V8 Engine  
Single 4-Barrel Carburetor  
370bhp at 5,200rpm

4-Speed Hurst Close-Ratio Manual Transmission  
Independent Front and Conventional Axle with Coil Spring Rear Suspension  
Front Disc and Rear Drum Hydraulic Power-Assisted Brakes

Without Reserve

- Highly optioned and fitted with the desirable W-30 package
- Unrestored and highly original
- In the care of its first owner for nearly three decades
- Well-known history



## THE MOTORCAR OFFERED

This example is among the finest 442s out there. Purchased new by Mr. Vilinis 'Vil' Gaganis. Order from his local dealer, Olympic Oldsmobile on Cicero Street in Chicago, on October 1, 1969, Gaganis was not shy when selecting options ticking the boxes for the G80 performance axle package with heavy duty radiator, the M21 close-ratio 4-speed, the W-30 package, and finished in Twilight Blue paint over matching vinyl interior.

A diligent and loving caretaker, Gaganis took meticulous care of his Olds. Keeping the car for nearly three decades in excellent, original condition and driving it about 75,000 miles during pleasant weather in that time. In 1998, fellow Chicagoan James Voight. During Voight's tenure, the engine was rebuilt and the fitted with hardened valve seats to accommodate modern, unleaded gasoline.

From Voight the car moved slightly north to the Wisconsin collection well-known muscle car enthusiast Colin Comer. During his ownership, Comer reported the car to be "the finest original W-30 I have ever seen". The Olds would later make its way West to the Calabasas, California collection of Vic Preisler before being acquired by the studious Texas collector Jim Fasnacht. Remaining in Texas for the next 11 years in climate-controlled comfort, it was driven fewer than 500 miles during Fasnacht's ownership. The present vendor acquired the car in November of 2016.

Described as being exceptionally original, paint is understood to be largely that which was applied at the factory while the interior also remained largely untouched. The numbers matching engine sits under the hood, ready to dust all comers. Having covered only 6000 additional miles since coming out of the care of its original owner, this unrestored and unmolested Olds is ready to become the cornerstone of a new collection.

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



123

## 1965 FORD MUSTANG FASTBACK

Chassis no. 5R09K17582

289cu OHV Supercharged V8 Engine (see text)  
Single Holley 4-Barrel Carburetor  
Approx. 350hp  
5-Speed Manual Transmission (see text)  
Front Independent Suspension – Live Rear Axle  
4-Wheel Drum Brakes

- *Classic White with Blue stripes*
- *Appearance of a Shelby GT350*
- *Fitted with a centrifugal supercharger*
- *5-Speed transmission*



### THE MOTORCAR OFFERED

Ford created a new class of car almost overnight with the introduction of the Mustang Sports Coupe partway through the 1964 season, catching the rest of the US auto industry off-guard. The brainchild of Lee Iacocca, subsequent savior of the Chrysler Corporation, the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of Iacocca's long career with Ford. Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalizing on his success, Shelby began manufacturing a Shelby GT based on the Mustang, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby

Mustang – the GT350 – arrived in 1965 powered by a modified version of Ford's 289ci high-performance small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A 4-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, 3-speed automatic soon became available as an option. The running gear was up-rated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centerline.

While not an original GT350 produced by Shelby, the car offered here is an honest visual recreation of the famed sports car

using a K-code Fastback. Furthermore, this Mustang takes the performance envelope up a level thanks to the presence of a centrifugal supercharger under the hood. The vehicle is certainly a thrill between the immense power, supercharger whoosh and V8 rumble. Finished in the white body with twin blue stripes, the fastback certainly has a classic look. While some minor imperfections are present both inside and out, the car remains in fair condition overall. Inside, the sporty look is continued thanks to dash tachometer and boost gauge. A 5-speed transmission connects the V8 to the rear axle. For anyone seeking classic American thrills, look no further.

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





## 1968 CHEVROLET CAMARO Z/28 RS

Chassis no. 124379N565405

302ci OHV V-8 Engine

Dual 4-Barrel Carburetors

290bhp at 5,800rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- Presented as delivered when new in Dover White over Black interior
- Beautifully restored
- Desirable Z/28 Spec with 4-Speed manual and Rally Sport option
- Iconic muscle car perfect for rallies or Sunday morning drives



## THE MOTORCAR OFFERED

1969 was the final year for the first-generation Camaro, which had been introduced in 1967. Although a redesigned Camaro was due in 1970, the changes in the 1969 were extensive. The most dramatic of which was the styling. Only the hood and trunk lid were carried over from the previous model year while the rest of the sheet metal received a reworking. Up front the grill was given a sharper V-angle and the headlamps were further recessed into the slot, while an additional crease just behind the front wheel well provided a more sporting appearance. Mechanically, several new options became available such as 4-wheel disc brakes which were primarily introduced to increase the Camaro's competitiveness in the Trans-Am series. Since the introduction of the 1970 was delayed until late February 1970, giving the 1969 a showroom life of seventeen

months. Unsurprisingly, it was a record sales year, with more than 243,000 Camaros leaving GM's plants.

The desirable Z/28 option cost \$458.15 and included the 302ci high performance V-8 engine that met the Trans Am's 5-liter displacement limit rated at 290hp (but routinely delivered pulling 350hp plus when tested!)

The Camaro offered here rolled out of the Norwood Ohio assembly plant and was shipped to Canada on December 26, 1968. This is a true, GM verified Z/28 model finished in Dover White with black stripes and a Black interior. On the dashboard the odometer displays 1,739 miles at the time of cataloging. Equipped with the Rally Sport package,

attractive hideaway headlamps equip the car with an aggressive look. While the early ownership history is unknown, the vehicle has received a restoration more recently. The engine bay, with the matching numbers DZ code 302 motor, looks very clean and is complete with all of the proper components including the 21" radiator, 6 blade clutch fan, and deep groove pulleys. Inside, the close ratio 4-speed is operated via a Hurst floor shifter, while a suite of gauges allows the driver to monitor the operation of the vehicle. This is a beautiful example in splendid condition that is ready for thousands of highly entertaining miles.

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



125

## 1954 HUDSON HORNET CONVERTIBLE BROUGHAM

Chassis no. 7281982

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

- *Rare top of the range model*
- *Beautiful red over red leather color combination*
- *Loaded with period correct accessories and a Twin H-Power induction system*
- *A classic and iconic piece of open-top Americana*
- *Originally equipped with power steering and power brakes*



### THE MOTORCAR OFFERED

Built in 1954, this beautiful Hornet Convertible Brougham is one of just 290 completed at Hudson's Detroit plant that year. Although the car's early history remains unknown, it has resided in private collections in its recent history as a collector car.

It is fitted with many desirable period accessories including Kelsey Hayes wire wheels, power windows and convertible top, power steering and brakes which were only available in 1954, and Hudson's venerable Twin-H Power intake. The excellent power of these big sixes will easily surpass just about any comparable machine of the era – there was a good reason they were so dominant on the track.

Presented today as a thoroughly restored car, the work was completed roughly 20 years ago and has held up well. The paint has been maintained with care as well as the glass and the bright work is quite good. The car is reported to run well and started easily during a recent inspection. Generally, it is a nice older restoration of a rare iconic car and the end of an era for an important American marque.

With low production numbers, era-defining style, and class-leading performance, the Hudson Hornet Convertible Brougham is a highly desirable automobile from one of America's greatest firms.

With beautiful restoration work throughout its 208-inch footprint, this Hornet offers an excellent combination of rarity, quality, and performance in one stylish package.

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





- A rare and significant "Barn-find" Gemini
- An excellent candidate for a straight forward restoration
- Eligible for an array of premiere league vintage racing events
- A winning and sought after marque

## 1959 GEMINI MK. II FORMULA JR.

Chassis no. 1009

948cc BMC A-series OHV In-line 4-cylinder  
Single Weber side-draft twin-choke carburetor  
Est. 85-90 bhp

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



## THE MOTORCAR OFFERED

Formula Junior racing emerged in 1958 as a small-displacement single-seat "training class" for up-and-coming young drivers. The first Juniors were scaled-down front-engined Formula 1 cars with one-liter engines and drum brakes. They proved quite popular, with many small manufacturers entering the fray. Constructed by Graham Warner, owner of Chequered Flag Car Sales in London, the Gemini Mk. II was based on the Mooreland Mk.1 F-Jr. drawn up by Len Terry and built by Les Redmond. Soon after the Mooreland's successful debut at Brands Hatch in 1959, Warner took over the project and renamed it after his astrological birth sign. The first Mk. II appeared at Brands Hatch that fall, generating great interest. Future F1 World Drivers' Champion Jimmy Clark drove a Gemini Mk. II in the 1959 Goodwood Boxing Day F-Jr. race, his first open-wheel ride.

Research by the consignor indicates that the first Mk. II available to the public was chassis 1007. He believes that one number was skipped, thus making the period-original example offered here the second car sold. Although it cannot yet be confirmed (research is ongoing) this may be the second of two originally delivered to Hugh Grammer of Fort Worth. Grammer purchased his first Mk. II directly from the factory, but that car was destroyed in shipping and he was provided another. This example is fitted with a Weber 40DC03 carburetor and its special manifold. The consignor states that Grammer's was the only one known to have this Alfa Romeo carburetor.

Discovered in "Barn-find" condition, this car retains its original build plates, a Landar aluminum valve cover, "Banana-bunch"

spoked wheels, finned brake drums, Triumph front uprights, Raydyot mirrors, unusual gearshift and proprietary rear axle. It is supplied with a folio of receipts, technical information, and other documents circa 1969 accrued by its last in-period owner. Interest in historic Formula Juniors has soared in recent years, and once recommissioned, this rare little car would be eligible for entry to prestigious international vintage racing events including Goodwood, Silverstone, Donington, Copenhagen, the Monaco Grand Prix Historique, the Walter Mitty at Road Atlanta, and races in Australia and New Zealand. This may well be the last un-restored Gemini Mk. II, and presents an opportunity not to be missed.

**\$35,000 - 55,000**  
**WITHOUT RESERVE**



127

## 1942 LINCOLN ZEPHYR COUPE

Chassis no. H130376

305ci Flathead V-12 Engine

Single 2-Barrel Carburetor

130bhp at 3,900rpm

3-Speed Manual Transmission with Overdrive

Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- *Believed to be 1 of only 5 surviving examples*
- *Stunning award winning condition*
- *The height of automotive art deco style*
- *Long term enthusiast ownership*
- *The ultimate Lincoln-Zephyr*



## THE LINCOLN ZEPHYR

1942 Lincolns arrived in showrooms during September of 1941 but were only produced until February of 1942. The all new for 1942 Lincoln Zephyr took the art deco styling to a whole new level. While still retaining the unitized body and frame construction, the car was now lower, wider, and longer than its predecessors. The overall width was increased by approximately 4.5 inches thanks to the wider tread and larger accommodating fenders. Thanks to the step-out for the lower grill assembly and the projected design of the rear, the car was 7 inches longer. The engineers use of longer and lower springs with lower camber, enabled the car to ride 1 inch lower than the previous iterations. The horizontal front end treatment is set off by the new radiator grilles and broader shoulders - the stunning design really must be seen in person to fully appreciate the beauty of the design elements and the way in which they seamlessly meld together.

The car also marks the first time that the Lincoln coat of arms appears on one of its creations.

Inside, the completely redesigned instrument panel had a raised section in the middle to add depth and featured a speedometer and clock of equal size which flanked the radio grille. The gauges were now placed to the left of the speedometer, and the name Lincoln was placed to the right of the clock on the glove box. A nice feature was the illumination of the glovebox door to balance the lighted gauges on the opposite side of the dash. Mahogany and walnut burl were used to adorn various surfaces throughout.

In order to stay competitive, the engine was bored out .062 resulting in an increased displacement from 292 to 305 cubic inches – this among other internal improvements bumped horsepower up to 130.

A Lincoln advertisement which appeared in the Saturday Evening Post on October 25th, 1941 goes on to sum things up quite nicely, "There's a definite feeling of depth and power in the flowing lines of the 1942 Lincoln-Zephyr, because its beauty is more than surface deep. This modernness starts at the very core of the car! Built on an entirely new principle that sets it apart from other automobiles, the Lincoln-Zephyr is naturally streamlined right from its basic construction on through its longer, lower appearance! Free from excessive weight... and with its V-type 12-cylinder engine more powerful than ever... this fine car gives you a different kind of ride. Relaxed on chair-high seats amidsthips on longer, slow-motion springs, you skim along the highways with glider-like ease... This is a good year to buy a better car. And the new Lincoln-Zephyr is truly the finest ever to bear the name."







## THE MOTORCAR OFFERED

As per the factory build records, on September 29th, 1941, this ultra-rare coupe was shipped from the assembly plant to its first lucky owner in Oklahoma City, Oklahoma. This exquisite example has clearly been the recipient of a comprehensive restoration at the hands of a true craftsman. The Andover Green paint presents beautifully and is perfectly paired with a Bedford Tan interior. The car appears to possess all of the unique and special fittings that make the 1942 coupe such an admired creation and even comes with its tool roll and jack! For many years, the car was part of Bob Francy's extensive Lincoln collection. While under Mr. Francy's stewardship, the car has won numerous awards, including the Edsel Ford trophy at the Western National Meet of 1990 in Bend Oregon.

Although it is difficult to determine the exact number of surviving examples, marque experts generally agree that this of 1 of only 5 examples that remain worldwide. When considering its extreme rarity, gorgeous livery, and show winning concours condition, the sale of this art deco masterpiece presents an opportunity to acquire one of the rarest and most desirable American cars of the era.

**\$175,000 - 225,000  
WITHOUT RESERVE**



**128****1940 LINCOLN ZEPHYR COUPE**

Chassis no. H96459

292ci Flathead V-12 Engine

3 Carburetors

120bhp at 3,900rpm

3-Speed Manual Transmission with Columbia Two-Speed Axle

Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- Beautifully restored Zephyr Coupe
- Tasteful performance upgrades
- History file with over \$100,000 in receipts
- Long term enthusiast ownership
- Great example for shows and tours

**THE LINCOLN ZEPHYR**

The 1940 model year was a transitional year for Lincoln as the new Zephyr-chassis based Continental went into production just as the last of the huge Lincoln Model Ks super-luxury cars were delivered. Meanwhile, the 1940 Lincoln-Zephyr was a clean, beautifully detailed car that appeared to have evolved from the 1939 models, but it was in fact an essentially all-new car.

The new second generation Zephyr continued the basic frontal design pioneered on the '38, although the low grille was larger, and the headlamps mounted in the fenders were the new sealed-beams that were being adopted industry-wide in 1940. At the rear, the dramatic taper of earlier Zephyr bodies was replaced by a fuller design that allowed wider rear seating and added luggage room.

An L-head (or 'flathead') V-12 continued to power the 1940 Zephyr. Displacement, however, was upped to 292 cubic inches and maximum horsepower was now 120. The rugged Zephyr 3-speed manual transmission (which would become a legend among hot rodders of a later generation) was now shifted via a steering column-mounted lever. Instrumentation was new as well, with most instruments placed directly in the driver's vision instead of in the center-mounted clusters found in earlier models.







## THE MOTORCAR OFFERED

From 2007 to 2010, this gorgeous coupe underwent a complete nut-and-bolt restoration. Receipts on file total well over \$100,000 for the work performed. Throughout its life, the custodians of car thankfully left the gorgeous cosmetics of the rarely seen coupe as intended by the factory. In search of more power, the 12-cylinder engine has had period correct performance enhancing accessories fitted throughout to extract all its potential. Aside from the dual exhaust pipes peering from beneath the rear, there is no evidence of the performance accessories that lurk beneath. If not to the next owner's taste, all the bolt on parts such as the triple carb intake and finned aluminum heads could easily be removed and put back to stock with little to no trouble, which in accordance with the factory build records, would leave this American icon in it's as delivered state.

Following the restoration, the Zephyr was rarely used and is still in phenomenal condition. Despite holding all the qualification of a pre-war machine, the vehicle possesses a multitude of modern comforts in addition to long-legged cruising capabilities thanks to its twin speed rear differential. A true icon of streamlined 1930s styling, these Zephyr coupes have become more and more coveted over the years. When parked next to other cars from the era, this Lincoln looks so futuristic that it appears to have been beamed down from another world.

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



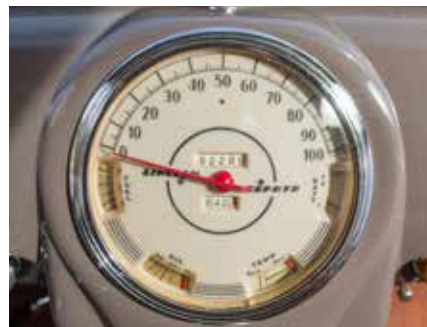
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## 1939 LINCOLN ZEPHYR COUPE

Chassis no. H74192

267.3ci Flathead V-12 Engine  
 Single 2-Barrel Carburetor  
 110bhp at 3,900rpm  
 3-Speed Manual Transmission  
 Leaf Spring Suspension  
 4-Wheel Hydraulic Drum Brakes

- Formerly part of the Harrah's Automobile Collection
- Exquisite restoration to as-new condition in stunning livery
- Incredible provenance with history file
- Rare unmodified example; one of 2,500 three-window coupes built for 1939
- Highly desirable production year with its Art Deco trim and waterfall grille



## THE LINCOLN ZEPHYR

Introduced in late 1935 as a 1936 model, the original Lincoln-Zephyr combined the aerodynamic efficiency of streamlined styling with an early form of unit body construction that reduced weight while enhancing rigidity. A style leader from the beginning, the original Zephyr featured a tall, prow-like grille for its first two years. A new face appeared on the 1938 Zephyr, featuring a low-mounted, horizontal grille that would have a tremendous influence on automotive designers everywhere—by 1940 many American cars were frankly copying the late '30s Zephyr frontal ensemble.

Inside, the stylish design aesthetic continued with a central console erupting from the floor and a large, multi-gauge cluster acting as an orb-like cornice. Within the large, Art Deco scripted roundel was the speedometer as well as gauges for temperature, fuel, oil, and battery. A smaller clock sat below.

Power came from the trusty L-head V-12 that had appeared in various iterations since 1935. Funneling the horsepower reward was the rugged Zephyr 3-speed manual transmission (which would become a legend among hot rodders of a later generation) that shift by way of a standard level that bent around central gauge cluster. An optional two speed Columbia axle was available to improve highway performance.







## THE MOTORCAR OFFERED

Formerly part of the famed Harrah's Automobile Collection, this absolutely stunning example remains in stock form, beautifully presented in an elegant deep blue, over a wonderfully contrasting beige cloth interior. Being a 1939 coupe, the car is fitted with the stunning and distinctive split rear oval window and just as importantly, it has the one-year-only unique shifter arm that connects through the side of the center console, as opposed to the floor.

On September 30th, 1984, the Coupe was purchased from the Harrah's collection at their automobile auction by Edward Todd, of Santa Ynez California. The Todds would care for the beautiful coupe for the next 24 years before it was acquired by its next long term owner, where the car remained in St. Louis, Missouri with a Lincoln aficionado for nearly a decade.

From 2009 to 2010, the coupe was treated to an extensive refurbishment which most notably included a full concours quality, bare metal respray and a complete rebuild of the engine – in total, over \$60,000 was spent to bring the art deco masterpiece back to as-new condition.

Upon inspection, it quickly becomes evident that this is surely one of the finest 39s in existence. The paint and brightwork are absolutely stunning, as is the immaculate interior and spotless engine bay. Included with the car is a great history file which includes the Harrah's Collection Verification Certificate, Harrah's auction bidder pin, the Todd's California registration cards from 1984 to 2001, and a restoration log with numerous receipts for the work performed in 2009 and 2010.

Of the six body styles offered in the 1939 Zephyr lineup, there is little doubt the three-window coupe is among the best looking. Penned by E.T. "Bob" Gregorie, the coupe's long, low figure looked like it just went on for days. Looked at in profile, the car appears to be moving at 100mph, even when parked. This best of breed classic is sure to provide its next caretaker years of enjoyment.

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



## 130 Ω

### 1950 DELAHAYE 135M CABRIOLET

Coachwork by Saoutchik of Paris

Chassis no. 801746

3,557cc OHV Inline 6-Cylinder Engine  
Single Solex Carburetor, 95bhp at 3,800rpm  
4-Speed Manual Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Drum Brakes

- *Exceptionally rare Saoutchik Delahaye*
- *Features include power top and windows*
- *Offered from a prominent Private European Collection*
- *Tastefully refurbished in the last decade*
- *Believed to have never been shown publicly in the USA*



#### THE DELAHAYE 135

Based initially at Tours, and from 1906 in Paris, Delahaye built its first automobile in 1894, and grew to become one of the most successful and innovative French luxury car manufacturers of the pre-war period. Delahaye started with building quality, belt-driven single and twin cylinder horseless carriages. His designs were so successful that he quickly needed significant investment to keep his business going. He was able to secure funding via some enthusiastic partners but, sadly, Delahaye did not live long enough to see his company's successes, and he died in 1905. But before he died, he hired some very influential and creative engineers who carried on his legacy with some truly spectacular machines.

Many patents were issued to Delahaye prior to World War I and perhaps the most important were for a V6 cylinder layout as well as a twin-cam multi-valve engine. Delahaye as a company had quite amazing foresight for the 1910s.

Its early products tended to be rather pedestrian, but then in 1935 came the first of a new generation that would change the marque's image forever; the T135 Coupe Des Alpes. A fine sporting car, the T135 was powered by an engine, which, although designed for car use, had first appeared in a Delahaye commercial vehicle. The 3.2-liter, six-cylinder, overhead-valve unit produced 110bhp on triple Solex carburetors, while the chassis featured transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, center-lock wire wheels and Bendix brakes.







Delahaye improved on the formula the following year with the 3.6-Liter, 120/130bhp T135MS, and the sports version was soon making a name for itself in competitions, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1937 and 1938 respectively. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example and went on to take victory in Brooklands' 'fastest road car in England' race against some formidable opposition.

The model reappeared post-WW2 as the 135M with the 3.6-liter engine and lasted in production until 1951. By this time Delahaye was in serious financial difficulty as a result of the French government's taxation policies, which heavily penalized cars of over 3.0 liters, and in 1954 was taken over by Hotchkiss. Delahaye had no in-house coachworks, so all its chassis were bodied by independents, which created some of their most attractive designs on the Type 135. It was a most fortuitous partnership, resulting in memorable automotive sculpture from the likes of Saoutchik, Henry Chapron, Franay, Graber, Pennock and Figoni et Falaschi.

## THE MOTORCAR OFFERED

The collaborations between French car manufacturers and coachbuilders were rarely rivaled by those of other countries. It could be said that each carrossier had their hallmarks, Figoni and Falaschi were renowned for their 'Teardrop' designs for example, but if you wanted forward thinking design and individuality, the house of J. Saoutchik should have been your pick.

The car we present here was acquired approximately 10 years ago over and above other examples of its peers by its current owner, a seasoned collector for many years with a particular passion for design and engineering. It was chosen for its typical modernity and innovative features that are redolent of its sculptor.





Its design is unequivocally contemporary, and seems likely to have been influenced by the American style that was already permeating through in production Cadillacs, Lincolns and the like. The car's compact cabin can accommodate four persons, yet externally it has the look of a two seater adding to its sporting flavor. The black bodywork is trimmed outside in a plethora of chrome: teardrop 'ventiports' grace the front fenders and the rears are accented with chrome moldings wrapped along their edges; a divided chrome windshield and side opening hood with central chrome bar demonstrate a symmetry that continues throughout the car. Chrome Ducellier headlights are supplemented with driving lights beneath and indicating lamps in the center of the front fenders as well as with small side repeaters on the rear quarters.

To the leading edge of the hood is a 'Carrossé par Saoutchik, Paris' script, which being in its mother tongue signifies that the car would originally have been delivered to the home market.

The interior shows the influences of American cars of this era with a central ivory colored console, again with instrumentation mirrored in symmetry either side of this panel. The famed 'Diana Dors' Saoutchik Delahaye has a similar treatment, as do a handful of others of its brethren. Unusually, but in line with the nature of the coachbuilder it has a hydraulic power top and windows.







When acquired in 2007, it is reported by the seller that the car had never been repainted and was in need of some aesthetic improvement. It subsequently has received sympathetic refurbishment, being refinished in the present black livery for its bodywork, during which work its owner elected to remove the bumpers, so as to accentuate the purity of its pontoon fender design. The interior was entrusted to Raymond Ratto of Cannes in the South of France, and the scheme selected to demonstrate its details is ivory and a striking green/blue hue, which vividly contrasts with the body color, the leather upholstery is piped to match that dash. Its top complements this with the black fabric being piped in matching green. Since the completion of that work, while with its current custodian, it has been used occasionally and maintained when required.

As part of the Saoutchik tale alongside others of its genus, or an entrée to this remarkable French styling house, this car would be a fascinating part of any major collection. With its presence and details, it is sure to wow Concours judges here in America, where we believe that it has never previously been shown.

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



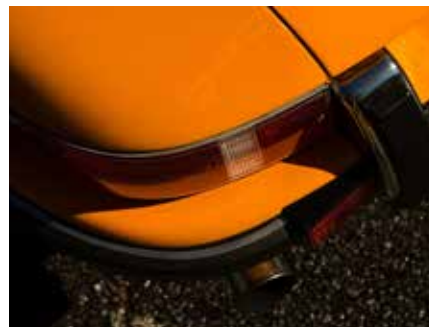
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## 1970 PORSCHE 911S 2.2 COUPE

Chassis no. 9110301037

2,195cc SOHC Flat 6-Cylinder Engine  
 Bosch Mechanical Fuel Injection  
 180bhp at 6,500rpm  
 5-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Multiple Concours Winner*
- *Rotisserie restored with meticulous photo and invoice documentation of the work completed*
- *Finished in original Signal Orange Color Scheme.*
- *Matching Numbers Example with Low Mileage.*
- *Offered with Porsche-issued Certificate of Authenticity and Tools*



## THE PORSCHE 911S

The first of many high-performance versions of the newly introduced 911 arrived in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2-liters.

By this time, the 911 models had established themselves as one of Europe's most refined and enjoyable sports cars for the road, and as a serious weapon on the racetrack in production-based formulae.

To have a Porsche 911 as a road car made a statement - you knew about the best things in life. Just take the king of cool for instance; in the opening scenes of the cult movie *Le Mans*, Steve McQueen is seen charging around French country roads in a 2.2-liter 1970 911S - the glorious sound of its flat-six and virtually open fuel injection intakes are remembered by most who have seen the movie. It's perhaps no surprise that McQueen kept one for his own personal use long after filming was over.

These 2.2-liter 911S models are nowadays considered one of the most sought after pre-1973 911's, offering a very flexible torque-curve, yet retaining the light, rev-happy feel of the earlier 2.0-liter models.

## THE MOTORCAR OFFERED

Finding a Concours-quality early "long-hood" Porsche 911S coupe has become increasingly difficult; relatively few were manufactured and fewer still were sold in the United States. This magnificent 1970 911S coupe, glowing in brilliant Signal Orange (Code 14) with a black leatherette (Code 12) interior is precisely such an automobile.

Its owner states that this fine example had been parked and left to decay in a Florida carport in 1996 and was discovered in derelict condition in early 2010. A closer inspection revealed that it had accrued only 32,300 miles from new. After first considering it as a good starting point to build a track-day car for Porsche Club of America driver education events, the fact







that it was complete and fully numbers-matching prompted a change of direction. Receipt of a factory-issued Certificate of Authenticity provided the fact that the car had been ordered with tinted glass all around, a Blaupunkt AM/FM radio, and a "U.S. Comfort Package".

The current owner turned the car over to the highly-regarded restoration department of Brumos (Brundage Motors) Porsche in Jacksonville, where a comprehensive bare metal restoration was begun. Brumos is known for its exacting craftsmanship and attention to detail. Brumos shop personnel did the disassembly, engine, transmission, brakes and suspension, interior, and re-assembly work, while Terry Simmons, an independent specialist for the Brumos

race cars and Brumos museum collection, put the tub on a rotisserie and tackled all the body and paintwork. This project, consuming some 3½ years, was completed in early 2014.

This wonderful 911S, which has been dubbed "Orange Crush", then began a new life as a Concours competitor, with the quality of Brumos' work producing a steady list of prestigious Best of Class, Judges' Choice, and Best Porsche awards at events including St. Johns (Meadowbrook), Hilton Head, Highlands, Lakeland, Pinehurst, Winter Park, Dayton, Ault (Cincinnati), Atlanta, Porsche Parade and a number of local car events. She has also been shown at Louisville, Kiawah, and Amelia Island.

This fine Porsche has been described as a totally finished piece of artwork brought back to as original condition as possible with no expense spared - a true Concours d'Elegance winner. Showing just 33,325 original miles at the time of cataloguing, it is supplied with its correct and original Fuchs spare alloy wheel and tire, jack, tool kit, radio, a set of special color-coordinated CoCo mats, and a thick notebook of invoices. The serious Porsche collector seeking an early 911S coupe ready to be enjoyed on the highway or competing for trophies on the Concours field need look no further than this outstanding example.

**\$175,000 - 225,000  
WITHOUT RESERVE**



**132***From the David Springett Collection***1954 LOTUS MK6**

Chassis no. Mk6/95  
 Engine no. D21815AD

1,292cc Inline MG TA Four-Cylinder  
 Twin SU Carburetors  
 50hp at 4,500rpm  
 3-speed Manual Transmission  
 Independent Front and Rigid Axle Rear Suspension  
 4-Wheel Drum Brakes

- First series production Lotus
- One of approximately 110 produced
- Ex-British race car
- Refurbished by Len Pritchard of Williams and Pritchard
- Registered for street use

**THE LOTUS MK6**

Known as Colin Chapman's first production car, the Lotus Mk6 was, however, sold mostly in component or "kit" configuration. This allowed a number of different powertrains to be fitted and helped it to conform to a variety of racing formulae. First offered in 1952, the Mk6 was built on a sophisticated Chapman-designed multi-tubular chassis constructed by Progress Chassis. The firm of Williams and Pritchard shaped the aluminum bodywork, while the mechanical components were sourced from the Ford Prefect.

Quickly becoming a favorite among British club racers, the Mk6 introduced, for the first time in a series production car, Chapman's philosophy of "adding lightness" to boost performance.

The tube-frame chassis weighed only 25kg (55 pounds) and the Mk6's total weight, depending on the drivetrain, was some 432kg (952 pounds). Despite the modest outputs from the engines used — which ranged from an 1172cc side-valve Ford four up to a Coventry Climax — the car showed a top end of over 90 mph and lived up to Lotus advertising's claim for the Mk6: "It's faster than you think!"







## THE MOTORCAR OFFERED

Lotus Mk6/95 was purchased in the UK by its current owner from a longtime Lotus Mk6 competitor. Restoration was initiated in England, and the body was refurbished by Len Pritchard of Williams and Pritchard, using as many of the original panels as possible, including the bulge in the bonnet. The mechanicals, including the MG TA engine, were refurbished, and to make the car enjoyable even in inclement weather, a new convertible top was fabricated as well as new side panels with windows.

The Mk6 was a remarkable dual-purpose automobile, as shown by its commercial and competitive successes. Not only is it a paragon of industrial design wherein form follows function, but Chapman's use of relatively inexpensive components make the

Mk6 one of the great values for the money. Theory has rarely been so well matched to artisanal skill.

The current owner enjoyed the car on England's public road and during several club races in England before bringing it to the U.S. in the late 1980s. It is currently registered in California with the license plate "LOTUS 6," and though now thoroughly enjoyable as a road car, some close attention to the mechanicals should be considered before it is again ready to race.

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



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*From the David Springett Collection*

## 1956 LOTUS ELEVEN LE MANS, SERIES 1

Chassis no. (see text)

Engine no. 6863

1,172cc Coventry Climax FWA inline four, SOHC

83hp at 6,800rpm

BMC 4-speed manual transmission

Twin SU carburetors

- Eligible for this year's HRRDC under 2 liter championship
- Highly competitive Frank Costin design
- Le Mans Specification
- Beautiful - no nonsense - polished alloy presentation



As discovered circa 1975

### THE MOTORCAR OFFERED

Colin Chapman enjoyed enormous success with the Lotus Mk6, and the ever-restless engineer continued to improve it through subsequent series before Chapman approached Lotus number eleven, determined that he and aerodynamicist Frank Costin — who had brought science to the art of Lotus panel design — would pencil the proposal on clean sheets of paper. Not only was the resulting car smaller and lighter, it had the spectacular look of a winner — and it was a formidable competitor, taking the checkered flag almost 150 times in 1956 alone, its first year on campaign. This included a win at Le Mans in the 1100cc class and a seventh overall, only 27 laps behind a powerful D-Type Jaguar. The Lotus Eleven is still the most successful track car in Lotus history.

In some ways the Eleven stayed true to its predecessors — stressed aluminum panels

draped over an exceptionally light (some 70 pounds) steel tubular structure — but in all dynamic respects it was a significant step forward. The Eleven was offered in three versions: A Club model, aimed at amateur racers and equipped with a modest 36hp Ford 10; and the Sport, powered by an all-new 1098cc aluminum Coventry Climax inline four. Both were fitted with live rear axles and drum brakes. The Le Mans featured such go-faster tweaks as four-wheel Girling inboard disc brakes, a de Dion rear axle, and specific transmission ratios.

The handcrafted bodywork for all Elevens was hinged front and rear for quick access to essentials — just as importantly, the car retained Frank Costin's vision of a sleek racer devoid by superfluties. Compared to Costin's previous Lotus, the Eleven had a lower, more streamlined bonnet, achieved by inclining the engine about

ten degrees, which in turn required a revised sump and oil intake. Chapman also came up with a better cooling system to overcome the nose's smaller air entry. For racing, a wraparound windscreen and head fairing were available. Costin was confident the fairing alone provided the stability that might otherwise have been obtained with wing or spoiler. A 9.5-gallon tank was on the driver's side; an optional 11-gallon tank sat within the left-side body panel; the battery and spare tire were placed in the rear.

The CC engine was built in unit with the new gearbox, based on an Austin A30 case; all Le Mans transmissions were fitted with close-ratio gears. Chapman delighted in having parts perform more than a single role, and an example here was designing the transmission tunnel as a stressed member. The rear axle was an in-house







makeover of BMC parts and, of course, could be fitted with a range of ratios to suit particular circuits. Steering was through a shortened rack-and-pinion system from the Morris Minor, graced with a quick 1.75 turns lock to lock.

Holding to convention, the front suspension was swing axle but now had a lower pivot point to reduce roll stiffness and thus moderate understeer. Girling coil-overs were fitted up front and also on the rear suspension, which was built around a new de Dion tube that, among its advantages, saved ten pounds of unsprung weight. Here again Chapman's innovation was clearly in view: The de Dion was pierced so that the tubular half shafts could pass straight through, giving them more length and reducing deflection at the universal joints. Two pair of radius arms located the axle either side and one was triangulated to absorb lateral forces.

Just 27 inches high at the base of the windscreen and with a curb weight of only 1,360 pounds, the Eleven was designed to cheat gravity and air of their performance-robbing barriers. The result was an elegant melding of engineering and design that rarely has been achieved in the search for speed.

The present owner of this shining Lotus Eleven is no stranger to the type, having owned and raced another Eleven in more than 300 vintage races, both in Europe (including a win at the '83 Monaco Historic GP) and back home in America. Keen to add to his Lotus collection, he found another Eleven in the UK, though it had been badly crashed — when and by who is unknown. Its long recovery to health began in the early '80s and included a completely new body from Williams and Pritchard.

While most of the damaged panels were discarded, the owner retained the original doors and center section. The underlying structures and mechanicals were attended to in the US. Completed over the last three years, the restoration used a host of original parts, including the suspension, gas tank, differential, throttle assembly, instruments, and carburetors.

Though this Eleven has lost its original chassis plate, and its provenance is unknown before the accident, Lotus experts have deemed this spectacular car as authentic. It has not been campaigned since the restoration, so a complete review of its structure and mechanicals is recommended before this treasure is returned to the track, where it belongs.

**\$100,000 - 125,000**



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*From the David Springett Collection*

## 1967 LOTUS TYPE 47 GROUP 4 COMPETITION COUPE

Chassis no. GT 47 15

1600cc Ford Twin-Cam

c.190hp

5-speed Transmission

45 DCOE Weber carburetors

- Well known, heavily campaigned Type 47
- Ex-Team Palma, Ernesto Neves
- Cosworth FVA power plant from 1970
- International racing career
- A proven race winner



### THE MOTORCAR OFFERED

By the mid 1960s, Colin Chapman's boundless energy had produced no less than 36 distinctive Lotus automobiles, but the entrepreneurial engineer still yearned to build an inexpensive mid-engine production car and with a race version for Team Lotus and for sale to privateers. Thus the Type 46, or Europa, was revealed in 1965. Built around a box-section central spine chassis, John Frayling's fiberglass bodywork was bonded to the chassis to form an exceptionally stiff monocoque structure. Ever mindful of a good deal, Chapman secured drivetrains and engines from the Renault 16 and massaged them to produce 80 horsepower. Crucially, the Europa was low, as low as a Ford GT40, and aerodynamically efficient, making it a superb platform for a competitive racecar.

By the end of 1966 a racing model, the Type 47GT, had appeared at Brands Hatch and won in the hands of John Miles (who won eight more times that season). Orders began to pour in to Hethel. Heart of the 47GT was Cosworth's Ford twin-cam. Bored out to 1594cc to fit the 1600cc class, it dealt 165 horsepower to the rear wheels through a Hewland magnesium FT200 limited-slip transaxle. Tecalamin-Jackson fuel injection was standard, though buyers could opt for twin Webers. In Lotus tradition, buyers also could order a 47GT absent engine and transmission or request the factory to make modifications. Chapman borrowed widely for the suspension. The independent rear layout was from the Lotus 59 single-seater and in front from the Triumph Vitesse, slightly tweaked. Ventilated disc brakes were at each wheel. The lightened chassis weighed between 600-650kg, and the bodywork boasted a slippery drag coefficient of just 0.29.

By 1968, production of the 47 had ceased after an estimated 50-70 left the factory. There is no doubt that the 47GT was by far the greatest of the Europas, and it remains one of Chapman's most successful sports/GT machines. This rare survivor of the European racing circuit was one of five identical 47GTs delivered new, in white, from the factory to Portugal's Team Palma. Four cars were sold to gentlemen drivers, but GT-015 was retained by Team Palma.

Each car was powered by the Cosworth 1.6-liter twin-cam. (Eventually GT-015 would receive a Cosworth FVA, but not until its first driver, Luis Fernandes, had passed the reins to Ernesto Neves for the 1970 racing season.) The first race for GT-015 was on July 30, 1967 at Circuito de Montes Claros. One of four 47GTs entered, it finished well back. Then, in August, in just his second outing with the car, Fernandes took GT-015 to victory at Vila do Conde.







Ernesto Neves - seated left - on the Team Palma Type 47, c.1967



The Team Palma Type 47 c.1969



The Neves Type 47 in action c. 1969



Fueling up the Team Palma Type 47 c.1969

Along with two other Portuguese 47GT teams, GT-015 then traveled to Brazil in December for the Mil Milhas Brasileiras at Interlagos. One Lotus team withdrew due to terrible track conditions, and the Fernandes car fell out on lap 180 from suspension failure. Fernandes stayed in Brazil to run -015 at Interlagos a week later and placed fifth.

Returning to Europe, in 1968 Fernandes ran in the GP do ACP at Granja do Marques — and won by almost fifteen seconds over José Lampreia's 47GT-026. The remainder of the '68 season included two DNFs and a 9th, and in 1969 the car passed into the hands of Ernesto Neves, who ran four races that year for a 13th, 2nd and two unclassified finishes. For 1970 it was decided to replace the original powerplant with a Cosworth FVA engine, and Neves entered three races that year to earn a DNF and two 3rds.

In 1971 the driving duties went to António Portela de Moraes, then Luis Madeira Rodrigues, and finally, in 1973, to yet another pilot, Joaquim Oliveira e Silva, who campaigned GT47-015 with no great distinction until at least mid 1975, when -015's racing records fade away. Whether it again was raced or when it was retired is currently unknown.

The present owner, a well-known vintage Lotus racer, bought the car in the UK in 1988. It underwent a long restoration, finished in 2005, in America that included crack-tests of the suspension components, renewing them as needed; bodywork repaired and repainted in Team Palma blue; fitment of a competition Lotus Ford twin-cam 1600, rebuilt with all-new components; a renewed valvetrain, new distributor, and dual Weber DCOE carburetors.

The estimated c.190 horsepower goes through a new competition twin-plate clutch and FT 200 gearbox. A roll cage was fabricated and installed, and the floor was reinforced with a solid aluminum plate.

Like many early Lotus racecars, 47GT-015's original chassis plate is absent. However, it still wears the plate assigned to it in Portugal and sports the Portuguese-language instruments installed by Team Palma. Though the car was restored for competition, any plans to do so should include a thorough vetting, setup and any refurbishment work necessary. But, whether 47 GT 15 ends up in a museum or in a vintage racer's stable, it remains a singular, stunning reminder of Lotus racing history.

**\$125,000-175,000**



**135****1953 PONTIAC CHIEFTAIN DELUXE EIGHT CONVERTIBLE COUPE**

Chassis no. P8XH88350

268.4 cu in L-head Inline 8

Single Duel Downdraft Carter Carburetor

118bhp at 3,800rpm

4-Speed Hydramatic Transmission

Independent Front Suspension with Live Rear Axle

4-Wheel Drum Brakes

- One family car from new
- Highly original example
- Recently refreshed Convertible top and mechanism
- Comes with books, tools, and build sheet

**THE PONTIAC CHIEFTAIN**

In 1953, Pontiac rolled out a revised body design with a one-piece, curved windshield, reshaped rear fenders and a bolder front grille. Dashboards were given "Panorama View" instrument clusters. The traditional silver streaks on hood and trunk lid, first applied in 1935, became two parallel, separate lines, cradling the Indian Head hood ornament between them. New, slimmer side trim adorned the upscale Deluxe models. The wheelbase was increased to 122 inches, while the power trains, a six and a straight eight, carried over from 1952. The L-head straight eight engine was by far the most popular, comprising 90 percent of production. A whopping 82 percent of those had automatic transmissions, so popular had the no-shift gearboxes become.

**THE MOTORCAR OFFERED**

Remarkably, just one family has had the pleasure of wheeling around this classic piece of American iron throughout the car's 55 year existence. Since being delivered new, this Pontiac Chieftain Deluxe Convertible has been garaged kept, and as a result, presents in fine condition. There is only one adjective that wholly summarizes the vehicle's finest attributes-original. The body is clean with no major corrosion and the Continental Maroon Paint present well given its age; even the chrome still shines to this day. The story remains the same inside; A seam separation in the driver's seat and a worn rear carpet show the most signs of usage, but the dash, instrument panel, and all the buttons have remained clean.

The convertible top and power folding mechanical system both received attention recently, and we are told by the consigner that the car is an honest runner that drives with ease. Odds and ends that have accompanied the convertible over the course of its half century on Earth include the spare tire, jack, tools, and the glovebox still holds the original books, dealer pamphlets, and build sheet.

**\$35,000 - 45,000  
WITHOUT RESERVE**





## 1969 CHEVROLET CAMARO Z/28

Chassis no. 124379N608272

302ci OHV V-8 Engine

Dual 4-Barrel Carburetors

290bhp at 5,800rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- Presented as delivered when new in Fathom Green over Midnight Green interior
- Beautifully restored
- Desirable Z/28 Spec with 4-speed manual transmission
- Iconic muscle car perfect for rallies or Sunday morning drives



## THE CAMARO Z/28

Mechanically derived from the second-generation Chevy II, the Camaro was similarly a unibody design, with a stub frame ahead of the cowl. Engines and transmissions were from the company catalog; in 1967, there were seven engines offered. Exterior trim could be augmented with a Style Trim Group. 1969 was the final year for the first-generation Camaro, which had been introduced in 1967. Although a redesigned Camaro was due in 1970, the changes in the 1969 were extensive. . Unsurprisingly, it was a record sales year, with more than 243,000 Camaros leaving GM's plants. The desirable Z/28 option cost \$458.15 and included the 302ci high performance V-8 engine that met the Trans Am's 5-liter displacement limit rated at 290hp (but routinely delivered pulling 350hp plus when tested!)

## THE MOTORCAR OFFERED

The Camaro offered here rolled out of the Norwood Ohio assembly plant and was shipped to Canada on March 4th, 1969. This is a true, GM verified Z/28 model finished in Fathom Green with a Midnight Green interior. From new the car has traveled 75,000 miles, which accurately appear on the dash. While the early ownership history is unknown, the vehicle has received a meticulous restoration more recently. The engine bay, with the DZ code 302 motor, looks very clean and is complete with all of the proper components including the 21" radiator, 6 blade clutch fan, and deep groove pulleys. Inside, the close ratio 4-speed is operated via a Hurst floor shifter, while a suite of gauges allows the driver to monitor the operation of the vehicle.

This is a beautiful example in splendid condition that is ready for thousands of highly entertaining miles.

**\$80,000 - 100,000  
WITHOUT RESERVE**



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## 1973 FERRARI 365 GTS/4 DAYTONA SPIDER

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 16801

Engine no. B2630

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Superb restoration by marque experts*
- *Matching numbers example in factory livery*
- *Three long-term owners for over 40 years and just over 20,300 miles from new*
- *Part of the famed Livanos Collection for more than a decade*
- *One of the 123 haloed factory Spider models of the iconic Daytona*
- *Offered with Massini report, restoration receipts, books and tools*



### THE FERRARI DAYTONA SPIDER

"The Daytona has been called the last great front-engined supercar. For one who has thought about it, it is not difficult to see why; for one who has driven it, it is very easy to see why... A supercar must prove its superiority on ordinary roads; the Daytona did." - L J K Setright, Supercar Classics, autumn 1983.

The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365 GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honor of the sweeping 1, 2, 3 finish by the Ferrari 330P4 sports prototype at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed carrozzeria's director of research and development, was responsible for the influential shark-nosed

styling, creating a package that restated the traditional "long bonnet, small cabin, short tail" look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. An unusual feature was a full-width transparent panel covering the headlamps, though this was replaced by electrically operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favorite among the many Ferraris he designed.

In response to Lamborghini's 350GT, Ferrari's road-car V12 had gained four overhead camshafts during production of the 275 GTB (cars thus equipped acquiring

a '4' suffix) and in the Daytona displaced 4,390cc. Power output was 352bhp at 7,500rpm, with maximum torque of 318lb/ft available at 5,500rpm. Dry-sump lubrication permitted a low engine installation, while a five-speed transaxle enabled 50/50 front/rear weight distribution to be achieved. The chassis embodied long-standing Ferrari practice - being comprised of oval-section tubing - the all-independent wishbone and coil-spring suspension was a more recent development though, having originated in the preceding 275 GTB.

Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the







four-wheel, ventilated disc brakes. Air conditioning - vital for the US market - was optional, but elsewhere the Daytona remained uncompromisingly focused on delivering nothing less than superlative high performance.

Although there had been no official open-top versions of its predecessor, the favorable reception of Luigi Chinetti's 275 GTB-based NART Spider no doubt influenced Ferrari's decision to produce a convertible Daytona. Again, the work of Pininfarina, the latter was first seen at the Paris Salon in 1969, deliveries commencing in 1971. Although the rear end had been extensively reworked, so successful was Pininfarina's surgery that it was hard to credit that the Daytona had not initially been conceived as a Spider.

The most powerful two-seater, road-going GT and the world's fastest production car at the time of its launch, the Daytona was capable of over 170mph (274km/h) and is surely destined to remain a top-ranking supercar for eternity. Some 1,400 Berlinetta Coupe models and just 123 Spider convertibles had been constructed when production ceased in 1973.





## THE MOTORCAR OFFERED

The history of this phenomenal Daytona Spider, chassis no. 16801, starts in the early months of 1973. The new Spider was the 88th example built in the assembly sequence of the 123-car total production. Configured as a left-hand-drive Spider destined for the US, the Daytona was optioned with air conditioning, a radio and US-market instruments. 16801 was painted in the same color it wears today, the classic 20-R190 Rosso Chiaro red, and trimmed in VM 8500 Pelle Nera black.

As was the case with many of the world's expensive super cars of the era, the new Daytona Spider took months to complete and it wasn't until February of 1973 that 16801 was shipped off to the Western US Ferrari importer, Modern Classic Motors, owned by Nevada gambling pioneer and renowned collector William F. Harrah. By 1976, 16801 was owned by Miami resident

Mr. Jeff Weiss, who would keep the red Daytona Spider for more than a decade, before selling it in 1987 to Mr. Erich Eichler of Malvern, PA. The car's comprehensive history file documents this sale, and also certifies that 16801's original mileage at the time was just 15,099 miles.

Soon after acquiring the rare Ferrari, Mr. Eichler embarked on a complete restoration, to make the 15-year-old car a show winner at Concours events. Seeking the most talented restorer for the job, Mr. Eichler entrusted 16801 to renowned automotive restoration facility Karosserie, based in King of Prussia, Pennsylvania. Receipts from the work performed can be found in the restoration file accompanying the sale of 16801. While Karosserie performed the bodywork, Ferrari factory trained specialist Charles Pierson of Kimberton, PA was entrusted with the mechanical part of the restoration. Receipts

from Mr. Pierson's work can also be found in the comprehensive history file. Once finished, Mr. Eichler started showing the exceptional Daytona Spider at various Ferrari Club of America events, including the 1995 FCA National Meet, and the 1996 Ferrari Concours in Reading, PA.

By the late 1990s, 16801 had become part of Mr. Peter Livanos' impressive Gstaad, Switzerland based collection, and would remain in his ownership for nearly two decades. In 2017, the red Daytona Spider returned to the US, and was treated to some recommissioning and paintwork by renowned coachwork specialist Richard Mullin of Malvern, Pennsylvania. Remarkably, Mr. Mullin had experience on 16801 back in the 1980s when Karosserie performed their work, so he was indeed very familiar with the red Ferrari.







Today, 16801 remains in exceptionally well restored condition throughout. The odometer reading of just over 20,300 miles is indeed believed to be the car's actual mileage from new. Close inspection reveals the superb job performed by Karosserie and Richard Mullin, and meticulous maintenance and careful custodianship since. Fitted with correct Borrani wire wheels shod with classic Michelin XWX tires, factory air conditioning and a period Becker Mexico radio, 16801 is accompanied by many desirable original items, including a set of manuals and books in pouch, the yellow Ferrari dust cloth, both the large leather bag tool roll and the Attaché briefcase tool set, convertible top cover, and a matching Borrani spare wheel and tire. The car's history file includes Marcel Massini's history report, and an abundance of restoration receipts.

A legendary Ferrari model in its rarest form, this exquisitely presented Daytona Spider is an outstanding example of the rare breed.

**\$2,400,000 - 2,700,000**



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## 1966 LOTUS ELAN ROADSTER

Chassis no. 45/5896

1,558cc DOHC Inline 4-Cylinder Engine  
 2 Twin-choke Weber Carburetors  
 125hp at 5,500rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- Beautifully restored example of the classic and desirable Elan Roadster
- Upgraded to Sprint engine specifications
- Complete with soft top and side windows
- Iconic Lotus with excellent performance and roadholding



## THE LOTUS ELAN

Introduced at the Earls Court Motor Show in October 1962 the Elan Roadster followed the Chapman principle of lightweight aerodynamic coachwork coupled with the suspension, brakes and transmission of a race car and a remarkable new Lotus-Ford twin cam engine to provide the power. To put this into perspective this was a time when disc brakes were still two years off for a Porsche, and Ferraris were fitted with a live rear axle. The attention by buyers and motoring press was immediate and Chapman quickly realized that a new factory was required to meet the demand and full production did not start until May 1963. Further updates and improvements were introduced in November 1964, designated the Series 2 which featured numerous detail styling changes.

Chapman's Elan is recognized universally as one of the truly great sports cars of all time and perhaps the concluding remarks of the road test report in the February 1964 issue of Car and Driver say it best "The Elan very simply represents the sports car developed in tune with the state of the art. It comes closer than anything else on the market to providing a formula car for ordinary street use. And it fits like a Sprite, goes like a Corvette and handles like a formula junior.

The Elan would prove an immense commercial success for Lotus, slightly fewer than 9,000 being produced by the time production ceased in 1973.

## MOTORCAR OFFERED

This fine example of the classic Lotus Elan Roadster has spent most of its life in the mild Florida and Arizona climates. A comprehensive restoration has been performed, attending to both the mechanical and cosmetic aspects of the light and agile sports car. The paint and bodywork have been renewed, and the drivetrain refurbished with the engine upgraded to 'Sprint' specifications. Riding on appropriate Panasport alloy wheels, the Elan looks just right. This sporting Lotus is an enthusiast's car - or driver's car - ready and willing to deliver its unique performance for rally, tour, club event or just simply as a delightful road car.

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





## 1992 ASTON MARTIN VIRAGE

VIN. SCFCAM2S5NBL50303

5,340cc DOHC V8 Engine

Electronic Fuel Injection

335bhp at 5,300rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable five-speed manual example*
- *Highly equipped, US-delivery Virage*
- *Limited-production, hand built supercar*
- *Extreme luxury and performance for its era*
- *Evocative and distinctively 1990s sharp edge styling*
- *One of just 13 1992 Virages with a manual transmission for the U.S. market*



## THE ASTON MARTIN VIRAGE

Introduced at the 1988 Birmingham Motor Show, the Virage was Aston Martin's replacement for the 20-plus year old V8 model line. The new sports car was entirely hand built with bodywork in aluminum, and sported a fresh and modern design penned by a duo of design tutors from the Royal College of Art, John Heffernan and Ken Greenley. William Town's sharp-edged Lagonda Saloon had dated quickly, but the Heffernan/Greenley Virage shape was a more timeless design, which successfully blended traditional Aston Martin styling cues, such as the grille shape and front fender vents, into a sleek fastback devoid of excessive exterior decoration. Power was plentiful from the 32-valve DOHC V8. "Acceleration just never seems to run out", claimed Sports Car International in a road test.

## THE MOTORCAR OFFERED

With its quarter-million-dollar price tag when new, the Virage was then and remains a rare sight Stateside, and it is estimated that just sixty or so examples made their way to the US from new. The fine example offered here was completed at the Newport Pagnell Aston Martin Lagonda Limited Works in June of 1991 and was equipped for the US market with the desirable five-speed ZF transmission.

Purchased new by an enthusiast based in the Midwest, the red Virage would remain in his ownership for more than 13 years, while accruing just over 17,000 miles. A new owner in 2005 would add a couple thousand miles before again transferring hands to a Floridian in 2009. Under the current ownership, the vehicle has received over \$20,000 worth of mechanical servicing and is ready for use upon purchase.

Today, this hand-built, limited-production Aston Martin presents beautifully throughout, with a nice and tidy interior and sharp exterior. According to the consignor, the car's digital odometer is inaccurately reading over 60,000 miles, a common issue with these cars, but the car's actual documented mileage is believed to be around 25,000 miles from new. Regardless, the Virage remains one of the most charismatic sports cars of its era, and here is a rare opportunity to acquire one of Aston Martin's modern classics.

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



140

## 1992 PORSCHE 911 TURBO 3.3 COUPE

VIN. WP0AA2963NS480308

Engine no. 61N01407

3,299cc SOHC Flat 6-Cylinder Engine

Electronic Fuel Injection

320bhp at 5,750rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Time-capsule condition with just 720 miles and one owner for more than 2 decades
- A complete custom 'Special Wishes' 964 Turbo with 'Paint to Sample' paint
- Highly optioned and believed to be the very last 3.3 Liter Turbo to come to the US
- A very special Porsche in all-original condition



### THE PORSCHE 911 TURBO

Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Motor Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. The preceding Type 356's rear-engine layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and

developed, it would eventually grow to more than 3.0 liters and, in turbo-charged form, put out well over 300 horsepower.

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - code named '964' - were launched in 1989, the former marking the first time that 4-wheel drive had been seen on a series-production 911. Porsche had experimented with 4-wheel drive on the 959 supercar, and many of the lessons learned from that scenario influenced the design of the 964's chassis and suspension. Although the normally aspirated duo shared the same 3.6-liter, 247bhp, flat-six engine, the Turbo kept its existing 3.3-liter unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transaxle were standard.







## THE MOTORCAR OFFERED

Offered here must be the most exciting and collectible example of the Porsche 964 Turbo model range. Not only is this car a complete time warp example with just 720 miles on the odometer and a one owner from new until recently, but it was a 'Special Wishes' Porsche, receiving custom details at the factory such as the 'Paint to Sample' exterior color. The impressive history file offered with this very desirable 964 Turbo includes many letters between the first and longtime owner and Porsche in Germany. The build specification of the car was carefully spec'd out to this first owners wishes and included a very long list of optional extras and bespoke details. The new car was finally completed on April 1992 (as probably the very last Porsche 911 3.3 Turbo to come to the US)

and joined the owners impressive Porsche collection in St. Petersburg, FL, where it would remain until recently. During his ownership, just over 700 miles was put on this very special Porsche, and the car was kept in a climate-controlled environment, in completely original condition. The car was shown at various Porsche and Concours d'Elegance shows while in his ownership and was naturally a very prized part of his impressive Porsche collection.

To this day this 'Special Wishes' Porsche 964 remains in remarkably original condition inside and out, with just 720 miles on the odometer at the time of cataloging. The car is offered with all the documentation one can dream of, including the original window sticker, many letters

of correspondence between the first owner and Porsche, the original owner's manuals, original tool kit and spare. This is indeed a very rare opportunity to buy a time-capsule example of a desirable air-cooled Turbo Porsche, built to custom specifications through and through. The very special Porsche will undoubtedly be even more collectible in decades to come and perfectly represents the era in which it was built.

**\$275,000 - 325,000**



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## 1919 PIERCE-ARROW SERIES 51 FOUR PASSENGER TOURING CAR

Chassis no. 514350

Engine no. 514498

524ci T-Head Six Cylinder Engine

75bhp at 2,500rpm

4-Speed Manual Transmission

Solid Front Axle – Semi-Floating Rear Axle

2-Wheel Mechanical Brakes

- *One of two known to exist*
- *Desirable four-valve configuration*
- *Well cared for by a marque aficionado*
- *A rare example from one of America's most esteemed automakers*
- *Listed in the Pierce-Arrow Society Roster*
- *Recognized by the Classic Car Club of America*



### THE PIERCE-ARROW SERIES 51

In the early days of motoring, the George N. Pierce Co. of Buffalo, New York vaulted from being a maker of birdcages and other household goods to establishing itself as a manufacturer of some of America's most highly regarded automobiles. The price tags were steep, but Pierce's cars delivered full value for the money, boasting the kind of sophisticated engineering and robust construction that allowed the company's four-cylinder Great Arrow to win the demanding Glidden Tour in 1905, and the next four years as well.

As the cars grew in displacement and size, their prestige did, too. The company's first six-cylinder car, introduced in 1907, was powered by a colossal 618.5-cu.in. inline six, rode on a 135-inch wheelbase and weighed more than two tons. Despite prices that ranged from \$6,500 to

\$7,750 – more than twice that of a Cadillac – the production run was sold out before the year began.

President Taft, the first U.S. president to use an automobile for formal occasions, ordered two Pierce-Arrows for the White House, establishing a tie that would continue until 1935. Together with Packard and Peerless, Pierce-Arrow was venerated as one of the "Three P's," the trio that for many years dominated the American luxury-car market.

By 1910, Pierce-Arrow was offering three distinct chassis, establishing an all-six-cylinder range that would see it through the next decade. There was not a modest car among them. The smallest, the Model 36 (later the Model 38), featured a 329-cu. in. straight-six and a wheelbase that stretched 129 inches; the largest was the magnificent

Model 66, which flaunted 824.7 cubic inches and a 147.5-inch wheelbase. Splitting the difference was the Model 48.

Though the 48 was named for its fiscal horsepower rating, the dynamometer told another story. Its 524-cu. in. T-head inline-six, subjected to multiple tests at the factory before being installed in a chassis, actually produced as much as 75 hp at its 2,500 rpm redline. The engine was of time-tested design, composed of three blocks of two cylinders each, each block cast integral with its head. There were two spark plugs per cylinder, with two independent distributors for dual ignition. Oil was fed to all crankshaft and connecting rods bearings under pressure. Pierce-Arrow designed and manufactured its own carburetors, which featured automatic mixture adjustment.







Pierce-Arrow engineers increased the efficiency of this engine in July 1918 by giving it sophisticated, four-valve cylinder heads. This Dual Valve Six was even more muscular than its impressive predecessor, so much so that it made the mighty Model 66 redundant. The 38 and 48 were carried forward, renamed the Series 31 and Series 51, respectively.

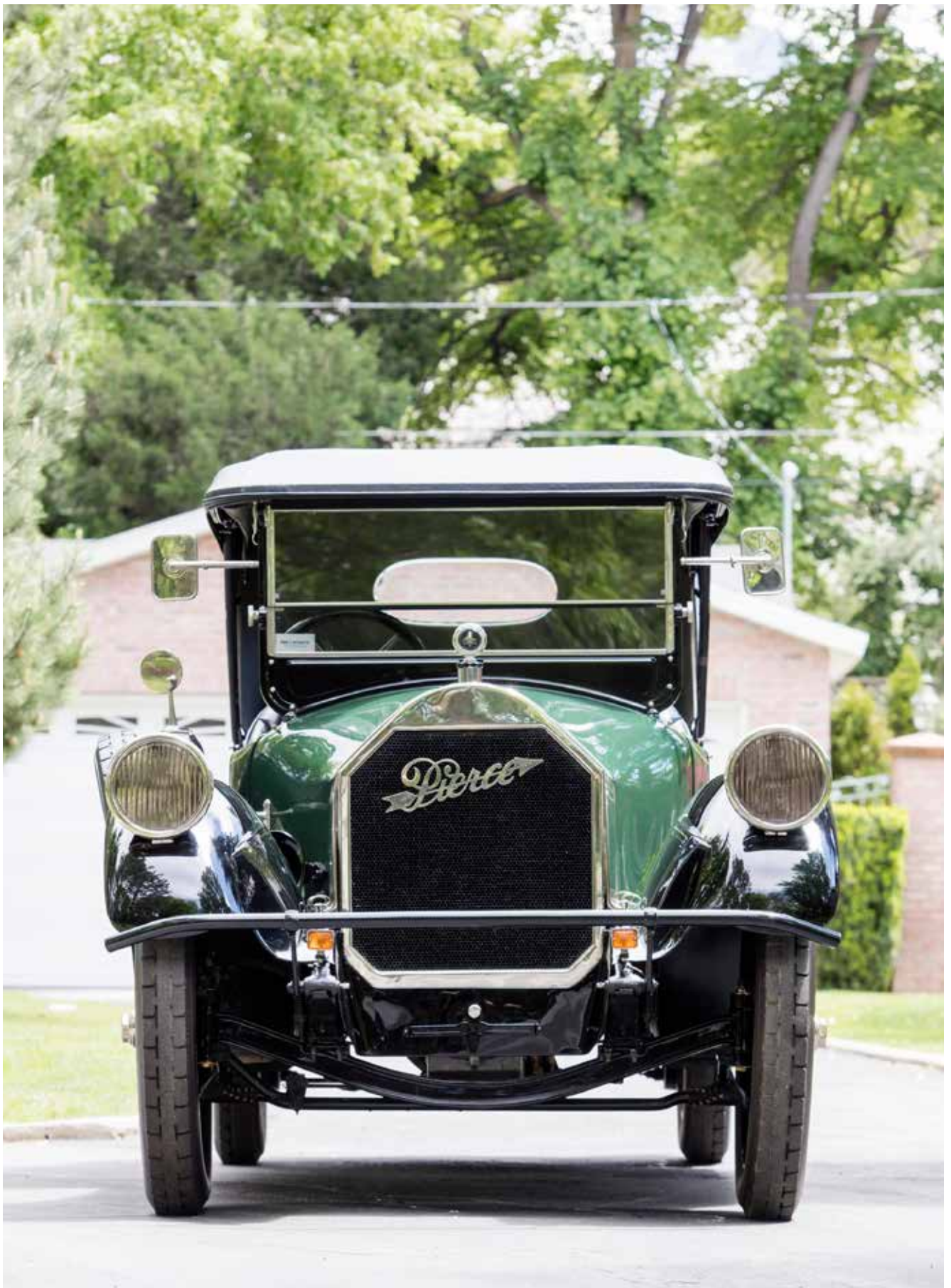
A conventional frame with sturdy pressed-steel side members and cross-bracing provided a strong foundation. The front axle was of drop-forged steel, and suspended by semi-elliptic leaf springs; the semi-floating rear axle was held by three-quarter elliptic springs. Brakes were on the back wheels only: An external contracting brake, operated by lever, and an internal expanding brake operated by the foot pedal. All Pierce-Arrows of this era were right-hand drive; the company was one of the last U.S. automakers to

relocate its steering wheel to the left. A leather-faced cone clutch was a nod to tradition, but the all-electric lighting system was thoroughly up to date. The headlamps moved to the fenders in 1913, though Pierce-Arrow gave customers the option of conventional headlamps – an option few chose. With the launch of the Series 51, the parking lamps were removed from the cowl and incorporated into the headlamps for a cleaner look.

“Whatever the motorist may exact of his car is to be found in a Pierce-Arrow,” the company’s 1919 catalog declared. “Whether he wants the comfortable riding for the long distance tour, or the flexibility so essential in the congestion of city streets, it is here and is instantly available without complication or disappointment.”











## THE MOTORCAR OFFERED

Considered by many to be the ultimate configuration this Series 51 Four-Passenger Touring Car, believed to be one of two examples of its type remaining, weds the most potent chassis with the sleekest and lightest touring coachwork. The combination of brute power and skimpy body make for a Pierce with startlingly quick performance. A recent road test by a Bonhams specialist saw this machine full up with four passengers tear off from a stop in a manner more expecting of a Mercer or Stutz Bearcat. It effortlessly pulled through each gear and found its way into fourth in what seemed like a flash. The late dual-valve engine is amazingly flexible with a long smooth power band but does not give up any of the low-end torque for which the brand is so famous.

As an example of a pre-1922 or “Golden Era” Pierce-Arrow the coachwork is crafted entirely

from aluminum castings. The process saw no conventional sheet metal used save for the hood which was fabricated from sheet copper. This four-passenger tourer arguably the most handsome of the extensive offering is without fault in style and proportion. The sleek look is enhanced by the low door line and near straight line from the top of the radiator to below the windshield. New, it was priced at \$7,650; other options ranged from \$6,450 for a bare chassis to \$9,450 for the largest enclosed cars.

The interior is as stylish as the outside. The cast separated bucket seats envelop the occupants and allow walk through space. The seat backs contain storage compartments with fitted doors. The driver looks out at one of the handsomest dashboards ever conceived.

Once owned by noted West Coast collector and Pierce-Arrow expert John Mozart, this Series 51 has been in the long-term ownership of a marque aficionado who has driven it on tours, and maintained its excellent mechanical and cosmetic condition. Best described today as an older but excellent quality restoration that has held up well. A careful examination reveals a highly correct and unmolested car without any noticeable changes or modifications from stock.

With its rare, sporting coachwork, and such desirable late-model features as the more powerful dual-valve engine and clean cowl design, this Pierce-Arrow is an exceptional example from one of the truly great prewar American manufacturers. It is at home on road tours and concours fields alike.

**\$250,000 - 350,000**



**142****2000 FERRARI 550 MARANELLO**

Design by Pininfarina

VIN. ZFFZS49A2Y0119587

5,548cc DOHC V12 Engine

Electronic Fuel Injection

485bhp at 7,000rpm

6-Speed Manual Transmission

4-Wheel Cross Drilled Disc Brakes with Red Calipers

4-Wheel Independent Suspension

- *Immaculately presented contemporary Ferrari*
- *Special ordered features*
- *Just over 19,000 miles from new*
- *Complete with books, tools, luggage*
- *Only three owners*

**THE 550 MARANELLO**

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

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

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

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

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







## THE MOTORCAR OFFERED

This sublimely elegant and understated 550 Maranello, was commissioned in the timeless scheme of Blu Nart. Its interior was tailored in Natural leather with the addition of Blu Scuro piping and specially ordered features of Blu carpets, colored dash and other trim in Blu Scuro as well as a quilted '60s '250-style' rear parcel shelf. That original order came through respected agency Miller Motor Cars of Greenwich. The sticker price was \$217,564 before accessories, which would include built in battery charger and radar detector, cover and luggage. Miller would continue to maintain the car for the next 7 years, before it was traded into them against a newer car. At that point the current owner, instigated by a friend of his to source one of these cars first came into contact with the Ferrari. Verifying its quality, endorsed by Miller, he encouraged his friend to buy the car.

In the last 11 years, the 550 has continued to be serviced properly and with respect to maintaining its great order, over and above the inevitable cost of doing so. Testifying to this, just last August, at a cost of nearly \$15,000, its last service was completed, during which, the timing belts, cam seals, and all serpentine belts were replaced; the cam covers were refinished per original, new spark plugs were fitted, oil, fuel, air, and pollen filters and all coolant hoses were replaced, as well as the intake manifold gaskets.

Having always had a fondness for the car, in more recent times the current owner elected to purchase it from the friend he originally located it for, becoming the third owner from new. In the course of its careful life, the miles accrued are a mere 19,167 at the time of cataloguing. Its seller has exercised the car gently and in the run up to the sale could report that a 300 mile drive

showed it to perform impeccably. With a mere three ownerships in its 18 years, and an average of little more than 1,000 miles accrued for each, its fastidious seller presents the car complete with its original window sticker, service records from new, its original books in the original leather owner's pouch, complete and original tool kit, Ferrari supplied emergency tire inflator, all 3 electronic fobs including leather Ferrari key fob and electronic fob holder, together with factory supplied accessories including the highly desirable 2 piece Schedoni Ferrari branded luggage set and matching blue Ferrari cover, among others.

A great car to enjoy and surely a great long term investment.

**\$135,000 - 175,000  
WITHOUT RESERVE**



143

## 1955 JAGUAR XK140 MC ROADSTER

Chassis no. S810834

Engine no. G2250-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

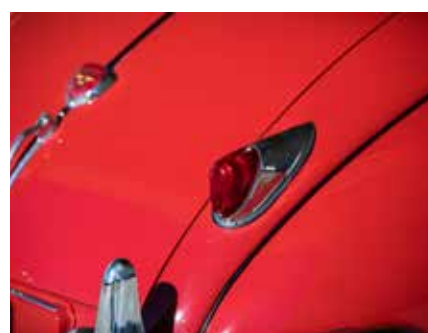
210bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Wonderfully restored example of the classic XK Jaguar*
- *Striking livery with wire wheels and white-wall tires fitted*
- *Excellent choice for vintage rallies such as the Copperstate 1000 or California Mille*
- *Sir William Lyons favorite*



## THE JAGUAR XK140

'For 1955, Jaguar presented a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety.' - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor. The major engineering changes were confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type.

The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-Liter, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type.

A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph.







#### THE MOTORCAR OFFERED

Tested by *Road & Track* magazine, a USA-specification XK140MC (as the 'C'-type head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

Writing in *Autosport*, John Bolster had this to say: 'The Jaguar XK140 is a very high class machine that has more delightful qualities than almost any other car on the market. I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field.'

This stunning Jaguar XK140 Roadster was built at Jaguars Browns Lane factory quite early on in the production run. The new Jaguar was configured with a left-hand drive steering arrangement, and most likely delivered new to the booming North American sports car market. A comprehensive restoration has been performed, and the Roadster presents in lovely condition inside and out.

The exterior is finished in striking red, over a correct Biscuit and red two-tone interior. Appropriate Lucas driving lights are fitted up front, and beautiful chrome wire wheels wrapped with white-wall tires are present.

This fine Jaguar is ready to use on rallies and driving events, such as the Copperstate 1000 or California Mille, or shown at local Concours d'Elegance events, where it would be sure to attract much attention.

**\$100,000 - 130,000  
WITHOUT RESERVE**



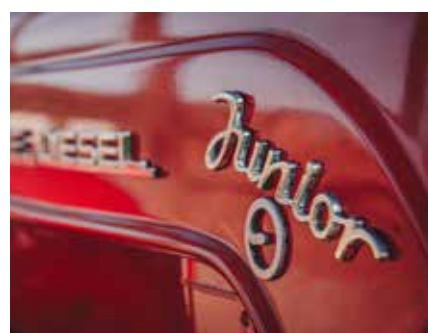
144

## 1961 PORSCHE JUNIOR 108 TRACTOR

Chassis no. 2993

822cc Single-Cylinder Porsche Diesel Engine  
 Bosch Diesel Injection  
 15hp at 2,250rpm  
 6-Speed Transmission  
 Drum Brakes

- *Early Ferdinand Porsche design*
- *Beautifully restored example*
- *Highly collectable piece of Porsche history*
- *Ready to be shown or put to work on the farm*
- *Fun and sought after Porsche Tractor*



## PORSCHE JUNIOR L108

The Porsche 108 was the smallest and most attractive of four tractors produced by Porsche from 1956 to 1963. The tractors were produced at the old Zeppelin factory in Friedrichs-hafen-Manzell, Germany. The appeal of the Porsche-built tractors can be attributed to much more than just their stunning looks as they were designed with a fluid coupling to connect the engine to a six-speed transmission – a distinctive feature which offered the driver smooth shifting. In 1960, Porsche introduced a new Bosch hydraulic lifting system, a significantly improved design when compared to the earlier 1956-'59 tractors. By 1963, production of Porsche tractors had ceased. Their compact styling and Porsche heritage have made restored Juniors a popular collectible item among Porsche car owners and vintage tractor collectors.

## THE TRACTOR OFFERED

In the early 1930s Ferdinand Porsche started design work on the “people’s tractor” right along with the design work of the “people’s car”. Eventually, both designs materialized into historic products that are still enjoyed by enthusiasts today.

This Porsche presents a very rare opportunity to acquire the charming agricultural cousin of the 356, which is seldom seen, especially here in the United States. This example has benefitted from a dedicated owner who restored the tractor to its current impressive condition. When taking into consideration that this is made for a more rural purpose, it is indeed a well-engineered machine with plenty of power and reliability. The single-cylinder Diesel engine has plenty of torque to do active duty in the field, but would also be great fun to drive around the property.

This little Porsche appears very correct and is finished in the traditional red, with the correct, off-white finish on the wheels and seat. The data plate, stampings, and emblems all appear to be in place. The Junior 108 is arguably one of the most attractive tractors produced and is sure to draw a crowd of smiles wherever it goes. A cute and appropriate addition to any collection, this Junior 108 is a great way to add a unique piece of Porsche history to your stable.

**\$45,000 - 65,000**  
**WITHOUT RESERVE**





- Formerly a Police Car in the Netherlands
- Fitted with various crime-fighting equipment
- Striking Grand Prix White paint with high visibility decals
- Presented in beautiful and authentic condition throughout

## 1988 PORSCHE 911 CARRERA 3.2 TARGA 'RIJKSPOLITIE'

VIN. WP0ZZZ91ZJS140403

Engine no. 64H03560

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

217bhp at 5,900rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes



### THE MOTORCAR OFFERED

The Rijkspolitie was the Netherlands' state police from 1945 to 1996. They used a wide variety of vehicles, ranging from Alfa Romeo Spyders to Citroen H vans, but mostly they used Porsche. They bought over 500 cars in 30 years, of which only a few survive.

In 1962 a special traffic unit was formed, the Algemene Verkeers Dienst (AVD), which wore white uniforms instead of blue, and orange helmets. The AVD ordered a number of 356 Convertibles but when the 911 arrived they started using the Targa models, a practice that lasted until 1993 when they switched to Volvo. Open cars were preferred because they afforded the crew better visibility, and in emergencies officers could stand on the seat and give directions to other road users. Several alterations were made to the AVD 911s: a wooden box containing police

equipment was fitted in place of the rear seats, while other typical modifications included a passenger-side door mirror; two internal rear-view mirrors; additional electrical wiring for communications, flashing lights and 'STOP' sign; extra reversing and rear fog lights; and a mobile 'phone. Most cars had a loudspeaker on the rear. Equipment in the wooden box consisted of two CEAG lights; Drager alcohol tester; instructional paperwork; pair of handcuffs; tape measure; white markers; Ricoh camera; two warning triangles; fire extinguisher; towing cable; First Aid kit; set of spare light bulbs; wheel wrench, etc. The particular example shown here is a 1988 Model with 251,945 kilometers appearing on the dash. As it has served the public good for many years, the car has an honest amount of wear for the miles. It

was however, well taken care of and still presents well. The Grand Prix white paint is in good shape and the striking orange visibility decals are all present. The history over its transatlantic journey are unknown, and the engine appears to have been replaced by a motor manufactured in 1987. Certainly an oddity, this unique Porsche should be a solid addition to any collection.

**\$100,000 - 130,000  
WITHOUT RESERVE**



## 1959 PORSCHE 356A 1600 CARRERA GS COUPE

Coachwork by Reutter

Chassis no. 105578

Engine no. P93047

1,587cc DOHC Flat 4-Cylinder Engine

2 Dual-throat Solex Carburetors

103.5bhp at 6,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Matching numbers example*
- *One of approximately 225 Carrera coupes produced*
- *Eligible for exclusive vintage rallies*
- *One of the most collectible Porsches ever produced*
- *Offered with a Kardex copy*



## THE CARRERA GS

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.

Although detuned from its specialized racing counterpart, this 4-cam motor is truly the star of the show on this model. 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 MOTORCAR OFFERED

Seen here is a beautiful 1959 Porsche Carrera 1600 GS coupe. Incredibly well preserved, the vehicle is an all numbers matching car. Body panels, completed by Reuter, bear the correct 578 number throughout from the engine lid to the hood. The rare 692/2 specification motor and transmission also show the correct numbers, a detail not often seen with the 4-cam powered Porsches, and the complete unit was methodically refreshed by Billy Doyle. A masterful restoration has ensured the vehicle presents in wonderful condition. The panels are straight, and the shut lines fit together very clean. Splendid Ruby Red paint finished by Kristen Rillios of Seattle Washington provides the coupe with an elegant look. Inside, the black leather interior presents just as well as the exterior of the vehicle. Overall, the superb condition

and original drivetrain components make this a special Porsche indeed.

Equipped from the factory with some special GT options, an attractive 400mm wood-trimmed steering wheel ornaments the dash nicely, while GT brakes further the sporting nature of the coupe. Under the hood, a much larger 80-liter fuel tank allows for long distance running at rallies or extended track time.

Captain Ed Hartenberger of the U.S. Airforce ordered the car in December of 1958 from legendary Japanese Porsche distributor Mitsawa Motors while stationed in Japan. Unfortunately, Porsche was behind on their production of the desirable Carrera 356 competition cars, so Captain Hartenberger made the trip to the Porsche

factory to parley with the executives in order to obtain the vehicle just ahead of his in the production line. This trip proved to be fruitless, and the vehicle was eventually completed. After taking factory delivery, Captain Hartenberger would enjoy touring his new Porsche around Europe until 1961 when the coupe traded hands to a fellow officer nearing a transfer back stateside. After the car accompanied the military man on his way home, several new owners would follow over the span of 30 years. The first of which was a Washington dentist named Gig Harbor. Then, Ralph Rigsby of Salt Lake City would continue to tour the car around the car around the Pacific northwest. A prominent Carrera enthusiast named Rusty Ferrel would be the next in line before Steve Terrien took ownership in 1985. Under his care the car received a







ground up restoration in the 1990's resulting in the current superb state of the vehicle. By the early 2000s, the red Carrera was owned by well-known West Coast collector, William 'Bill' Grimsley, before being acquired by East Coast collector David LeBrun. Most recently, the Carrera was inspected by noted Porsche specialist Prescott Kelly, who did a compression and leak down test, and confirmed the car is matching numbers.

A combination of rarity and numbers matching makes 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.

The Carrera is verified by a copy of the original Kardex and must be the best example on the market today.

**\$650,000 - 750,000**



147

## 1967 AUSTIN-HEALEY 3000 MK III BJ8

2,912cc OHV Inline 6-Cylinder Engine  
 2 S.U. Carburetors  
 150bhp at 5,250rpm  
 4-Speed Manual Transmission with Electric Overdrive  
 Front Independent Suspension – Live Rear Axle  
 Front Disc – Rear Drum Brakes

- *The final iteration of the iconic big Healey*
- *Just 1,000 miles since comprehensive restoration by marque specialist*
- *Beautiful Healey Blue Metallic paint*
- *Perfect for Sunday cruising*



## 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

Finished in a monochromatic Healey Blue Metallic with a Blue interior, carpeting and soft top this final model year Austin Healey 3000 presents beautifully thanks to a thorough and completely photo documented restoration. Not much is known about the vehicle's early history, but more recently in 2005 the convertible was procured with 74,000 original miles. It was then sent to receive the restoration responsible for the car's current condition. All of the work was conducted by marque specialists The British Motor Corporation of Philadelphia Pennsylvania. Since then it has only accumulated 1000 more miles on the dash and has been serviced regularly.

Today the car features correct Lucas Tripod headlights, a wooden steering wheel, splendid chrome wire wheels. Mechanically, high

speed cruising is accomplished with ease thanks to a 4-speed transmission with overdrive, and front disc brakes assist in scrubbing this additional rate of motion. The attention spent on the car over a decade ago has stood the test of time, and to this day the car appears in fine condition. The chrome presents in good condition, and the leather inside has held up alongside the burled walnut veneer.

This lovely example is ready to be enjoyed on Sunday drives or displayed at local car shows.

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





## 1970 PORSCHE 911T CLUB RACER

Chassis no. 9110120196

Engine no. 6550961

2,687cc SOHC Air-cooled Opposed 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240 bhp at 6,500 rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

Without Reserve

- Prepared for Club or Vintage racing
- Built by Rothsport Road and Race
- 930/Boxster brakes
- Light and very fast
- Consistent class winner



## THE MOTORCAR OFFERED

This 1970 911T Karmann coupe was restored for street use circa 1999/2000, and then converted to a club-level racing car in 2004/2005 by Rothsport of Tualatin, Oregon. The original 2.2-liter six was replaced by an extensively-modified high-compression 2.7 that develops 240 horsepower at 6500 rpm with Bosch mechanical fuel injection and street gas. The Type 915 five-speed gearbox was race-prepared with a limited slip differential and WEVO shifter. The tub has a full rollcage, wrap-around Sparco "containment seat" with competition harness, safety netting for the driver's window and to the right of the driver, a quick-release steering wheel, and an external electrical cut-off switch.

There are 930 Turbo brakes in the back and Boxster brakes in the front. A front oil radiator was installed, as was an 11,000 rpm

tachometer, in-car camera mounts, and wiring for two-way radio communication. There are steel 911SC rear quarter flares and Lexan side and quarter windows, fiberglass engine cover and IROC-style whale tail, front and rear valances. The car is fitted with 16-inch-diameter replica Fuchs-style alloy wheels, 7 inches wide in front and 8 inches wide in back.

Reportedly, the car proved very successful in competition, recording numerous class victories. The car was retired from active racing in 2012, and placed into dry storage with about two hours of running time on the engine. Reportedly, the car is started and driven monthly, and all fluids have been changed on an annual basis by AR Auto in Lake Oswego, Oregon.

This car is supplied with its original Owner's Manual, an additional set of powder-coated replica Fuchs wheels, invoices from the race conversion, a racing logbook through 2012, and other documentation. Prior to returning to competition, the car will require recommissioning with new tires and racing harness. For the amateur racer who wants to dip a toe into production-car-based racing, vintage racing with the addition of a fuel cell, or as a very quick "hot rod" 911 for autocross or time-trial, this Porsche would be an excellent starting point.

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



149

## 1975 PORSCHE 911 CARRERA 2.7 COUPE

Chassis no. 9115400292

Engine no. 6551366

2,687cc SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic CIS

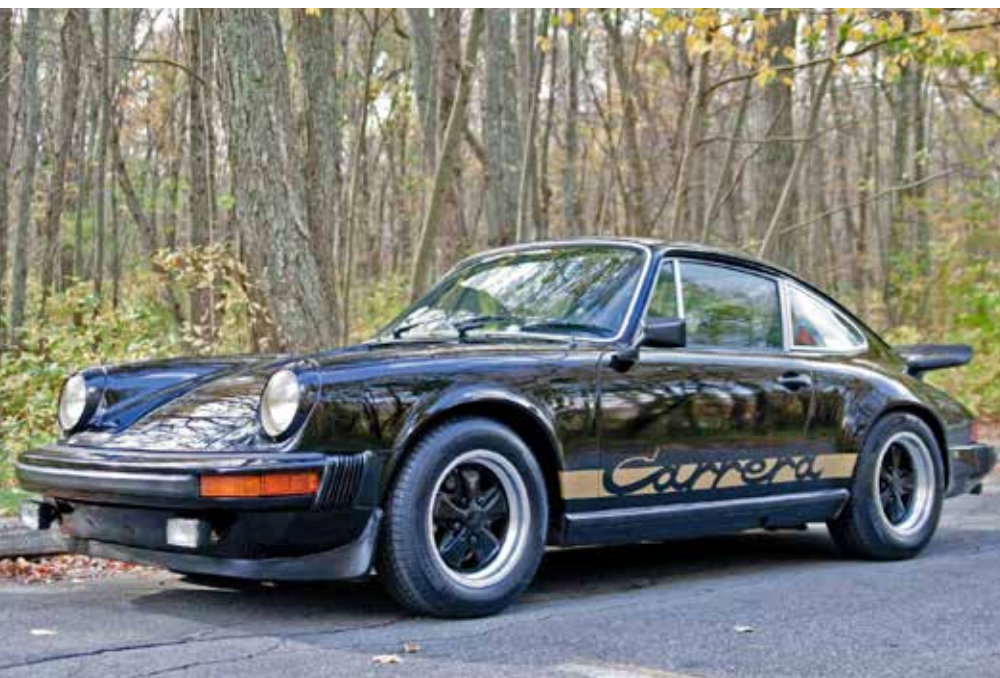
175bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Top trim naturally aspirated 911
- Recently serviced
- Mostly original and in good condition
- Comes with books, tools, and COA



## THE CARRERA CIS

After Porsche met the homologation requirements necessary to run the 2.7 RS in competition, the company continued with Carrera production, retaining many of the mechanical underpinnings but foregoing the uncompromised weight shedding. Rest of the world examples received the Mechanical Fuel Injection from the '73 model, but with increasing emission standards in the United States, Carreras delivered to our shores would utilize the same K-Jetronic CIS (Continuous Fuel Injection) system of the 911S. The motor was good for 175bhp and would be available in both coupe and Targa variants. Sitting atop the naturally aspirated 911 model range, the Carrera's wider rear wings and optional whale tail spoiler provided the most aggressive, sporting look of any Porsche built within the mid-1970's. However, the more luxurious appointments fitted inside make these follow-up Carreras the true sweet spot of the lineup.

## THE MOTORCAR OFFERED

It is known that this North American-spec Carrera was delivered new to California after completing assembly in April of 1975, but details are sparse in the interim period before the car settled in South Carolina, where it spent a large amount of time since 1988. More recently, the car has found its home in Connecticut. Still, this Porsche has remained in generally good condition throughout. All the numbers match and the factory black and gold paint presents beautifully, with metered testing confirming its even thickness across the body. Beside some minor underside patina, the 911 lacks any major corrosion and the interior only shows minimal wear, despite just over 100,000 miles appearing on the odometer. Recently, Musante Motorsports in Connecticut conducted a thorough service of the vehicle, along with a refreshing of the fuel injection system. Further sweetening the deal are a new set of tires, and accompanying the 911 will be its books, tools, air pump and Porsche certificate of authentic. The Carrera

on offer is an honest, fairly original example, newly revitalized and ready to take on many more miles carving up backroads, while also being a solid addition to any 911 collection.

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





150

## 1958 PORSCHE 356A 1600 COUPE

Coachwork by Reutter

Chassis no. 102429

Engine no. 81727 (see text)

1,600cc OHV Flat 4-Cylinder Engine

2 Twin-choke Solex Carburetors

90bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Desirable 356A Coupe*
- *Excellent history file*
- *Powerful, genuine Super 90 engine*
- *Excellent entry for vintage rallies and driving events*
- *Simple, elegant and pure version of the legendary Porsche 356*



## THE PORSCHE 356

One of the all-time great sports cars, the 356 was the work of Ferry Porsche, was the work of Ferry Porsche, based on his father's Volkswagen 'Beetle', like that it employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 Liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.

## THE MOTORCAR OFFERED

This handsome 356 coupe is equipped with a genuine Porsche Super 90 engine. Having lost its original 1600 engine early in its life a correct 1958 Super 90 engine was located and installed in the car. Finished in an attractive silver over red the cosmetics are best described as a good but older restoration. Much of the rest of the car is pleasingly original and the car has a nice even feel at this point as the restored aspects have mellowed nicely with the original features. The Porsche has been well looked after and maintained by its current owner and has seen only light use in the last years.

An extensive file accompanies this 356 including reams of receipts and information documenting the work done. A proper tool kit, jack, owner's manual and several awards accompany the car. A Porsche COA indicating that 102429 is finished in its original paint color.

These Porsches continue to prove very popular road cars and this handsome 356 would no doubt make a wonderful tour or rally car. The added grunt of the Super 90 engine within the great looking and practical coupe is an appealing combination indeed.

**\$80,000 - 100,000**  
**WITHOUT RESERVE**



151

## 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-cranked 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 \$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, called 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 thirty-year 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. The late 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.

**\$140,000 - 170,000**



152

## 1956 AUSTIN-HEALEY 100 BN2

Chassis no. BN2 L/229979

Engine no. 229979

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

110bhp at 4,500 rpm

4-Speed, Manual transmission with Overdrive

Independent Front Suspension, Live Rear Axle

4-Wheel Drum Brakes

- Upgraded to 100M Le Mans spec
- In the Worldwide 100M Le Mans Registry
- Numbers matching example in original colors
- Eligible for the finest concours & rallies



## THE AUSTIN HEALEY 100

Before the 100 LeMans, before the Healey 100S, there was simply the Austin-Healey 100, but what an amazing car it proved to be. The result of a partnership signed in 1952 between the head of BMC, Leonard Lord, and successful automotive engineer and Donald Healey, the '100' – so named for its top-speed capability – was unveiled at the 1952 Earl's Court Motor. The 100 was simple and strong; the frame comprising a pair of steel rails that ran the length of the chassis about 17 inches apart, passing beneath the live rear axle and below the front lower wishbones. The alloy and steel body was supported by brackets extending outward from the main rails. The engine was the Austin 90 long-stroke four of 2660cc. The gear box was a three-speed manual unit with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. An endearing feature of the Austin-Healey is its lay-down windscreen, which adds greatly to its

dashing, streamlined look, and not coincidentally, to its top speed.

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and a distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 110bhp.

## THE MOTORCAR OFFERED

This love left-hand drive BN2 Roadster was completed on December 5, 1955 at the Longbridge works, bound for the U.S. market. The car left the factory wearing the Reno Red and black trim with red piping that it wears today. This example also has all of bits that would have been on the dealer installed Le Mans kit including a larger set of SU carburetors breathing through a cold air box and nestled under a louvered hood secured with a buckled leather strap. A Certificate of Membership from the 100M "Le Mans" Registry attests to the car's qualifications.

It is understood that this car spent the better part of 34 years, from 1981 to 2015, with William Schmidt in Long Island, New York. During his ownership the car was restored from 1982 to 1986 by Austin-Healey specialists Vintage Restorations—also in Long Island.







The work was completed with as many original parts and to as correct of a standard as possible, including the upgrade to “Le Mans” spec. It should be noted that then, as now, the car was fitted with its original engine and finished in its original colors as documented by its accompanying British Motor Industry Heritage Trust Certificate. Following its restoration, this 100 would be displayed at 18 concours events throughout Long Island from 1986 to 1995. During that decade of shows, it captured numerous first-in-class (12) and second-in-class (6) awards as well as a Best-of-Show trophy. It remained a well-kept Sunday driver for the subsequent score of years from 1995 to 2015.

About 7 years ago, a thorough refreshing of the then-15-year-old restoration was conducted. The engine was removed and redone, along

with the suspension at all four corners and the steering system which were also removed and refinished. While these mechanical components were all removed, the chassis and engine compartment were repainted. Also completed, both during this refreshing and during Schmidt’s ownership, corrections were made to the car to get it as close to original as dictated by the official Austin-Healey Club of America Concours guidelines. Rarely seen details such items such as a N.O.S. distributor cap and coil were installed along with correct Karvel carpets, a proper wiring harness with fabric wrapped wires, and a correct jack and knock-off hammer were put in the car. The front brakes were replaced with discs for drivability, but the original drums were retained. Also for comfort, contemporary foil-backed floor insulation was installed to keep the interior more comfortable during the summer months.

Acquired by the current owner in the winter of 2015, it has been sparingly used and carefully stored since purchase. Not long after acquiring the car, the new owner had the carburetor rebuilt. Accompanied by its aforementioned British Motor Industry Heritage Trust and 100 “Le Mans” Registry Certificates, this nicely outfitted and well-kept 100 is a delightful machine in which to enjoy numerous tours and events—in addition to any number of Sunday drivers!

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



153

## 1969 MERCEDES-BENZ 280SE CABRIOLET

Chassis no. 111025.12.003368

Engine no. 130980.12.025655

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

- Recipient of a two-year, rotisserie restoration
- Presented in the as-delivered factory color combination
- Equipped with 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 much as it appears today in the elegant Sand Beige over Brown leather. During the 4-year production run only 1,390 of these open 280SEs were produced, making this a relatively rare sight on the road. Delivered new to the US, this 280SE was handsomely options with a Becker Grand Prix radio, automatic antenna, armrests, white wall radial tires (with a matching spare), a driver's side rear view mirror and more.

This elegant 280SE cabriolet was the subject of a documented two-year, rotisserie restoration done to concours standards. The restoration proved its mettle with a First in Class at a Mercedes-Benz concours.

The luxurious Mercedes-Benz is neatly fitted with color-coded hubcaps and gorgeous period colors. The period-correct Becker Grand Prix radio listed on the data card still adorns the dashboard area, and the correct Behr air conditioning system rounds out the opulent interior appointments. 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 build sheet, this stylish 280SE Cabriolet is perfect to be used on Sunday drives. Although the correct type and class in sequence, the engine is not

the original unit. 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.

**\$160,000 - 190,000**



**154****1995 JAGUAR XJS CONVERTIBLE**

VIN. SAJNX2741SC199049

3980cc DOHC Inline 6-Cylinder Engine  
 Multi-port Fuel injection  
 233bhp at 4,700rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- Only 11,000 original miles
- Just two owners from new
- Attractive Taupe leather interior with Jade Green Paint
- Garage kept and Well-maintained

**THE JAGUAR XJS**

Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph (240km/h) performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm.

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Essentially an exercise in niche marketing to test public reaction, the Cabriolet was entrusted to outside specialist contractors for construction, with bodyshells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final dispatch. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996.

**THE MOTORCAR OFFERED**

This penultimate model year Jaguar XJS Convertible on offer was purchased new at Miller Automobile Corp of Darien Connecticut in July 1995. Luxuriously appointed, taupe leather covers vast swathes of the interior, while Jade Green paint helps to maintain the vehicles refined, understated looks. Ownership was transferred for the first and only time in 1997 and just 11,224 miles have been traveled throughout the cars near quarter century life. Garage kept and Well-maintained, this Jaguar presents beautifully with little wear to show both inside and out. With a simple flip of a switch, effortless open-air cruising is one of the many pleasures this Jaguar will be able to provide for decades to come.

**\$15,000 - 25,000**  
**WITHOUT RESERVE**





- One owner for more than 40 years
- Attractive Regency Red with Biscuit interior
- Plenty of V12 Grunt
- Recently received cylinder head service

## 1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UDIS21989BW  
Engine no. 7S10368LA

5,343cc SOHC V12 Engine  
4 Stromberg Carburetors  
275bhp at 5,850rpm  
3-speed Automatic 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 Mundy-developed 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

Presented here is a remarkable 1973 Jaguar E-Type Series III V12 Roadster, which benefits from having had just one owner until recently. The vehicle has been well cared for over 40 years of ownership and presents well despite never receiving a complete restoration. Attractive Regency Red paint covers the neatly styled exterior while classic Biscuit leather adorns the interior fitments. With 36,000 miles logged over the extended ownership, However, the vehicle is mechanically sounds and just received a cylinder head servicing. From the factory the car was fitted with the 3 major options available: an automatic transmission, wire wheels, and air conditioning.

With the effortless torque of the V12 humming along, endless miles of cruising should come with little frustration as this Jaguar was made to devour miles. Couple the cruising prowess with the joys of open top motoring and you've got the recipe for endless joy.

**\$75,000 - 95,000  
WITHOUT RESERVE**



## 1933 ROLLS-ROYCE PHANTOM II CONTINENTAL

Coachwork by Thrupp &amp; Maberly, with FLM Panelcraft

Chassis no. 3MW

Engine no. FG 55

7,668cc OHV Inline 6-Cylinder Engine

Single Jet Rolls-Royce Carburetor

120bhp at 3,500rpm

4-Speed Manual Transmission

4-Wheel Servo-Assisted Drum Brakes

- Originally ordered by Barbara Hutton for her husband Prince Mdivani
- Extravagant and attractive 3 position coachwork
- Same owner for past 40 years
- Offered with tools and extensive history file
- One of the most historically important Phantom II Continentals



## THE PHANTOM II CONTINENTAL

Rolls-Royce's "single model" policy had proved an outstanding success for the company. The Phantom II was having excellent sales figures, however Sir Henry Royce envisioned a more sporting model. He had at his side the able young development engineer Ivan Evernden who was a key player in the Phantom II Continental and went on to design its post war successor, the R-Type Continental Bentley.

During the development of the Phantom II, the majority of the long-distance testing was carried out on the long straight roads surrounding Chateauroux in France. Sir Henry Royce's many journeys between the South of England and the South of France no doubt opened his eyes to the type of motoring not available upon England's

narrow and winding roads. With long distance high-speed motoring in mind, the Phantom II Continental chassis was created, the project being personally overseen by this legendary duo.

The whole car was conceived by Royce to be a more sporting and compact four-seater owner/driver motor car when compared to the long wheelbase standard Phantom II. Just 281 such chassis were produced and they differentiated themselves from their standard cousins with thicker 5 leaf springs, a six inch shorter chassis, specifically 144 inches, and the provision of recessed rear footwells and lower rear seating. The engine was tuned with a high compression cylinder head and high lift camshaft. Power on the open road was enhanced by an exhaust

cutout with switch fitted on the driver's side floorboard. With lightweight coachwork being fitted, the final result was a motor car capable of carrying four people in comfort at high speeds over great distances.

The Continental is rightly considered by many to be one of the finest pre-war Rolls-Royces. The majority of Phantom II Continentals were fitted with close-coupled four-door closed coachwork. However, a small number were fitted with more stylish designs. Most possessed exquisite elegance, but none arguably more than the car presented here.









## THE MOTORCAR OFFERED

This Phantom II Continental story begins with the one of the most intriguing women of the 20th century, Barbara Hutton, heiress of the Woolworth family fortune. Barbara met the dashing young Prince Alexis Mdivani, in 1932. Prince Mdivani was living in exile in Paris, having fled his native Georgia after the Soviet invasion in 1921. Barbara was very taken by the Prince, and they were soon engaged. In celebration of their engagement Barbara commissioned a very special Rolls-Royce Phantom II Continental for her new husband to be.

As the pages show, this is one of the most lavish and elegant Phantom II Continentals ever built. The body was commissioned from Thrupp and Maberly and was in the popular 3 position drop-head style.

The dashboard was designed by Barbara and Prince Mdivani. The Prince, being a trained pilot, tailored a dashboard that was very much aircraft-inspired, including specially ordered large gauge tachometer, rev-counter, and even an altimeter. These gauges were mounted in an aluminum engine-turned dashboard and interior was also trimmed in engine turned aluminum rather than the usual wood veneers. The car's already long bonnet was extended by a further 4 inches, a format which it is thought was beyond that of any others built. Along with this extended bonnet, Prince Mdivani requested that the bonnet louvers be angled at 13.5 degrees. Andre Tele-controls were also ordered so that the suspension could be stiffened up for high speed running.

It is suspected that the Phantom II went with the Prince and Barbara on phases of their extravagant honeymoon. Unfortunately, for the Prince, his marriage to Barbara was not meant to last and after a disagreement they divorced. He was on holiday in Spain with the car a month later and was taking a German Countess to the train station. An eyewitness to the events that followed, stated that a shirtless man thundered by him at over 80mph. Unfortunately, the Prince lost control of the car, and was killed in an ensuing crash. After this incident, it is understood that the car was sent back to Rolls-Royce and Thrupp and Maberly for a complete rebuild at the Rolls-Royce Works before passing to its next owner.







In 1951 the Phantom II was motoring on the streets of London, when it caught the eye of a young American enthusiast. He was very taken by the car's devastatingly good looks and vowed to one day own it. Twenty years later he had his chance and he bought 3MW from De Ville Carriage Company Ltd. Today, as evidenced, there are FLM Panelcraft kicker plates in addition to the Thrupp ones and it seems likely that this post-war coachbuilding entity were responsible for a restoration prior to his acquisition. The car sailed home to the United States with the current owner on the Cunard Liner QE2 in 1972. Since arriving in the US, the car has gone on many long-distance driving tours. It has been meticulously maintained in the consigner's private collection. Four years ago, noted Rolls-Royce specialist,

The Vintage Garage carried out a major service on the car. This work is fully documented in the car's history file.

The vehicle was recently inspected by a Bonhams Specialist and proved to be incredibly interesting. It is a delightful older restoration in good order, and it would appear that many of the original custom features that were likely ordered with the car, such as its Cromos bumper and Sireno horn. It has an imposingly elegant yet uniquely dashing appearance.

Many large prewar cars have distinct limitations when it comes to steering, braking and performance, which make their usage on modern roads somewhat problematic.

This is clearly not true of the Phantom II Continental. Sustained cruising speeds over 70 miles per hour were indeed endorsed by the factory, and were much on the mind of its first owner. The view down the elongated bonnet, above the big dials and glinting aluminum of the dashboard make for a unique driving and show experience, which has stood the passage of time, bringing to mind an era of elegance and 'joie de vivre' of the French Riviera, and its Mediterranean coast.

Of all 281 of these cars built, collectors will prize this one and it will give pleasure to many on the most prestigious tours and Concours fields worldwide.

**\$550,000 - 650,000**



## 157 Ω

### 1947 DELAHAYE 135MS COUPÉ

Coachwork by Pinin Farina

Chassis no. 800697

3,558cc OHV Inline 6-Cylinder Engine

Triple Solex Carburetors, 125bhp at 3,800rpm

4-Speed Cotal Electromechanical Gearbox

Independent Front Suspension - De Dion Rear Axle

4-Wheel Bendix Duo-Servo Mechanical Brakes

- Unique Pinin Farina bodied Delahaye
- Offered from long term private ownership
- Refurbished in recent years
- Displayed at the 2016 Pebble Beach Concours d'Elegance
- CCCA Full Classic™



#### DELAHAYE

After the liberation of Paris in 1944, Delahaye initially concentrated on building trucks, while a mildly updated Type 135 went back into production in 1946, elegantly restyled with a distinctive radiator grille and hood by young freelance designer Philippe Charbonneaux. It retained the simple but effective independent front suspension layout and 'Bloctube' welded box-section chassis. Steering was, as on any high-quality French chassis worth its salt, on the right. Self-adjusting cable brakes were reliable, if a little old-fashioned in an age when most cars had hydraulic braking.

The postwar handbook neatly described the revised 135 as 'a superlative machine built with great care and precision based on the fruits of long experience. It is designed to give its owner many thousands of miles of fast, trouble-free

*motoring under any conditions of road and weather. It neither needs nor asks for more than a minimum of attention and maintenance, but that minimum it must have in order to give its unique response to its driver's most exacting demands.'*

Two models were available, the Type 135M, with a single Solex carburetor, and the 125 bhp triple carburetor 135 MS ('Modifiée Spéciale'), with a top speed of around 100 mph. Both models could be fitted with the Cotal transmission as an option (though few customers chose the standard four-speed mechanical box), but only the MS had Rudge center lock wheels as standard. Total production of both types was 1155 between 1946 and 1952.

Reviewing the 135 range in 1949, the magazine *l'Action Automobile* eulogized: 'This is the competition car, ideal for great performance,







## PININ FARINA

*sought after by specialists in high average speeds. It is the car of high output, which has proved itself on all the roads of the continent and whose marque has for many years been dedicated to emphasizing this in the light of the results it has achieved in sporting competitions.'*

Since 1930 the name of Pinin Farina has been synonymous with the finest Italian automotive design. It was in that year, that Battista Farina, the tenth of eleven children, made the break from the Stabilimenti Farina business which he and his brothers had established twenty years earlier. Throughout those two decades it was he who was acknowledged for his individual flair for design and it was considered only a matter of time before his family would have to allow this distinction. The new company took the nickname by which he was known 'Pinin', meaning 'the youngest' or 'baby' in the Piedmont dialect of their origins, to be titled Carrozzeria Pinin Farina.

Thanks to Battista at its helm the business was innovative in its design and forward thinking in how their industry would evolve. Initially they were concerned with both the styling and its execution,

literally creating bodies for cars in most respects, but with a clear line of separation between car manufacturer and coachbuilder. Before the war Pinin design was more focused on open touring cars, but heralding the future for the house, coupes would become their forte straight after the war.

As aerodynamics played a greater part in the design of the automobile, Farina logically connected the two, and recognized that the creator of the external shape of a car must have some influence on the underpinnings if his work was to be uncompromised. The Cisitalia 202 Coupe was one of the first projects to prioritize this. Its success is undoubtable and stands as one of the true automotive icons, so much so that an example lives in the Museum of Modern Art in New York. Farina would also cleverly see that





### THE MOTORCAR OFFERED

their role would ultimately be in design more than construction, and it can be argued that this vision, together with their legendary artwork is what has perpetuated their brand to the modern day, flourishing where so many were unable to survive. Of course, this can be attributed in no small part to their enduring relationship with Ferrari, but their work on Alfa Romeo, Lancia, Maserati and even Nash-Healey is further evidence of their influence on automobile design.

In 1961, Farina officially absorbed his nickname, to become Battista Pininfarina, and the Company therefore Carrozzeria Pininfarina, the name by which the company is known to this day.

This unique car dates from the transitional 1940s/50s period for 'Pinin' Farina, and demonstrates the strengths of abandoning the constraints of the stock design components of the manufacturer. Where other coachbuilders elected to build a front aspect that incorporated Delahaye's own grille, not so Farina, who took the influence, but rolled it into the body to maintain its sleek and vertically aerodynamic front. In this way it is incredibly advanced, and while the nose may be reminiscent of Jaguar's sedans, it should be noted that it predates them by more than 5 years.

According to information supplied by the seller, the car is listed in the Catalogue Raisonné for Pinin Farina with number 458 bis, an attribution which nods to the

counterpart 458, an Alfa Romeo Convertible completed at the same time, and also to body 456 which adorned a Maserati A6 1500.

Showing its nationality, Marchal headlights adorn those fenders with bullseye indicators below them, its hood is a single piece which hinges from the passenger side. Like many of the best things, its simplicity is the key to its success, outside its lines are uncomplicated and modern, and those are matched in the cabin. The dashboard is a narrow panel, color coded to the bodywork and with two small O.S. instrument clusters either side of the steering wheel. The compartment is well lit as its sunroof is transparent.







800697 as new, courtesy of Pinin Farina S.p.A.



800697 as new, courtesy of Pinin Farina S.p.A.



800697 as new, courtesy of Pinin Farina S.p.A.

The car is understood to have been sold new to a Belgian customer, a contemporary image of which is depicted in the Michael Frostick book 'Pinin Farina – Master Coachbuilder', despite a slightly confusing caption, it is clearly this one-off example and wears Belgian licence plates. It would later pass into Swiss ownership where it underwent a slow, lengthy restoration which would ultimately be abandoned by its then owner. Recognizing its importance and potential, the incomplete work was picked up by the former custodian and finished. From then it moved into the major collection from which it is offered today. In this ownership a more thorough restoration was undertaken, by Kfz-Ryschka in Germany, with the bodywork stripped back to bare metal and refinished in the present silver-grey livery which is consistent with how it

was originally delivered. At the same time, the car was reupholstered in tan leather and with black carpets, which contrast and complement the interior well.

Testament to its importance and condition, the car was invited to be displayed at the world-renowned Pebble Beach Concours d'Elegance in 2016. There it completed the Pebble Beach tour and was displayed on the hallowed 18th fairway alongside others of its marque. Offering the potential of future Concours display or car tour, this unique Delahaye is deserving of the closest attention.

**\$400,000 - 500,000**



**158****1983 RENAULT 5 TURBO II**

VIN. VF1822000D0000912

1,397cc OHV Turbocharged 4-Cylinder Engine  
 Bosch K-Jet Fuel Injection  
 158bhp at 6,000rpm  
 5-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- Low mileage 1980s icon
- Refurbished and presented in beautiful condition
- Dazzling Electric Blue paint
- Long-term California ownership

**THE RENAULT 5 TURBO**

Not to be confused with the conventional front-wheel drive Renault 5 GT Turbo, the Renault 5 Turbo was a mid-engined homologation special built in limited numbers for Group 4 and Group B rallying. Renault's considerable F1-derived, turbo-charging expertise was applied to the humble 1.4-liter overhead-valve engine, resulting in a power increase to 160bhp (in road trim), an output sufficient for a top speed of 125mph and a 0-60 time of less than seven seconds. Two iterations of the Turbo were produced over its nearly half decade production run. The first, retroactively referred to as the "Turbo I," was the harder edged homologation car that featured many of the alloy components utilized in the competition cars. Later,

Renault would introduce the Turbo 2 variant which was introduced after the initial competition requirements were met and so these cars utilized more parts from the standard 5 models. This brought with it a lower price tag, and the performance between the two iterations is negligible. Overall 1820 Turbo 1s were produced while 3167 Turbo 2s left the factory later.

A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 on the Tour de Corse, Jean Ragnotti's 250bhp works car leading the event before succumbing to electrical trouble. In 1981, Ragnotti/Andrie won the Monte Carlo Rally outright for Renault and

the following year Ragnotti won the Tour de Corse again. Upon the introduction of the monstrous Audi Quattro, the days of rear wheel drive rally cars were numbered. This small Renault represent the end of an era and is something truly special.







## THE MOTORCAR OFFERED

With an MSRP of \$22,500, the Renault 5 Turbo II was not exactly a cheap car in 1983, and you can see why. Presented here with rare features such as air-conditioning and the typical Gotti wheels, this Turbo II looks just right. The previous owner bought the car in the mid-1990s and drove it on a regular basis for the five years following its purchase. Later the car was given a thorough refurbishment, and the exterior color was changed from black to the as-delivered Electric Blue. At the same time the engine was gone through, and new brakes and suspension components were installed. The car is currently fitted with the period-correct 15-inch Gotti wheels. Under the current ownership, the vehicle has received additional work in the form of a new clutch

being installed. A Devil Sport exhaust has also been fitted provided a mild power boost and a more aggressive sound.

With what is believed to be a genuine 67,000kms (42,000 miles) showing on the odometer, this 1980s icon is presented a clean CARFAX. As one of the hottest hatchbacks of the era, these youngtimer cars are increasingly popular and when one has driven them it is indeed clear why.

**\$120,000 - 150,000  
WITHOUT RESERVE**



159

## 1961 FACEL VEGA HK500 COUPE

Chassis no. HK1 CA8

361ci OHV Chrysler V-8 Engine

4-Barrel Carburetor

360bhp at 4,800rpm

3-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Dunlop Disc Brakes

- Beautifully presented example of the French 'Rolls-Royce'
- Elegant Silver Blue Metallic over Red livery
- Equipped with rare knock-off wheels
- Perfect for the Copperstate 1000 or similar rallies



### THE FACEL VEGA HK500

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Being hand built, they were, of course, necessarily very expensive – the Facel Vega HK500 was priced in Rolls-Royce territory – and were bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners included royalty, politicians, diplomats and entertainers. Confirming there was also high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant and Rob Walker.

Being chiefly engaged in the supply of car bodies to Panhard, Simca and Ford France, Facel branched out into automobile manufacturing in 1954 with the launch of the

Vega at the 1954 Paris Salon. A luxurious Grand Routier, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork welded to a tubular-steel chassis. With there being no suitable French-built power unit, Facel turned to the USA initially choosing Chrysler's 4.5-Liter, 180bhp V8. There was a choice of push-button automatic or manual transmission.

An improved model, the HK500 appeared in 1957. Maximum power was now around 360bhp courtesy of the latest, 5.9-liter version of Chrysler's 'hemi' V8, and the top speed rose to around 140mph. Power steering became an option and Dunlop disc brakes were adopted as standard equipment in 1960. Capable of effortless and virtually silent 120mph cruising, the HK500 possessed,

according to *The Motor* magazine, "a brilliant combination of good comfort and quite exceptional road holding." HK 500 production amounted to just 500-or-so units between 1958 and 1961, and today this rare Franco-American Grand Routier is highly sought after. The Facel Vega HK500 was designed to go head-to-head with the best grand touring cars on the market at the time. Period promotional literature claimed it could out-perform the mighty Mercedes-Benz 300SL, the Ferrari 250GT, and the Aston Martin DB4.







## THE MOTORCAR OFFERED

This elegant and beautifully presented Facel Vega HK500 is finished in a beautiful and very appropriate Silver Blue Metallic color, with neatly contrasting silver painted top and rocker panels. The rare French car is believed to have been purchased new in Switzerland, but would later migrate to Paris, France, before it was bought by an American residing in San Francisco. More recently in the past decade, the vehicle has been under the car of a prominent Texan collector with a taste for the finest French motors. This Facel Vega HK500 is generously equipped with power windows, a period radio, and rare center lock knock-off wheels by Rudge. Facel Vegas are noted for their extensive use of stainless steel for exterior bright work, and the highly polished bright trim on this example is a delight upon close inspection. Inside this fine motorcar, one is greeted by a rich red interior,

with beautiful burl wood paneling on several panels. Arguably one of the finest Facel Vega HK500s available, this sporting and highly luxurious GT is one of just 55 Facel Vega HK500s built in 1961.

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



160

## 1962 JAGUAR E-TYPE SERIES 1 3.8 LITER ROADSTER

Chassis no. 877082  
Engine no. R-4313-9

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

- *One family ownership*
- *Icon of design*
- *Recently recommissioned after storage*
- *Matching chassis, body, and engine numbers*



### 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.







## THE MOTORCAR OFFERED

In keeping with Bonhams traditions of finding the best and most interesting motorcars for sale, we are pleased to present here an E-Type which has remained in its same family ownership from new. What's more, it is an early version, dating from just after the refinement of external bonnet/hood locks to inboard catches, but retaining many of the preferred early features of these cars, including the metal central console.

Back in 1962, it was ordered by a physician couple in Maryland when it was used as their daily transport, in fact the car is reported to have always remained in its same home base town! Through high days and holidays and all seasons the sporty Jaguar was enjoyed, after some 30 years

of use the car was given a 'birthday' and received a repaint and retrim in its original color scheme as seen here, but from then its use was more modest and the E-Type was consigned to storage in 1994.

It has recently emerged from this hibernation and in preparation for the sale has undergone thorough recommissioning to return it to the road. This work has included flushing of the fuel system, a new electric fuel pump fitted, carburetors rebuilt, new generator installed, new battery, cooling system flushed, and new hoses fitted, review of the braking system with new fluids, new front calipers, new front and rear brake hoses installed as well as new brake and clutch master cylinders. During this process the gearbox number

was checked and found not to match the car, but chassis, engine and body do tally. All four tires have also been replaced. The car is now reported to be fully operational, and as viewed today, its cosmetics are clean but clearly have aged a little since their redo.

As the Jaguar continues to go from strength to strength today, and also to look at its past, these cars a constant reminder of the simplicity, style and performance that we have associated with the brand for decades.

**\$100,000 - 125,000**



161

## 1967 ASTON MARTIN DB6

Chassis no. DB6/3141/R

Engine no. 400/3198

3,995cc DOHC Inline 6-Cylinder Engine

Triple Weber Carburetors

325hp at 5,500 rpm

3-Speed Borg-Warner Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *The last of the true inline-6 DB Astons*
- *Classic Silver Birch with Blue leather interior*
- *Thoroughly refurbished example*
- *Beautifully presented British motoring*



### THE ASTON MARTIN DB6

"Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 1966.

As one might imagine, *Autocar* found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved, while the standing quarter-mile time of 14.5 seconds

was the fastest the magazine had recorded for a four-seater. At 120mph the Aston was as effortlessly relaxed as other powerful cars at 80mph. "For high-speed open-road touring this Vantage DB6 is practically ideal," enthused *Autocar's* scribe, and few would disagree.

The 4.0-liter DOHC engine remained unchanged in standard triple-SU carburetor form but the Vantage specification unit with 9.4:1 compression ratio now developed a mighty 325bhp. A ZF five-speed manual gearbox was carried over from the latter, 'Selectaride' driver-adjustable damping was standard, and for the first time there was optional power-assisted steering available. Saloon production totaled 1,327 units, including seven shooting brake conversions by Harold Radford.

### THE MOTORCAR OFFERED

The DB6 on offer suffers from an unknown early ownership history. Fortunately, within the last 10 years the vehicle has been well documented, beginning in 2005. At this point, the vehicle was sold in a non-pristine original condition with a recent respray being the only bit of restorative work. However, just a year later the car, in new hands, appeared for sale again, but this time in a freshly restored condition. In this short time frame, the fine people at Classic Showcase stripped the DB6 down to bare metal and went to work getting the body properly fitted. Another fresh coat of paint was applied, and the interior was also reupholstered. New leather for the seats, a fresh headliner, carpets, door cards, and the dash all received their proper trimmings. On the mechanical front, the same level of dedicated craftsmanship was







sorted out the running gear. Each system from the hydraulics to the transmission and cooling were all thoroughly serviced and brought back into running order.

Since 2006 the car traded hands, but for the last 6 years has been under the care of a Connecticut based collector. In his tenure with the car, another respray was conducted along with an engine rebuild. In addition, regular service has been conducted and the car is in running order. The attractive Silver Birch paint is sure to draw comparisons to a certain English Agent, and the lovely blue interior is equally aesthetically pleasing.

The DB6 is the last of the true inline-6 gran tourers from the famed British marque and is sure to remain collectible for many years to come.

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



162

## 1997 BENTLEY AZURE

VIN. SCBZK14C6VCX61071

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

- *Exquisite example of Bentley's flagship Convertible*
- *Classic Brooklands green over Parchment color scheme*
- *Just over 16,000 miles and one owner for nearly two decades*
- *Powerful Bentley V8 to match the elegant looks*
- *Complete with full service history and records*



## THE BENTLEY AZURE

Based on the potent Bentley Continental R, the drop head Azure version was one of the most powerful cars of the era. The famous Italian styling house Pininfarina had been chosen to develop the Azure on the four-seater Continental R platform, and there was no question that the result was most successful. Body shells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped to the UK for finishing at the Bentley factory at Crewe. Hailed by its maker as 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in the US where its combination of unmatched luxury, effortless performance and soft-top style was highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

## THE MOTORCAR OFFERED

Finished in a classic color scheme of Brooklands Green with a Parchment Hide interior, this vehicle was in the care of one family for a majority of its life and presents in wonderful condition today. The further details of the specification include Conifer carpeting and a green cloth top. A \$340,000 car from new, this particular car was optioned further with a bespoke complete center console trimmed in spruce to match the top roll. Beyond the family, the car has had one owner recently who sparingly used the convertible, as reflected in just over 16,000 miles appearing on the dash board.

The car is in fine mechanical order with many of the electrical and mechanical components functioning properly. Additionally, the exterior of the car is in fine shape with no egregious imperfections to note. Inside, the story

remains the same. This was a very well cared for car and this fact remains apparent to this day.

A fine example of late 1990s supreme luxury, this convertible is surely a delight to waft along cruising with the top down.

**\$60,000 - 75,000  
WITHOUT RESERVE**





## 2005 BENTLEY ARNAGE RL

VIN. SCBLE37GX5CX19347

Engine no. 106117

6,753cc OHV Twin Turbo V8 Engine

Computer Controlled Fuel Injection

405bhp at 4,150rpm

Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Power Assisted Disc Brakes

- *Highly optioned, handmade Bentley of the finest quality*
- *Extremely luxurious with every imaginable amenity fitted*
- *The fastest and most expensive Bentley available in the era*
- *Cost over \$350,000 when new*



## THE BENTLEY ARNAGE

Emphasizing its racing heritage, Bentley Motors unveiled the new Arnage in April 1998 at Le Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs in the 1920s. Bentley, together with parent company Rolls-Royce Motors, was in collaboration with BMW at this time, and the Arnage was the first Bentley to benefit from the Munich firm's engine technology in the form of an all-new 4.4-Liter 32-valve twin-turbocharged V8 power unit. However, Bentley's subsequent acquisition by Volkswagen resulted in a partial volte face, with the proven 6.75-liter V8 being reintroduced on some models, beginning with the Arnage Red Label that debuted at the Frankfurt Motor Show in 1999. Despite its older and simpler engine design, the Arnage amply demonstrated the truth of the old saying: 'there's no substitute

for cubic inches', by comfortably eclipsing its more-modern sibling in the horsepower stakes.

In March 2002, a heavily revised version - the Arnage R - was introduced at the Geneva Salon. Gone was the original's single Garrett T4 turbocharger, which had been replaced by a pair of smaller T3s providing superior throttle response and higher catalytic converter temperatures for reduced emissions. Also new was the Bosch Motronic engine management system, a state-of-the-art means of integrating all the usual functions with an increased number of other variables to provide an 'Electronic Stability Program' (ESP) - an advanced form of traction control. The Arnage was indeed one of the most luxurious motorcars on the market at the time.

## THE MOTORCAR OFFERED

Hand built at the Crewe-based Bentley works during the early months of 2005, this luxurious Bentley cost a staggering \$355,131.00 when new. The accompanying copy of the original invoice shows the many options fitted to the bespoke Arnage RL, which included a \$32,000 entertainment system, the \$10,000 massage seat option, a fridge and many stylistic details such as embroidered seats, fender vents and quad exhaust tailpipes. The Bentley was finished when new in the same two-tone livery it sports today, and with just over 38,000 miles recorded on the odometer today, the car appears in largely original and well-kept condition.

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



164

## 2015 McLaren P1

VIN. SBM12ABA7FW000343

3,799cc DOHC Twin-Turbocharged V8 Engine  
AC Permanent-Magnet Synchronous Electric Motor  
903bhp at 8,250rpm  
7-Speed SSG Transaxle with Manual Shifting Mode  
4-Wheel Independent Proactive Adjustable Suspension  
4-Wheel Carbon Ceramic Disc Brakes

- *Practically new condition with less than 360 miles and just one owner*
- *Arguably the ultimate supercar of today and possibly tomorrow*
- *One of very few P1s finished in striking Supernova Silver*
- *Extreme cutting-edge automotive engineering and design*



### THE McLAREN P1

Released in 1993, the McLaren F1 redefined what a supercar is and quickly made its mark as one of the most impressive cars ever built. To this day the F1 evokes emotion difficult to express on a page. In 2013, 20 years later, McLaren turned back to its legendary creation but this time as inspiration for the world's first hybrid Supercar. Determined to revolutionize the Supercar market again, McLaren engineers used a 3.8 liter DOHC twin-turbocharged and intercooled V8 mated with an AC permanent-magnet synchronous electric motor to generate 903bhp.

This stunning piece of engineering is mated to a carbon fiber MonoCage. It serves as the passenger compartment, safety cell, and the chassis' major structural component. The entire MonoCage, including roof and integrated battery compartment, weighs just 90kg!

The bodywork has been 'shrink-wrapped' over the mechanical hard points and the cockpit has been placed at the exact center of the chassis. Helping keep the stunning powertrain tight to the road are active aerodynamic systems, which reduce drag and maximize downforce. The most impressive of which is the RCC (Race Active Chassis Control) system that provides unprecedented chassis adjustability through independent hydro-pneumatic control of spring rate and damping at each wheel. Another active aerodynamic feature are the movable front and rear wings that can produce a peak of 600kg of downforce in Race mode.

All of these features add up to propel the P1 from 0-60mph in 2.7 seconds, and to 100mph in 5.1 seconds, and can achieve a top speed of 217mph.







This outstanding performance requires equally special brakes, and the P1 has those as well. Equipped with four-wheel carbon ceramic brakes with six-piston front calipers and four-piston rears, the P1 discs can absorb 50 percent more energy than conventional ceramic brakes. The P1 is also furnished with Brake Steer – a feature now banned in F1 for providing too much of an advantage – the system applies brake force to the inner wheel upon entry to a fast corner to bring the car's nose tighter to the apex. Upon exiting the corner, the same wheel is trimmed, pushing the torque to the outer wheel for increased traction while accelerating. In describing his road test, Daniel Pund of *Car and Driver* wrote, "It feels lithe and alert and well-mannered and entirely crackle-worthy. It is every bit as great to drive as you might hope it to be."

Hand-built to custom order at McLaren's Woking, England based state of the art and laboratory-like facilities, the P1 stems from a company deep-rooted in motor sport and performance automotive engineering. The company, the namesake of legendary racing driver Bruce McLaren, has been run for the past three decades by Ron Dennis, another motor sport great. A synthesis of space age and Formula One technology, the P1 is a true modern automotive masterpiece of inspired design and engineering supremacy. Absolutely vicious acceleration with superb handling and braking deliver an exhilarating on-track experience, while remaining remarkably usable on the road.

Many will agree, that the P1 is the ultimate supercar of today and possibly tomorrow.











## THE MOTORCAR OFFERED

Offered here is P1 number 343 of the total 375 car production-run, of which just about 150 examples were built for the US market like this car. This striking supercar remains in essentially brand-new condition and has covered just 355 miles from the time of cataloguing. This car was completed at the McLaren factory in October of 2014, and originally shipped to McLaren Philadelphia, before the car's first owner and sole owner, a New Jersey-based enthusiast took delivery.

The new McLaren had been built as a US-market car and is one of very few examples finished in the striking Supernova Silver exterior color; the color McLaren called the closest to the one they used on their Formula 1 team cars. Letters on file indicate several special-order options fitted to P1 number 343 at MSO (McLaren Special Operations), including a wider driver seat, Harissa

Red leather seats with Carbon Black Alcantara panels, P1 logo in headrests, a six-point seat belt harness, and satin lacquer finish to rockers and tub.

The P1 comes complete with its factory delivered accessories; including the carbon fiber key box with the spare key, tools and books in the leather pouch, leather binder with plaque, window sticker, fire extinguisher and charging station. P1 number 343 has been serviced by McLaren Philadelphia since new, and never been out on a wet or foul weather day - it remains in practically showroom fresh condition.

An instant collector car, all 375 examples of the now legendary P1 were allocated nearly immediately after being released, and very few occasions come up to acquire a P1 today.

**\$1,800,000 - 2,000,000**



**165****2015 DODGE VIPER TA 2.0**

VIN. 1C3ADEAZ9FV510303

512.5ci OHV V-10 Engine  
 Electronic Fuel Injection  
 645bhp at 6,200rpm  
 6-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Desirable T/A 2.0 Specification*
- *A serious track performer*
- *Brilliant Dozer paint*
- *Final generation of America's super car*

**THE MOTORCAR OFFERED**

After a 2-year hiatus beginning in 2010, Dodge would revolutionize the nameplate with the introduction of the 5th generation in 2012. The essence would remain true to the Vipers of old: A large displacement V10 powering the rear wheels housed in a swooping body with an expansive hood. However, all the other finer details were subject to great change. Dodge had the defined goal of turning their once notorious widow maker into a more driver friendly, docile performer. Simultaneously, the interior fitments had to be a comfortable and luxurious place to be. These goals would all be thoroughly achieved with the new car. Every performance metric was increased thanks to 840hp from the 8.4-liter engine, 4 piston Brembo brakes delivering immense stopping power, Massive Pirelli tires gluing the car to the road and an aluminum and carbon construction ensuring both stiffness and light weight.

Most importantly, computer aided traction control systems made their first appearance ever on a Viper, greatly decreasing the tendency for the vehicles tires to break loose. This was a fundamentally much more refined car and would be competitive with just about all of its contemporary rivals.

The vehicle on offer, a TA 2.0 specification, is a particularly special breed within the Viper lineage. These time attack models turn things up to 11 by adding more performance to what is an already brisk car. The suspension became stiffer all around thanks to retuned Bilstein shocks, increased spring rates, thicker roll bars, and a carbon fiber cross brace under the hood.

Lighter wheels and more powerful Brembo brakes round out the mechanical updates. Aerodynamically is where the most dramatic upgrades occurred. A more aggressive two-piece splitter is fitted up front and the rear received a larger carbon spoiler. The 2.0 TA seen here is a development of the 1.0 package and includes all the features listed plus a large rear wing and Canards up front. This boosts downforce to 400lbs at 150mph.

Delivered new to San Diego, California in 2015, this Viper has had just one owner since leaving the factory. In these 4 years it has only traveled 2,324 miles and appears in excellent condition today. The Viper is a one of a kind American super car are serious tack weapons and will provide endless thrills.

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





## 2016 CHEVROLET CORVETTE Z06 C7.R EDITION COUPE

VIN. 1G1YT2D61G5500002

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 second C7 Z06 Corvette produced
- Less than 1000 miles from new
- The first of 500 C7.R Editions
- 0-60mph in less time than it takes you to read this sentence
- Featured in numerous 2015 and 2016 events and auto shows



## 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, 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.

You might remember this specific Corvette from its appearances at every major debut of the new Z06. The second Z06 off the line, s/n 00002 is outfitted with the C7.R Edition that features Corvette Racing Yellow Tintcoat paint (a new color for 2016 and one of two colors offered in the package—the other being Black), C7.R Edition graphics, black rims with yellow accent stripes, Competition Sport Seats, steering wheel, and shifter all finished in Jet Black leather with sueded microfiber accents, special edition kickplates, and of course the Z06 performance package.

This car spent the better part of 2015 under show lights at Laguna Seca, Bloomington Gold, the Woodward Dream Cruise, and the Continental Tire Road Race Showcase followed by 2016 events including: Bloomington Gold again and the NAIAS [Detroit], Philadelphia, Milwaukee, Denver, and Birmingham Auto Shows. Acquired by the vendor directly of Chevrolet, just over 970 miles are currently on the car. There may be others like it, but none of them were bestowed the celebrity attention of this car!

**\$60,000 - 90,000**  
**WITHOUT RESERVE**



167

## 1968 FERRARI 330 GTC

Coachwork by Pininfarina

Chassis no. 11427

Engine no. 11427

3,967cc SOHC V12 Engine

3 Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Expertly restored example of the Pininfarina-built 330 GTC*
- *Desirable late-production example*
- *Retains its original, matching numbers engine*
- *Documented by Ferrari historian Marcel Massini*



### THE FERRARI 330 GTC



"At the top - at the absolute top - in the automotive enthusiasts' hierarchy of the cars of the world, there is only one. Ferrari. Is there really any question?" Thirty-plus years after *Car & Driver* magazine voiced that rhetorical enquiry the answer, of course, remains the same. The car that prompted that eulogy? The Ferrari 330 GTC.

Intended to fill a gap in Ferrari's line-up between the four-seat 330 GT 2+2 and the racer-on-the-road 275 GTB, the two-seat 330 GTC debuted at the Geneva Motor Show in March 1966 and was essentially a closed version of the 275 GTS. Pininfarina's understated coachwork combined elements of the latter at the rear with touches of the 500 Superfast at the front. Few would disagree with *Car & Driver's* opinion that

the result was most agreeable. 'The GTC is a tasteful blend of the mean-and-low look of Ferrari competition GT cars, with the elegance of super-luxury street Ferraris of the past. Detail work, finish, panel fit, every aspect is superlative.'

Beneath the 330 GTC's bonnet resided the 4.0-litre, 300bhp version of Ferrari's familiar, two-cam, 60-degree V12, as used in the 330 GT 2+2. Broadly similar to that of the concurrently produced 275 GTB, the short (2,400mm wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by wishbones and coil springs. First introduced on a road-going Ferrari (the 275 GTB) in 1964, the rear suspension incorporated the five-speed







gearbox in a transaxle, an arrangement that created a better-balanced car and one that gave its driver, 'the wonderful sense of knowing just exactly what's going on between one's posterior and the pavé.' The adoption of smart new alloy wheels, replacing the traditional wire-spoked Borrani, marked the start of a trend in Ferrari road cars.

Much development work had concentrated on the reduction of noise levels in the cabin, which with its slim pillars and generous glass area, afforded the occupants excellent visibility and a sense of spaciousness. Needless to say, the 330 GTC was luxuriously equipped in the best Gran Turismo manner: leather seats, electric windows and heated rear screen were standard; radio, air conditioning and

Borrani wire wheels the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330 GTC to be the finest of high-speed conveyances for two people and their luggage. Total production of the 330 GTC amounted to some 600 cars between 1966 and 1968.





## THE MOTORCAR OFFERED

The exceptional example of Pininfarina's legendary Gran Turismo Coupe presented here, chassis number 11427, received its final assembly at the Maranello Ferrari works in the fall of 1968. It was finished in the elegant Amaranto or Burgundy Red over a Nero Franzi interior and was equipped with the desirable air conditioning option. Hand built by Pininfarina's skilled craftsmen, 11427 was the 581st example built, receiving Pininfarina body number C0660. Being just 19 cars from the last 300 GTC built, this car received all the upgrades and refinements which had been implemented during the 600-car production run. Configured as a left-hand drive car, the new Ferrari was sold directly from the factory to first owner Sig. Clemente Ravetto of Palermo, Sicily. 11427 was serviced regularly at the Ferrari Factory

Assistenza Clienti facility during Ravetto's ownership, which suggests he must have been a very important client of Enzo Ferrari.

The dark red GTC remained in Italy through the summer of 1972 and would return regularly to the Ferrari Factory Assistenza Clienti for scheduled service and maintenance during this time. Surely the best place to keep the luxurious Ferrari in best possible condition. By September of 1972 11427 had been exported to the US, like many Ferraris of the era. It was still in original condition, and was owned by a Mr. Bart J. McMullern of Bloomfield Hills, MI. In April of 1974, the Ferrari was offered for sale by motorsports and collector car aficionado, Mr. Harley Cluxton III in Phoenix, AZ. By the 1980s, 11427 had made its way to

Switzerland, where it was kept in the private collection of Mr. Urs Willener of Lenzburg. 11427 would remain in Mr. Willener's collection for decades, before relocating to the American continent in 2015.

The car was soon after shipped to RM Auto Restoration in Ontario, Canada, for a full service and mechanical refurbishment. At this time, the carburetors were rebuilt, the air conditioning, heater and brake systems were serviced, new rear shocks and new tail pipes were fitted, the fuel pump rebuilt, and four new Michelin XWX tires were fitted. The engine was also serviced at this time; the heads were removed and reconditioned, the water pump rebuilt, and new oil filters were installed. More recent work performed while in the current







owner's care include servicing and tune-up, attention to the interior and bright work, as well as attention to various details in the engine compartment.

Today 11427 presents in beautiful condition throughout and has been spared from accidents and abuse over the years. The red exterior color contrasts smartly with the chrome Borrani wire wheels - a combination that truly suits the 330 GTC. More importantly, the 11427 retains its original, matching numbers engine and factory air conditioning. The 330 GTC is offered with tools, spare wheel and jack, as well as a history file which includes Marcel Massini's history report and maintenance receipts. This would be a superb Ferrari in which to enjoy rallies or driving events

such as the Copperstate 1000, where its occupants can fully experience the formidable performance of the 300 horsepower, 4-liter V12.

**\$550,000 - 750,000**



168

## 1899 PANHARD ET LEVASSOR 6HP TWIN CYLINDER WAGONETTE

Coachwork by Driguet, Aine, France

Engine no. 1510

1,699cc, Side Valve Two Cylinder Inline Engine

6hp, Hot Tube Ignition

4-Speed Manual Transmission, Forward & Reverse

Front Suspension, Fully Elliptic Leaf Spring, Rear, Semi-Elliptic Leaf Spring

2-Wheel Contracting Band Brakes, with Additional Transmission Brake

- *Veteran Car Club of Great Britain Dated*
- *Offered with copies of Factory Records*
- *Pre-1900, 'Hot-tube' ignition car*
- *Has completed London to Brighton Veteran Car Run*



### PANHARD ET LEVASSOR

Today, Panhard Levassor automobiles are rarely seen in America, but in their day this continent was a strong market for their products, many imported under the auspices of the enterprising gentlemen who had raced them in France, Messieurs Charron, Girardot and Mr. Voight (later manufacturers of their own C.G.V. cars), working with Smith and Mabley. In the famed photograph of George J. Gould with his collection of early motorcars, at Lakewood, New Jersey, a Panhard of a similar period to that offered here was front and center, evidence that there were certainly a number of these cars in America. As they had been in Europe they would also be raced, David Wolfe Bishop controversially running the New York to Buffalo Endurance among other events in 1901, with his 16hp four-cylinder Phénix-engined Panhard.

But while the presence of Panhards in America

may be predominantly contained to after the turn of the 20th Century, in France the concern was already approaching a decade of its existence. In Bolster's famed book *The Upper Crust*, the Panhard is described in the second chapter of the automobile story, the topic concluding that following their win in the Paris-Bordeaux-Paris 'Thereafter, the pattern was set for the next decade, and to make the upper crust a car had to do well in the glamorous town-to-town races. As Panhards had the monopoly of racing successes for the first few years, this was the make to buy if you wanted the best.'

The dawn of the automobile may be in the Benz camp, but in many ways the *Système Panhard*, now more than 120 years ago pioneered much of the concept of how a car was operated and continues to be today. The engine was moved

to the front, beneath a 'hood' or 'bonnet', the transfer of speed was mechanical, cog on cog, rather than by belt, and Panhards were the first to encase their geared transmission in a 'box'. Piano style pedals were used for operating clutch and transmission brakes, ordered as they still are on most 'stick shift' cars today. First a tiller was used to operate the directional control of the car, but within a few years this was replaced with a 'steering' wheel. It all sounds obvious today, but the Panhard was the first car that these concepts were seen on. Only one main aspect shows its age, that of the transfer of power to the road by chains from the transfer 'box', this part of the mechanism would remain fashionable through the introduction of the Daimler 'Mercedes' product for at least a decade on many production cars and today among collectors from Locomobiles to Simplexes, the idea of a chain drive car remains very appealing!







## THE MOTORCAR OFFERED

The survival rate of these cars is relatively modest, and in America the few that exist are predominantly housed in major institutional collections, such as the National Automobile Museum (Harrah Collection) in Reno, Nevada, and the Revs Institute in Florida.

In addition to their importance and stature in the history of the automobile, in today's age of vociferous documentation and proof of history, Panhard Levassor cars are head and shoulders above most in that the original ledgers recording their order and supply survive, definitively proving their age, which can be a challenge for some cars.

Therefore, as illustrated on the pages here we know factually that this car, a model M2F with engine number 1510 was supplied on March 13, 1899, 119 years ago almost to the day. The car is listed as having received limousine coachwork by Jeantaud Fils, a seeming anomaly, as it has always been known in the form that it is today, something that may have been inaccurate at the time being the coachwork would have been fitted post factory, or was updated with more practical

open coachwork it wears, by Driguet of Aine, France. The agency through which it was sold was 'Sté Automobile', probably an abbreviation for La Société Automobiles et Motocycles Aurore, which was established on the Boulevard Haussmann in Paris in 1899.

The progression of the automobile was extremely fast moving once the 20th century arrived, and it is perhaps not surprising to note that early Panhard such as this were soon outdated. However, the cars were invariably bought by wealthy individuals and it would seem that their affinity with these pioneering automobiles, coupled to the fact that they had no financial pressures to 'trade up' up their cars meant that many were simply retained by their original or early owners.





It seems likely, but is not definitively known, that this was the case with this car, which was discovered alongside an early Gardner Serpollet and a De Dion Bouton, when a textile factory in Angers, France was torn down in the mid-1960s. All three cars were founded secreted behind a false wall to preserve or protect them, perhaps before the first world war. They were traded by a dealer, Mr. Sypp of Marseille at this point, the steamer would be acquired by the Schlumpf brothers and presumably resides in the Musée Nationale de L'Automobile in Mulhouse today, while the Panhard was sold to a M. Belet of Lausanne, Switzerland. Later it was acquired by Brian Garner, a known enthusiast for these cars based in Jersey in the UK. He commissioned a restoration and would go on to use the car through the 1980s and 1990s. It was assessed and dated by the Veteran Car Club of Great Britain at this point as being of 1899 manufacture.

From Mr. Garner it passed to noted French car collector Abba Kogan being one of the earliest cars in his esteemed collection. As that group was refined and downsized it re-emerged at public auction in 1999, passing to noted British collectors Daniel and Toby Ward. In 2009, Bonhams assisted in a trimming of their burgeoning collection at which point the car passed to its previous owner. The present custodians acquired the car two years later at Bonhams famed London to Brighton Veteran Car Run Annual sale.

In the present ownership, the car has been returned to its 'hot tube' ignition set up which has been fitted with a new regulator and tank and is fully operational. Furthermore, many of the mechanicals have been serviced. The fuel and water tanks have both been cleaned and the cooling system has been flushed. The cylinder

head has been paned and fitted with a new gasket while the valves have also been lapped and adjusted. Lastly, the carburetor has also been disassembled and cleaned. The vehicle has been adapted to take an electric starter. However, one is included with the correct bracket but not currently fitted.

It has been run on the London to Brighton in the last two previous ownerships and remains eligible today. Performance is governed by decompressor, and although the turn of speed in numeric terms may seem modest, when in its command and loaded with people, relative to its capacity to stop seems more than adequate!

One of the earliest cars on these shores, and certainly one of the oldest Panhard Levassors, this remarkable 19th Century Automobile would be an important component of any major







collection charting the history of the motorcar, with the additional benefit of being able to campaign the London to Brighton Run from the advantageous placing in the first group at the front of the pack.

**\$250,000 - 350,000**



**169****C.1909 IMPÉRIA ROADSTER**

Chassis no. 2368  
 Engine no. 106150

Monobloc 4-Cylinder Engine  
 Single Zenith Carburetor  
 12 bhp  
 4-Speed Manual Transmission  
 Leaf Spring Suspension  
 Rear Drum Brakes

- *Rare survivor of the prominent Belgian manufacturer*
- *Beautifully restored throughout in charming livery*
- *Powerful four-cylinder engine*
- *Sporting Roadster body design*

**IMPÉRIA AUTOMOBILES**

While Minerva would unquestionably become the best known Belgian marque, principally because of its luxurious reputation and clientele, when it too struggled in the era of the depression, it would ultimately be the lesser known Impéria company, who had already assumed control of Excelsior, Metallurgique, and Nagant with whom they would merge with in 1934, a partnership which lasted until 1939. Like Nagant, Impéria's origins were in Liège and similarly they were known for innovative engineering and designs including pioneering four-wheel brakes in their country, large capacity power units, and overhead valve engines.

Taking over the domain formerly used by the Pieper company, in their heyday as

FIAT had in Turin and Palacio Chrysler had in Buenos Aires, Impéria cars could be tested on a one-kilometer test track on the rooftop of their Nessonvaux plant. In 1925, the company hired Louis de Monge as chief research engineer. Some of his work included torsion bar suspension and automatic transmissions. De Monge left in 1937 to join Bugatti, where he would later design the Bugatti 100P racer plane.

**THE MOTORCAR OFFERED**

This attractive example of the 4-cylinder Monobloc Impéria is fitted with a sporting Roadster body and is understood to date from around 1909. The rare Belgian automobile is fitted with lovely period brass lights, and a beautiful snake horn on the driver's side front fender. Restoration work has been performed some years ago, and the car still presents very well, both inside and out. The Impéria Roadster was acquired by Swiss collector Mr. Claude Imhoof in 1987 and remained in his impressive collection until purchased by the consignor in 2017. This fine automobile would no doubt make an interesting vintage car for tours or Concours d'Elegance events, and a refreshing alternative to some of its more ubiquitous peers.

**\$40,000 - 60,000**  
**WITHOUT RESERVE**





## 1920 FORD MODEL T ROADSTER

Engine no. 3781976

177ci Flathead Inline 4-Cylinder Engine  
Single Updraft Carburetor

22.5bhp at 1,600rpm

2-Speed Planetary Manual Transmission

Leaf Spring Suspension

Rear Mechanical Drum Brakes

- Offered from the Arnold E. Petsche Collection
- A wonderfully restored example of one of the most important automobiles
- Desirable and sporting Roadster variant of the legendary Model T
- A great first car for the aspiring collector



## THE FORD MODEL T

After spending his formative years as a motor manufacturer experimenting with a variety of models, Henry Ford pared the company's range down to just one - the legendary Model T - destined to become the world's first truly mass-produced automobile. Introduced in October 1908, the Model T boasted a simple 100"-wheelbase chassis that contrived to be both lightweight and durable thanks to the pioneering use of vanadium steel. The chassis' track width of 56" was the same as that of a horse-drawn wagon, thereby enabling the Model T safely to negotiate rutted dirt roads. The engine was a 20hp four-cylinder sidevalve displacing 2,896cc and the transmission a simple-to-use two-speed planetary unit. It is said that throughout the Model T's 19-year production life the thing that changed most often was the price, although in actual

fact Ford made detail improvements to the car on an annual basis. Notable early developments were the adoption of electric lighting in 1915, a switch from brass to a black-finished radiator the following year and the option of an electric starter in 1919. By 1915 Ford had ceased to offer a range of colors, settling on just one - black - because the paint dried more quickly, although some dealers began repainting cars in brighter colors after receiving them from the factory. By the start of 1919 Ford had built more than 2.8 million Model Ts and manufacturing/assembly plants had been established in a number of foreign countries.

## THE MOTORCAR OFFERED

This charming Roadster from 1920 is an excellent example from the renowned collection of the late Arnold E. Petsche. Mr. Petsche was a well-known Ford collector and chose only the very best examples for his fine collection. This T Roadster has seen comprehensive restoration work and presents very well throughout in black paint over a black interior. The weather equipment has been restored equally well, as has the neat period accessory cowl lights and steering lock. Vintage Ford clubs are active throughout the world, and spares are abundant. This delightful Roadster will make an excellent car for weekend enjoyment, or as a welcome participant in any number of Model T tours.

**\$20,000 - 25,000**  
**WITHOUT RESERVE**



171

## 1912 THOMAS FLYER MODEL MC 6-40 ROADSTER

Engine no. 1623

440ci T-Head Inline 6-Cylinder Engine  
Single Carburetor  
64bhp at 1,500rpm  
4-Speed Manual Transmission  
Front and Rear Leaf Spring Suspension  
Rear Drum Brakes

- Freshly completed restoration
- Shown at the Amelia Island Concours d'Elegance in 2015
- Evocative marque from the Brass Era
- Ready to show or tour



### THE THOMAS COMPANY

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

E. R. had bigger things in mind however, and the first Thomas automobiles were introduced in 1903; small runabouts described in the catalog as the happy medium between the cheaper and more expensive cars. By 1905 the Thomas Company was building bigger four-cylinder cars dubbed 'Thomas Flyers'.

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

The Thomas name endures and is most readily remembered for its most astounding victory in one the greatest automotive competition events of the time, the 1908 Le Matin sponsored 'The Great Race'. The route went from New York (in the dead of winter) across the U.S. to San Francisco, then by ship to Alaska, and across the Bering Strait, either by ship or by ice to Siberia. To be certain that the Yukon and the Bering Strait would be covered in ice, the race purposely began in the winter. Many of the dirt-covered trails had never been traveled by a motorcar.

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

The incredible performance of the Thomas boosted sales and in September of 1909, the light six Model M was introduced for the 1910 model year. The Model M was a much-improved development from the previous year's Model L, with a new T-head engine replacing the L-head. The massive engine required a bigger hood and radiator, giving the car much more presence. While sales literature called the Model M a 40-horsepower, factory charts showed these engines developed a maximum of 64 horsepower at 1,500rpm.







### THE MOTORCAR OFFERED

To demonstrate the incredible flexibility and reliability of the newly designed six cylinder, a Model M was taken on a demonstration run after all of its gears except high and reverse were removed from the transmission. The car was driven from Buffalo over the Berkshires, the White Mountains, the Green Mountains and the Adirondacks and back to Buffalo - all in top gear!

Thomas continued to produce the Model M, for the next few years, by 1912 it had acquired an extra inch in the wheelbase and an MC designation, but ostensibly it remained the same.

This 1912 example is offered from the well-known private collection of Harold Coker, who died in 2015 and had a particular fondness for the famed Thomas marque. It was the final one of a series of these cars that would be refurbished in his storied journey of restorations, where throughout the owner's passion was in returning cars to the road in the finest possible condition. The basis of the '12 was acquired over the years, as an accumulation of parts, which are reported to have comprised an original engine, chassis and many correct period parts.

With the Mr. Coker's advancing years, the restoration was entrusted to Honest Charley Garage in Chattanooga, Tennessee. Their work was of exceptional quality and the condition of the car's aesthetics are truly exemplary.

In restoring the car to a more tourable car, the decision was taken to modify a period body which had come with the car into the current handsome roadster form it is today. The car debuted post-restoration here at Amelia Island in 2015, where it was much appreciated, garnering an Amelia Award, it followed this up with presentation at Antique Automobile Club of America Nationals, gaining its Senior National First Prize Award at Ocala, Florida a year ago. Aside from those, it has received very little use in the last three years, solely being carefully stored and look after. Offering a sporting and very attractive entry for Horseless Carriage Club events and a chance to experience the legendary Thomas automobile, this car with its stealthy presence and renowned 7.2 liter is ready to be shown or toured.

**\$175,000 - 225,000**



172

## 1934 PACKARD 1104 SUPER EIGHT COUPE

Chassis no. 753291

Engine no. 753217

385ci L-Head Inline 8-Cylinder Engine  
Single Dual-Throat Carburetor  
145bhp at 3,500rpm  
3-Speed Manual Transmission  
Front and Rear Leaf Spring Suspension  
4-Wheel Drum Brakes

- *Lovely example of Packard's great 1934 model*
- *Desirable high-performance Super Eight model*
- *Rare and Sporting Coupe factory coachwork*
- *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 v-shaped with vertical blinds. The nose was complemented with v-shaped headlight







### THE MOTORCAR OFFERED

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.

This fine 1934 Packard Super Eight Coupe is indeed a rare version of the desirable vintage. Few of these sporting Coupes have survived over the years, as many were cut into open Roadsters or simply worn out and destroyed. In previous long-term East Coast ownership, this Super Eight has been restored to a high standard and presents beautifully throughout. The striking two-tone paint combination of red with dark burgundy fenders and swage line suits the Packard very well. The Super Eight is handsomely optioned with dual side-mount spare wheels with fully enveloping covers, Swan radiator mascot, dual Trippe driving lights, and beautiful new chrome wire wheels shod with appropriate black wall tires. The car's chrome and bright work presents very well, and inside, the seats have been re-upholstered in black leather with matching black door

panels. Beautiful wood is used throughout the cabin and adds to the luxurious feel of this high-quality Packard Super Eight.

The engine compartment and chassis are nice and tidy, and the engine is believed to be the original, matching numbers unit to the car, as indicated by the chassis and engine numbers being in very close sequence. The 11th series 1934 Packard is by many considered the pinnacle of the famed and legendary auto manufacturer. This desirable Super Eight model retains its original Coupe bodywork and is of course a recognized CCCA Full Classic. The purchaser of this fine automobile should enjoy many years of happy motoring.

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

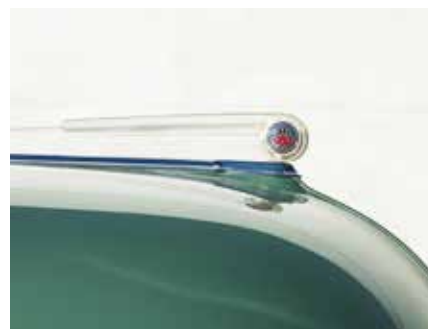


**173****1942 OLDSMOBILE CUSTOM CRUISER 98 CONVERTIBLE**

Chassis no. 98-28403  
 Engine no. 8-106854HS

257ci L-Head Inline 8-Cylinder Engine  
 Single Twin-choke Carburetor  
 110bhp at 3,400rpm  
 Hydra-matic Automatic Transmission  
 Independent Front Suspension - Live Rear Axle  
 4-Wheel Drum Brakes

- *One of just 216 Custom Cruiser 98 Convertibles produced in 1942*
- *Very rare and desirable top-of-the-line Oldsmobile*
- *Wonderfully restored condition throughout, finished in striking Sea Foam Green livery*
- *Stylish and elegant Americana*

**THE OLDSMOBILE 98**

America's oldest manufacturer of automobiles up to the time of its demise in 2004, Oldsmobile was founded in Lansing, Michigan in 1897 by Ransom Eli Olds. For 1942, the company introduced their "Fuselage Fender" a stretched pontoon carrying through the front door. This same philosophy continued in the rear with similar lengthy fenders ending in a taper. It provided the vehicles with a streamlined and swept-back look that was both elegant and forward thinking in its design. Also new for the model year was a revised two-tier grill. This piece was a highly intricate affair consisting of many different layered components stacking up to the hood. The overall appearance carries a large presence that certainly makes it stand distinct within a crowd.

This year would mark a drastic change for the company, with its name formally changing to the Oldsmobile division of General Motors and

officially ending the era of Olds Motor Works. The production of automobiles would be cut short by manufacturing changing over to helping the war effort and the factory was switched over as such. aero parts, machine guns, and ammunition would be the only completed products leaving the former auto plant until the war ended in 1945. This final half year of production was respectable, however, with 68,000 units being produced. The Series 98 Custom Cruiser accounted for about 10% of the company's overall sales, with the rarest model being the Convertibles, which found just 216 buyers before entering war production.







## THE MOTORCAR OFFERED

This gorgeous example of the very top Oldsmobile 98 model was produced at the Lansing, Michigan based Oldsmobile plant in the final year of production, 1942, after which the US manufacturers went into war equipment production. The car is one of just 216 examples produced and features the smooth and powerful eight-cylinder engine and innovative Hydra-matic automatic transmission. The car has been beautifully restored both mechanically and cosmetically and presents in the striking livery of Sea Foam Green over a matching green interior. The stylish Art Deco-like Convertible bodywork is adorned by elegant chrome and stainless-steel trim, and chic emblems with lettering in red. The smart faux-wood dashboard is trimmed with a radio, and many other luxurious amenities.

The Oldsmobile's condition has been declared AACA National 1st Place Winner for its fine condition and authenticity. This is a lovely example of the luxurious Oldsmobile Custom Cruiser 98 Convertible, with room for the whole family.

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



174

## 1913 AMERICAN UNDERSLUNG MODEL 34A TOURIST FOUR-PASSENGER TOURING

Engine no. 4558

318ci, T-Head Inline 4-Cylinder Engine

48bhp, rated at 32.

4-Speed Manual Transmission

Front and Rear Underslung Leaf Spring Suspension

Rear Wheel Hydraulic Drum Brakes

- *Example of legendary Underslung model*
- *Beautifully restored to show winning standards*
- *Horseless Carriage Club event eligible*
- *Ready to show or tour*



### THE AMERICAN UNDERSLUNG

The American Automobile Company of Indianapolis, Indiana is best remembered for its famous and revolutionary Underslung models. These innovative designs placed the frame rails below the axles, giving the cars a significantly reduced center of gravity as well as a signature and unmistakable look. The problems of ground clearance were remedied by the use of significantly oversized wheels. This design resulted in a chassis with remarkably sure handling while still retaining the necessary clearances to handle the poor road conditions of the day.

The visual effect of the Underslung chassis riding on wildly oversized wheels was dramatic and memorable and helped make it an icon of the pre-war era. These charismatic machines have been prized since the day they were built and their owners were many of

the automotive luminaries viewed as legends in the hobby today. Captain Larz Anderson bought one new, and an Underslung was also one of Briggs Cunningham's first and most prized antique automobiles.

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

For 1913, American would continue to offer a simple three model range, the large Traveller and mid-range Tourist, now supplemented with a more modestly proportioned 'Scout'.

The Motor Age would comment that the 1913 season Tourist would continue to offer the same renowned engine, together with electric light dynamo, self-starter, storage battery, five electric lamps, speedometer, windshield and top. The body was to be widened two inches, now allowing for pockets in the side doors as well as a 'glove box' between the front seats, and subtle details such as an inch greater clearance for the rear wheels on the running board were applied.







## THE MOTORCAR OFFERED

The car we present here was the subject of a fastidious and well visually documented restoration under the supervision of its late former owner. It is understood that the car was acquired as part of a package deal from a Bob and Ruth Toney, collectors, who had resided in Merced, California. It is said that when purchased the car was a rolling chassis that had lost its bodywork along its career. A painstaking project followed, during which time this was exactly recreated to correctly match its original form. This work was carried out by Honest Charley Garage in Chattanooga, Tennessee. It is understood that this work was completed in 2008 and that the car subsequently received an Antique Automobile Club of America National First Prize and Senior. The car has been shown on a few occasions in the last couple of years, at Hershey where it won the AACA National

Chocolate Town Trophy in 2013 here, at the Amelia Island Concours d'Elegance in 2014 as part of the Underslung display, and just last year being displayed at the Keels and Wheels Concours d'Elegance where it won Best in Show for an American car!

Within the last few years American Underslung cars have drawn considerable focus, a great share of the modest survivors crossing the Bonhams auction block. This 1913 example offers a more modest entry point to sample these legendary cars and we are proud to offer the car from its prominent stable.

**\$200,000 - 275,000**



175

## 1959 LOTUS ELITE SERIES 1 COUPE

Chassis no. 1052

Engine no. 7566

1,216cc SOHC Inline 4-Cylinder Engine

Single SU H4 Carburetor

75bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original example*
- *3 year nut and bolt restoration completed in 2018*
- *One of Lotus' early road cars*
- *Lightweight design for supreme performance*



### THE LOTUS ELITE SERIES 1

With the Lotus 14 of 1959 - better known as the Elite - Colin Chapman demonstrated that his skills as a racing car designer and constructor could just as easily be applied to production road cars. The Elite was, nevertheless, conceived with competition in mind - Chapman had his sights set on class wins at motorsport events across the world - and incorporated technology developed in Lotus's single seaters. Every bit as innovative as Chapman's outright competition cars, the Elite featured a glassfiber monocoque body tub - the world's first - independent suspension all round and four-wheel disc brakes, the rears mounted inboard. Its engine was the four-cylinder Coventry-Climax FWE, a single-overhead-cam unit of 1,216cc producing 75bhp, while the gearbox, an MGA unit fitted with an alloy casing and

modified bell-housing, was sourced from BMC. The classically styled body - the work of Peter Kirwan-Taylor and aerodynamicist Frank Costin - although possessing an admirably low coefficient of drag (0.29), made few concessions to comfort or noise suppression, not that that is likely to have bothered the Elite's customers, for whom its 112mph top speed and superlative handling were of far greater importance. The motoring press were fulsome in the praise, *Autocar* declaring: 'The road manners of the Elite come as near to those of a racing car as the ordinary motorist would ever experience.' Despite having to make minor compromises for on road usage, the competition derived design philosophies pervaded, and the Elite achieved massive success on the track. 6 class victories were achieved at the 24 Hours of Le Mans in addition to similar triumphs at

the Nürburgring. In the early 60s, the little Lotus was a forced to be reckoned with and satisfied both the road going enthusiasts and racers with its spectacularly well-balanced performance.







## THE MOTORCAR OFFERED

The Elite, number 1052, shown here benefits from a recognized history of ownership, starting with its delivery to Jay Chamberlain on June 20th 1959, alongside units 1047 and 1054 as the first shipments to the North American market. This, however, was not the original owner of the vehicle, who remains unknown to this day. Eventually, a gentleman possessing the name of Richard Yagami purchased the Lotus in 1970 and would place the car in storage for many years. Emerging from its dormancy in 2015, the ownership was again transferred to Phil Lamont. From this development, the Elite received a thorough restoration via Glenn Taylor, a man with over 30 years of experience working on both race and high specialty cars. At the beginning of the project, the vehicle sat as a partially

disassembled, good example with virtually all of its original pieces little used and intact. This sparse usage is conspicuously evidenced by the fact the accurate mileage appearing within the gauge cluster sits at a remarkable 9,515 miles at the time of cataloging. Nevertheless, every nut and bolt received care with an extreme attention to detail, leaving the car in state far exceeding the factory build quality. With the restoration just being completed this year, this Lotus is offered immensely fresh with only 100 more miles being clocked on the dash since. Finished in its original Cirrus white with Black interior, 1052 is a fantastic example of Chapman's early road car creations, and should be ready for both spirited drives on the byways and vintage racing alike.

**\$95,000 - 110,000**



**176****1964 PORSCHE 356C OUTLAW COUPE**

Coachwork by Karmann

Chassis no. 128955

Engine no. see text

2,800cc OHV Flat 6-Cylinder Engine

2 50mm PMO carburetors.

236bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Porsche SC Disc Brakes

- *Unique Outlaw build*
- *236bhp engine built by noted Porsche engine builder David Brown*
- *Incredible car for various driver events*
- *Chassis built by former Brumos crew chief Mike Colucci*

**THE PORSCHE 356C**

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's greatest sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and Roadsters; more than 76,000 examples in all by the time production ceased in 1965.

**THE MOTORCAR OFFERED**

The early history of this particular 356 is unknown. In 2012 the car was purchased by the consigner. It was running and driving but had lost its original engine. However, the largest flaw by far was a great deal of rust found throughout the body. It was then decided that the car would make a very good basis for a visionary 356 Outlaw.

The body was entrusted to noted restoration experts Backyard Legends in Concord, NC. They extensively restored the body to an incredibly high standard. All corroded metal was replaced, and the rear fenders were tastefully modified to allow larger tires. The entire chassis was coated with rust preventive epoxy before being finally painted in its current shade of glasurit albert blue. GTS Classics in Texas was entrusted with the interior which they completed to a very high standard in light brown leather.







The suspension and chassis development were entrusted to former Brumos Racing Crew Chief Mike Colucci. Mike fabricated and built an all tubular frame utilizing 911 rear trailing arms with front double a-arms to optimize handling and performance.

The owner decided that opt out of using a 356 motor and instead sourced a 1975 911 engine. It was promptly sent to noted Porsche engine builder David Brown and was bored to 2.8 liter, ported and fitted with Carrillo rods and JE pistons. After the car was dynode the power output of the engine was measured at over 236hp at the rear wheels.

Porsche 356 Outlaws have become increasingly popular with enthusiast. Some, like this example, provide classic looks with road shattering performance. Today, this particular outlaw is a truly stunning car. The tube frame chassis makes the car a true joy on the road and is sure to be a hit at any Porsche event, or any number of driver events.

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



177

## 1954 ALLARD K3 ROADSTER

Chassis no. K3-3261

Engine no. 526208987

331cu OHV Cadillac V8 Engine

Single Carter 4-Barrel Carburetor

230bhp at 4,400rpm

3-Speed GM Hydra-Matic Automatic Transmission

Independent Split Axle Coil Spring Front and deDion Rear Suspension

4-Wheel Hydraulic Drum Brakes

- One of only 62 Allard K3s built
- Powered by the legendary 331 Cadillac ohv V-8
- One of few Allards equipped with the GM Hydra-Matic transmission
- Lovingly restored by Allard historians and carefully preserved



### THE ALLARD K3

Sydney Allard at a young age began to put Henry Ford's flathead V-8 into specials for what the British call "trials".

After the Second World War Sydney Allard seized upon even larger American engines, putting Cadillac and Chrysler V-8s into his own chassis with deDion rear suspension and a split Ford beam front axle with coil springs and radius rods that gave a semblance of independence to the front wheels. Housed in slender torpedo bodies with cycle fenders, Allards – and particularly those powered by the new 331 cubic inch Cadillac overhead valve V-8 – thundered around American race tracks driven by an elite corps of eager speed demons.

Proving that Allards' performance was not confined to North America, in 1950 Sydney Allard and Tom Cole drove a Cadillac-Allard J2 to third overall at the 24 Hours of Le Mans. In 1952 the A.C.F. changed its regulations to handicap the cycle fenders of the J2 and J2X (extended wheelbase) and Allard commissioned a new envelope body that showed the way for future Allards. Allard joined with Zora Arkus-Duntov to race the new envelope bodied Allards at Le Mans in 1952 and 1953.

The new full-envelope body on the high performance 100 inch wheelbase J2X chassis warranted its own model designation. Intended for touring use, it

succeeded the earlier pontoon fendered, flathead V-8 powered K2, becoming the K3 upon introduction in 1952.

The steel tube ladder frame copied the J2 and J2X suspension with coil spring deDion rear suspension and Allard's split beam front axle with coil springs and tube shocks. The bodies were constructed of aluminum looking very contemporary and sleek.

K3s exported to the U.S. usually arrived with their engine compartments empty and the open space would be filled upon arrival with the American overhead valve V-8 and transmission of the first owner's choice, usually Cadillac or Chrysler.







## THE MOTORCAR OFFERED

Allard K3 s/n 3261 was completed on September 16, 1953, only sixteen chassis numbers from the end of K3 production of just 62 examples. Dispatched from the UK, it was taken up by dealer Kirk Motors and it was presumably Kirk that fit the 190hp 331 cubic inch 1952 Cadillac Series 62 V-8 which powers it today. Finished in Powder Blue over Red leather with a black cloth top, its first owner is was D. Sanderson, believed to have been an engineer involved in development of the Nike air defense missile project at the White Sands Joint Guided Missile Test Range near Las Cruces, New Mexico.

The next owner known to the Allard Register was Gary Peacock who acquired it in 1977. A decade later, in the late 80s, he commissioned a complete restoration, then kept his prize Allard K3 until his passing in

2009. Bob Lytle, Allard Register historian, bought it from the Peacock estate and started to freshen its condition, work that was completed after his death by his Allard-owning friends. It was acquired by the Evergreen Collection in 2012 and was maintained by Evergreen's staff in a climate controlled environment. The most recent owner has held the car since 2015 and has properly maintained the vehicle in his tenure.

Allard K3 s/n 3261 is unusual in several respects, notably its GM Hydra-Matic automatic transmission, a practical and enjoyable alternative to the standard Allard 3-speed manual gearbox that is more than capable of handling the 230hp of the stock Cadillac V-8. It also rides on a set of chrome wire wheels with all season narrow whitewall radial tires that beautifully

complement the Peacock Blue paint, Red leather upholstery and Black cloth top. The hood is louvered for heat dissipation. Several details, including the banjo spoke steering wheel with machined aluminum hub, aluminum steering column cover and automatic transmission shifter appear to be of recent origin but are consistent with the Allard's heritage. The instruments all have been rebuilt before the current owner procured the car..

It sounds like a Cad-Allard should, guttural and throaty, and will make a wonderful weekend driver that also would be ideal for long distance high speed tours.

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



178

## 1963 ALFA ROMEO 2600 SPIDER

Coachwork by by Touring

2,584cc DOHC Inline 6-Cylinder Engine

3 Weber Carburetors

145bhp at 5,400rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Girling Power Front Disc Brakes, rear drums

- *Recently freshened and serviced*
- *Triple Weber upgrade*
- *Great candidate for rallies, driving events, and shows*
- *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, long-stroke, 2.0-liter 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.

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







## THE MOTORCAR OFFERED

This car is finished in a very elegant and refined triple dark-blue color scheme. Restored some years ago by Hyannis Restoration, of Massachusetts, and used sparingly thereafter, it was purchased by the current owner from well-known dealer/enthusiast Bob Pass.

Today the car presents very nicely, benefiting from a recent cosmetic freshening that included a re-spray in the original color done to high standards and smooth finish throughout. The body panels and gaps are very nice with all surfaces easily opened and closed including the doors, which have nice, crisp closures. The chrome is excellent, with a fresh and recently finished appearance.

The lightly used but nicely broken in dark-blue leather upholstery and a period Becker radio complete the presentation and a correct new canvas soft top has been installed.

The seller reports that this Alfa Romeo Touring spider is a pleasure to use, noting that its 2600 engine starts easily, settling into a smooth, effortless idle, on the road the synchromesh gearbox makes driving easy and 'civilized' with a beautiful sound which only becomes more sonorous as you accelerate. Assisting this, the car has received a top end overhaul and been given an upgrade from the stock Solex carburetors to three Weber units, revered for their ability to provide fine-tuned performance. (The originals accompany the car). A new stainless-steel exhaust has been fitted also.

The work carried out in this ownership has totaled more than \$15,000, for which bills and records are available. All the while the owner has continued enjoying and refining its drivability, accruing more than 3,300 miles in the last three years alone. Aside from the car's respray and mechanical upgrades, the car remains in its unmolested original state.

As a true Italian thoroughbred capable of taking its lucky driver back in time to the "La Dolce Vita" of the 1960s, this marvelous 2600 Spider will certainly provide a feast for the senses, and with snug top, roll-up windows, disc brakes, and adequate trunk space, it could be a car to drive to a rally, in a rally and home again!

**\$125,000 – 175,000**



**179****1914 CADILLAC MODEL 30 TOURER**

Engine no. A1806

366ci L-Head Inline 4-Cylinder Engine  
 Single Updraft Carburetor  
 45bhp at 2,300rpm  
 3-Speed Sliding-Gear Transmission  
 Leaf Spring Suspension  
 2-Wheel Mechanical Brakes

- Offered from the Arnold E. Petsche Collection
- Well restored example of a high-horsepower Cadillac
- The quintessential brass-era automobile
- Delightful and sporting Touring coachwork

**THE CADILLAC MODEL 30**

The Model 30 was not the first four-cylinder Cadillac, but it was arguably the perfected four-cylinder Cadillac, setting a standard for quality, luxury, performance and price which positioned Cadillac for the century of leadership that followed. As any contemporary observer will quickly recognize, the re-invention of Cadillac, which the Model 30 represented, was not the last time Cadillac would endure that wrenching metamorphosis. In 1909, Cadillac was only in its sixth year. It was still under the guidance of its founder, Henry Martyn Leland, and his son Wilfred, and had only five years before merged with Leland & Faulconer. It was in only its second year as part of William Crapo Durant's General Motors.

Cadillac had introduced its first four-cylinder automobile in 1905, the Model D. Its configuration was refined over subsequent years until 1909 when Cadillac realized the singles which had gotten it started were now a distraction from the rapidly evolving market which had come to expect greater refinement, size, reliability, and power. In 1908, there had been five different models in Cadillac's catalog. A year later, there was only one, the four-cylinder powered Model 30. That the '30 met the expectations of the market is clear in its longevity. It remained the sole model in Cadillac's catalog for the next six years although the model designation changed and in 1913 an increase in stroke of 1 1/4" substantially increased displacement and brake horsepower even though the calculated rating stayed the same.

**THE MOTORCAR OFFERED**

This well-restored Model 30 is offered from the prominent Arnold E. Petsche collection. The sporting Touring bodied Cadillac has received a comprehensive restoration, which was finished in recent years. The workmanship and level of detail is very impressive and deserves a close look. The prominent Cadillac is finished in a Brewster Green with interior and top and shows impeccably well throughout. A pinstripe has been added to the bodywork and wheels. The quality of this 1914 Cadillac Model 30 Tourer is apparent and is a credit to the leadership and standards set by Henry Leland and Cadillac during the formative years of the automobile era. A beautifully restored example of a most charming automobile.

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





180

## 1959 KELLISON J-4R COUPE

Chassis no. 3970020

406 cubic inch OHV V8

4-Barrel 750 CFM Double Pumper Holley carburetor.

497hp at 6,000 rpm.

4-Speed Manual Close Ratio "Rock Crusher" Transmission.

4-Wheel Disc Brakes

4-Wheel independent suspension.

- Powerful 497hp V8
- Great Unique American sports car
- Can use on both road and track
- Great high-speed rally car, and Ferrari Killer



## THE KELLISON J-4R COUPE

The Kellison J-4 R was the brainchild of Jim Kellison, a veteran fighter pilot of the Korean War. After studying engineering at UCLA, he founded Kellison Engineering, which became one of the premier manufacturers of Fiberglass cars in the United States. The J-4 was his first production car and would be offered in turn key form for \$6,700, more than \$2000 over the price of a new Corvette

## THE MOTORCAR OFFERED

This particular Kellison was purchased new by SCCA executive director Don Rodimer. He would keep the car until his death, at which time it would pass to well-known racer and tour organizer, Rich Taylor, in 1985.

Mr. Taylor had the entire chassis rebuilt by Chassis Dynamics in Edison, New Jersey. It was further updated with a NASCAR style roll cage, 15-gallon fuel cell, and a multitude of clever safety features were added as well. The engine was prepared by Tom Lalinsky of Lalinsky Engineering. Running on a dynameter, this particular power plant has shown 497hp at the flywheel, and 463 ft/lbs of torque at 4500 rpm, truly outstanding figures for a street engine.

In 2001 the car passed to its current owner. Wishing to use the car in driver events, the car was made fully street legal. Lights, turn signals, and a windshield wiper were all installed to meet compliance. It has since been impeccably maintained and has taken part in the New England 1000, amongst other events. It has a full SVRA Group 4 logbook and is ready to compete in vintage events, or road rallies.

Powered by an easy to maintain and powerful Chevrolet small block, and possessing great 1950s styling this vintage Kellison, is an exciting piece of 1950s Americana, and a great car for any enthusiast.

**\$35,000 - 55,000**  
**WITHOUT RESERVE**



181

*Ex-Ed Elisian, 1955 Indianapolis competitor*  
*Freshly completed restoration*  
1952 KURTIS KK4000 SINGLE SEATER

Chassis no. 345

270-cu.in. Offenhauser Four with Methanol Fuel Injection  
2-Speed Manual Racing Transmission  
Live axles front and rear  
4-Wheel Disc Brakes

- Competed in the 1955 Indianapolis 500
- Correct example of a classic Kurtis/Offy
- One of approximately 12 built
- Freshly completed restoration
- Invitation to the 2018 Amelia Island Concours d'Elegance



After qualifying for the 1955 Indianapolis 500



## THE KURTIS KK4000

In the constellation of American race car constructors, no star burns more brightly than that of Frank Kurtis. The son of a Croatian blacksmith who emigrated to America, Kurtis turned his talents to dragsters, race boats, land-speed racers and sports cars, as well as the dominant midget racers that launched so many careers. In 1952, *Popular Mechanics* acknowledged Kurtis as "the country's leading race-car builder;" the following year, *Popular Science* hailed him as "the man who has turned out more sports cars than anyone else in the country."

Kurtis' dominance in midget car construction was well established when his interests turned to Indianapolis shortly before World War II. He helped to build the ill-fated front-drive Novi cars in 1946 and 1947, and then began entering his own cars in 1948.

Just two years later, driver Johnnie Parsons gave Kurtis his first Indy 500 win, at the wheel of a Kurtis 1000. It would be the first of five Kurtis victories at the Brickyard.

His cars would eventually win 54 National Championship races, tying Kurtis for seventh place among Champ Car builders. His achievements earned him enshrinement in the National Sprint Car Hall of Fame, the Motorsports Hall of Fame of America and the National Midget Auto Racing Hall of Fame.

The Kurtis KK4000 debuted for 1951, with a production run estimated at 12. It was a lighter version of its predecessor, the famed 3000 series, and was designed to be an equally potent weapon on both Indy's bricks and the tracks of the Champ Car circuit.

On the surface, these single seaters exuded a kind of brute, muscular simplicity, which masked a good deal of technological sophistication. They were built to be durable, and promised their pilots predictable handling, though they were naturally short on comfort. So well calibrated were they to the job at hand that KK4000s were still being campaigned on dirt tracks throughout the early 1960s. One example, now in the collection of the Arizona Open Wheel Racing Museum, ran in AAA-USAC Champ Car events from September 1952 to August 1975.

The KK4000 featured truss-tubular construction, with beam front axles and live rear axles. At a time when Ferrari and Maserati clung to drum brakes, Kurtis outfitted his single seater with four-wheel discs.







## THE MOTORCAR OFFERED

Power was supplied by a dual-overhead-cam Offenhauser four, a 270-cu.in. descendent of the engines that had helped make Kurtis' midget cars unbeatable. The Offy was durable, thanks in large part to the incorporation of the cylinder head into the block casting, and could withstand compression ratios as high as 17:1, making it powerful as well. Belying its mid-Thirties roots, it dominated open-wheel racing in America for decades. The transmission couldn't have been simpler: Low gear for the pits, high gear for the track.

Chassis number 345 was entered in the Indy 500 from 1952 through 1956, driven by Allen Heath, Pat O'Connor, Ed Elisian and Johnny Kay, but it was the car's involvement in two noteworthy incidents in the 1955 event with Elisian in the cockpit that stands out in its history.

Born in Oakland, California, to parents who had moved to the U.S. from Armenia, Elisian began racing roadsters after his discharge from the Navy after World War II. Moving up through the midget-car circuit, he made his first Champ Car start in 1953 at the Hoosier Hundred, and earned a ticket to Indy for 1954, where he qualified in an Offy-powered Stevens, but failed to finish the race.

In 1955, Elisian returned to the Brickyard. His attempt to qualify the KK4000, running as the Westwood Tool Special, initially ended in controversy: Officials waived him in after two warm-up laps, incorrectly believing that he had crossed the finish line three times. After protests by Elisian – supported by influential car owner and promoter J.C. Agajanian, who threatened to pull his own already-qualified car – chief steward Harry McQuinn relented, and allowed Elisian to make another qualifying run that evening.

Sometime after 7:00 p.m., Elisian came in with an average speed of 153.33 mph, qualifying him for the race and bumping Len Duncan, driver of the Brady Special, from the field. He became the only driver ever to qualify after the final gun had sounded.





Prior to qualifying at Indianapolis, 1955



Indianapolis 500, 1955



Being pushed for qualifying at Indianapolis, 1955

The incident became known as “The Midnight Ride of Ed Elisian,” and the driver and his crew obligingly posed with lanterns for the delighted press.

Elisian was starting from the 29th position when the green flag fell on Monday, May 30, 1955 for the 39th International 500-Mile Sweepstakes at the Indianapolis Motor Speedway. Among those he shared the track with that day was his good friend, and the odds-on favorite to win his third consecutive Indy 500, Bill Vukovich.

Before the day was over, tragedy had visited the Brickyard. Vukovich was killed when he became involved in a chain-reaction crash on the 57th lap. He swerved to the right, but was unable to avoid striking the car of Johnny Boyd. Vukovich's Hopkins Special became airborne, landing upside-down and in flames.

Officials would later determine that Vukovich had died instantly, from a broken skull. Elisian skidded his Westwood Tool Special to a halt and ran toward the wreckage, determined to save his friend. His race day was done – he was given a sedative to calm him down, much to the dismay of the car's owner, Pete Wales. The only driver in the Speedway's history to pull off the track to help another driver, Elisian was given a sportsmanship award by the General Petroleum company.

By all accounts, Elisian was never the same driver after that day. He became involved in three racing fatalities in the next several years, being widely blamed for the death of Pat O'Connor at the 1958 Indianapolis 500, and was himself killed in a crash in August 1959 at the Milwaukee Mile.

In 1956, the KK4000 returned to the Brickyard one last time. Driven by John Kay as the Peter Wales Trucking Special, the Kurtis failed to qualify. It would appear in 21 more Champ Car events through 1959, its best showing a ninth-place finish at Dayton in 1956 with Gene Force driving.

After 1959, chassis number 345 disappeared from public view. Wales sold the car to noted collector and enthusiast Robert “Buck” Boudeman, who in July 1979 sold it to brothers Hal and Bill Ullrich, who ran a well-known restoration shop in Evanston, Illinois.

The consignor is a longtime friend of the Ullrichs who took on the restoration of the Kurtis approximately seven years ago. He reports that the car was remarkably complete and unmodified when he acquired it, thanks in large part to the fact that it had not been converted to sprint car use, as so many of its contemporaries were.







With the exception of the hood and side panels, all of the bodywork is original to the car – the nose, the tail, the cowl, and even the belly pans, which are so often lost.

Restoration of the bodywork was entrusted to Denny Jamison of Automotive Hammer Art in Indianapolis. The car was returned to the white-and-blue livery it wore at the Speedway in 1955, with accurate markings and decals. Among all KK4000s, chassis 345 stands out for its rear grille, the only car so equipped.

The correct Offenhauser 270 was rebuilt by Bill Aiken, regarded as one of the foremost restorers of these engines. It is equipped with the correct Hilborn fuel injection system used on the car in 1955. Records indicate that the engine was originally sold to the Belond Exhaust racing team; whether Wales acquired the engine from them is unknown.

The sorting and finishing of chassis 345 was carried out by Kurtis expert Jim Mann of Elkhart, Indiana, a highly regarded specialist in the restoration of Indianapolis cars.

The Kurtis rides on the 16-inch front/18 inch rear wheel set up that were installed for 1955; one is stamped "Pete W." It has its original fuel tank, rare Jones tachometer, dry-sump oil tank and what is believed to be its original, rare, cast-alloy Meyer-Drake transmission. The original rear axle and differential were lost, but have been replaced with a correct Hillenbrand rear axle, fitted with the correct, smooth side covers.

Since its completion in November 2017, the car has not been shown, but it is invited this year to be on the field at the Amelia Island Concours d'Elegance here, an offer which is extended to the future custodian of the car.

With its classic good looks, peerless pedigree, one-of-a-kind history and remarkably complete condition, complemented by attention from some of the world's foremost Kurtis authorities, this KK4000 represents a unique opportunity to own a historic race car that played a role in two notable stories in the history of the Brickyard.

**\$275,000 - 350,000**



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## 1969 INTERMECCANICA ITALIA SPYDER

Chassis no. 59229314

351ci OHV Ford V8 Engine  
4 Dual-throat Weber Carburetors  
Approx. 300bhp at 6,000rpm  
4-Speed Manual Transmission  
Front Independent Suspension - Live Rear Axle  
4-Wheel Disc Brakes

- *Rare Italian-American hybrid sports car with V8 powertrain*
- *Beautifully restored inside and out by marque specialists*
- *One of less than 400 examples built*
- *High-performance Spyder from the golden era of Italian Automobile production*



### CONSTRUZIONE AUTOMOBILI INTERMECCANICA

Initially in the automotive tuning kit business, Construzione Automobili Intermeccanica was founded in 1959 in Italy's automobile manufacturing capital, Torino. The man behind the company was Frank Reisner, an entrepreneur who would later move the company to Canada. The first cars produced were Formula Junior racers, fitted with Peugeot engines, but Reisner had bigger plans and soon started to import American V8 engines for installation in his road going chassis. These cars were the Apollo GTs that would ultimately pave the way for their successor, the Omega, and then the Italia.

The first Italia's came to the US in 1968. The cars were unlike anything else on the

market and quickly gained the attention of discerning American sports car enthusiasts. Expensive for the time, few could hope to own one, and to many car lovers, the Intermeccanica Italia Spyder was an automotive masterpiece. The car's "prancing bull" badging was a gracious nod to Torino's coat of arms. Its styling, which was classic Italian with vintage Ferrari undertones, was striking yet elegant.

Its performance was equally impressive, as it could reach 0-60 in 6.2 seconds and had a top speed of 155 mph, which was attained through a powerful and proven Ford V-8 engine. The Italia's steel body was hand-formed, and its chassis was made from tubular steel. With fewer than 400 of these

models built during its production run from 1967 to 1973, the Italia has since taken on an appealing mystique as a rare automobile from one of the most exciting eras of Italian car manufacturing. The Intermeccanica Italia Spyder was among the most attractive and potent Italian-American hybrids of the 1960s and 1970s, and its sleek styling and sophisticated chassis made for a great combo.







## THE MOTORCAR OFFERED

The splendid example of the rare Intermeccanica Italia Spyder offered here was completed at the Torino-based works in May of 1969. A pristine example indeed, this Italia has been with the current owner since the mid 1990s. The car underwent a comprehensive restoration by the talented craftsmen at Italia West in Los Angeles, California some years ago, and expense was not an issue. The body was stripped, meticulously examined, and refinished in the striking red seen on the car today, while the chrome and bright work was re-plated. The interior was redone with black leather seating and matching carpets, and Borrani chrome wire wheels with knock-off hubs were put on as a finishing touch. The end result is a spectacular Italia Spyder one would be proud to own. More recently the car has been looked after by Andy Greene's

Sports and Vintage cars in Savannah, GA. A recent service in the amount of \$10,000.00 was completed, complementing the exceptional older restoration.

Only a small number of Intermeccanica Italia Spyders are known to survive. This handsome example presents very well, and would be a great candidate for concours judging, or touring on high-speed rallies such as the Copperstate 1000. The Italia is neatly optioned with a period Becker Mexico radio, and appropriate Ansa exhaust tips. As the prices of true thoroughbred Italian GT cars of the 1960s and 1970s have escalated drastically, Italian-American hybrids such as the Intermeccanica Italia Spyder offer a compelling alternative. The Italia, one of less than 400 examples produced, occupies a special place in history and awaits a new

owner who appreciates its combination of Italian style and American V8 performance. The Italia's beauty and performance, combined with its scarcity, makes it a gorgeous and valued prize.

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



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## 1996 PORSCHE 911 GT2

VIN. WP0ZZZ99ZTS392194

Engine no. 61T04131

3,600cc SOHC Turbocharged 6-Cylinder Engine

Bosch Motronic Engine Management

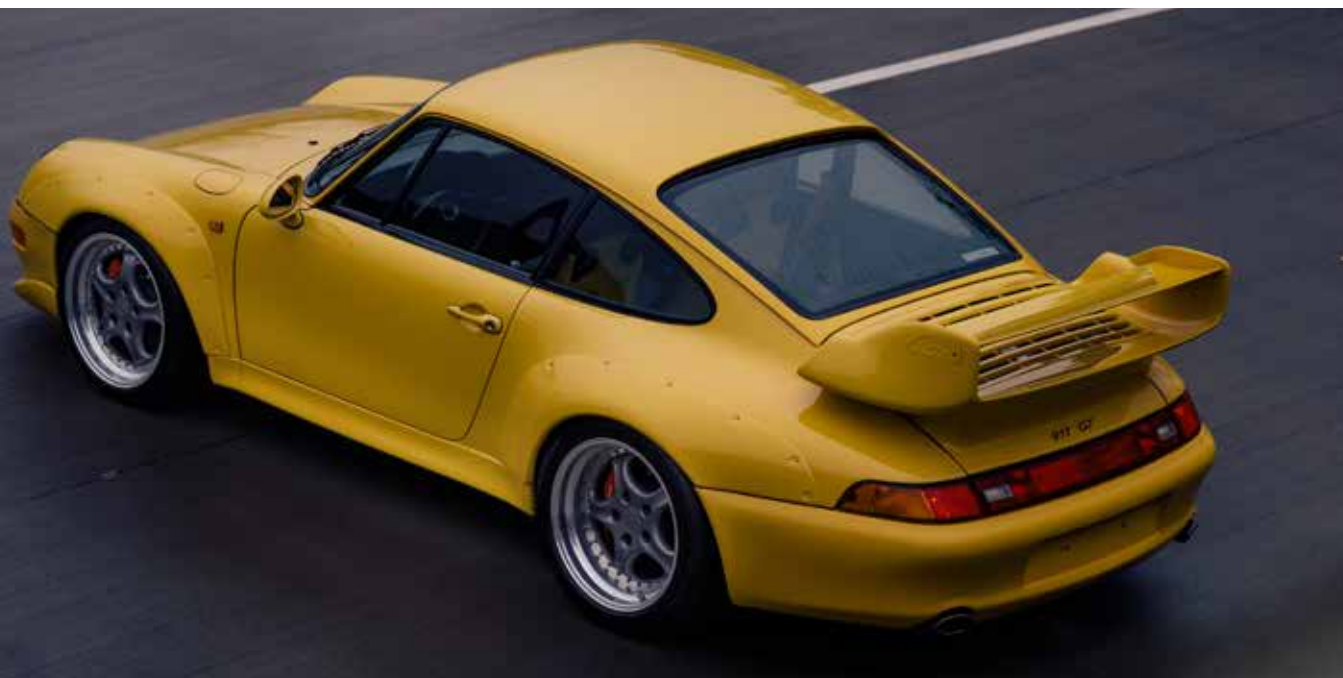
430bhp at 5,750rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original example of the ultra-rare, top-of-the-line 993 GT2*
- *Just 41,902 kilometers (26,036 miles) from new*
- *One of less than 200 examples produced, and only a handful painted Speed Yellow*
- *EPA and DOT Certified for use in the USA*
- *Offered with owner's manuals, Porsche COA and service records*



### THE PORSCHE 911 GT2

The Porsche 911 GT2 was produced in a very limited production run between 1995-96 and took the flagship 993 Turbo to a new level, while reverting from the 959-derived 4-wheel-drive to a traditional rear-wheel-drive configuration. By eliminating the front-wheel-drive system, rear seats, power-adjustable front seats, and various other items, over 500 pounds was trimmed from the GT2's curb weight, while in racing form, the M64/60R engine with its twin intercooled turbochargers developed 480 horsepower; the street version dialed that back just a whisker, to 430bhp, along with a massive 457 foot-pounds of torque. This equated to only 6.6 pounds per horsepower, a figure that actually surpassed the fabled 959. All this power was fed to the rear wheels through a new six-speed transaxle and an asymmetrical 40/60 limited-slip differential (ABD).

The GT2's performance-oriented bodywork featured lightweight aluminum doors, front trunk lid, and a very aggressive spoiler package, with a front air splitter including up-turned canards and a huge bi-plane rear-deck-mounted wing incorporating air ducts that fed the intercoolers. Model-specific 18-inch multi-piece Speedline alloy wheels with aluminum outer rims and magnesium centers filled the wide bolt-on fiberglass wheel arches. The GT2-cocktail made for utterly stunning performance, including a 0-60 mph sprint in less than four seconds, and a top speed of nearly 190 mph.

The 993 GT2 was really conceived to meet homologation rules so Porsche could campaign the cars on tracks around the world such as the Le Mans 24 Hours, Sebring and Daytona events. Therefore,

Porsche had to construct and sell at least 200 examples. The GT2 immediately proved itself to be extremely competitive on the racetrack. One early example enjoyed high podium finishes at the Sebring 12 Hours in both 1995 and 1996, as well as at Watkins Glen and Daytona. In the hands of expert drivers, the GT2 was indeed a very efficient racing machine. The street versions were equally brilliant performers, but many owners specified various comfort options, and as a result, the GT2 was the most expensive model within the 993 line-up. Today the model is regarded as one of the most collectible modern-era Porsche supercars ever produced.







## THE MOTORCAR OFFERED

Offered here is one of the ultra-rare, top-of-the-line 993 GT2 Porsches. These high-performance, lightweight racing cars for the road set records and podium finishes at the most prominent racing events in the era - and still to this day - while the less than 200 road going homologation versions would outperform the most exotic cars on the road. This excellent example was completed at Porsche's racing and custom order department in June of 1996 just as it appears today, with the exterior finished in striking Speed Yellow (code X4) paint, and the stripped-down, racing derived interior in black with color-coded Speed Yellow bucket seats. The option list included air conditioning, reduced radio preparation, green tinted windshield, high-ampage battery and Michelin tires.

The new GT2 was delivered to a Japanese customer via Mizwa Motors, the legendary Porsche agency and importer for Japan at the time. The Speed Yellow Porsche is believed to have been kept with a single owner in Japan for many years and stored in his private collection of more than 50 sports and competition cars. The car would remain in Japan until 2016, before coming to the UK and then Texas later that year. While in the current owner's possession, the Porsche completed EPA and DOT testing, while service and maintenance work was performed as needed. The car has been thoroughly detailed, and cosmetic imperfections attended to.

Today this rare homologation special presents in highly original and very well-kept condition throughout. The Speed Yellow paint remains largely original, and it is believed that this is one of just a handful 993 GT2s which were painted in this color from the factory, as some 85% of the limited production run was painted white. The interior remains original, showing just light signs of use, and perfectly matches the car's odometer reading of just 41,902 kilometers (26,036 miles) at the time of cataloging. The GT2 retains its original, matching-numbers engine and drivetrain, as well as its lights and lenses. The wide Speedline aluminum and magnesium wheels presents beautifully and are also believed to be original to the car.









Exceedingly rare, extremely fast and ultra-desirable, these air-cooled 993 GT2s have fully evolved to true collector car status and will surely continue to be appreciated as they season further. This spectacular example is offered with a history file including its Porsche-issued Certificate of Authenticity, EPA and DOT paperwork, maintenance and service receipts, as well as owner's manuals, spare wheel with inflator pump and jack.

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 2021. The car is offered on a Texas title.

**\$1,100,000 - 1,300,000**



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## 2006 DODGE VIPER SRT-10 VOI.9 EDITION

VIN. 1B3JZ69Z86V101816

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

- Exceptionally low mileage third generation Viper
- #097 of 100 Viper Owner Invitational (VOI.9) Edition examples
- The raw American supercar
- Offered from a deceased estate



## 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 97 of 100 unique VOI.9 Edition Vipers ever built.

Among the special features included in the VOI.9 Edition are the popular white with blue stripe color scheme, 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 #097/100.

This special Viper unfortunately lacks any well-known ownership history. Currently showing a mere 677 miles from new, this is the Viper is nearly showroom fresh and ready to draw attention where ever it goes.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**





Chassis no. 89089

1,622cc OHV Inline 4-Cylinder Engine

Twin SU Carburetors

Approx. 110hp

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brake

- Fitted with many performance parts
- Sporting Le Mans looks
- Attractive Old English White with Red interior
- Well maintained car in recent times



### THE MOTORCAR OFFERED

Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed B-Series engine chosen as the power plant. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. After reliability issues plagued the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

Little is known about the early ownership of this MGA, but in 2002 records indicate that the car was sent to Northshore Sportscars of Lake Bluff, Illinois to receive a full body off restoration. After returning to pristine condition the car was sold off to Ed Lamantia a member of the vintage MGA racing group, Vintage 31. Looking to increase the performance capabilities, Yarwood Engineering of Creswell Oregon was charged with accomplishing the task. Their work included installing a rare MK II 1622 engine block with a Iskenderian T-55 cam. The head was fitted with MGB large valves and bronze guides and a 2" inch exhaust was utilized for better flow. Yarwood additionally overhauled the suspension by applying the same setup used on their race vehicles. 60 spoke wheel were chosen for extra rigidity. The rest of the mechanical systems were also rebuilt during this time.

After the work was completed the car was enjoyed by the owner until it was handed off to another gentleman in 2008. Under his care, the meticulous care of the vehicle was continued, and he would also invest a large sum ensuring the vehicle was in top condition during his ownership. To this day the vehicle remains in wonderful condition and will continue to provide thrills for many more owners to come.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**



186

## 1939 BENTLEY 4¼ TOURER

Coachwork by Dick Brockman in the style of Vanden Plas

Chassis no. B163MX

Engine no. T6BF

4,257cc OHV 6-Cylinder Engine

Twin SU Carburetors

Approximately 100bhp

4-Speed Manual Transmission

4-Wheel Servo Boosted Drum Brakes

- *Appealing combination of light coachwork and sporting chassis*
- *Attractive Vanden Plas style coachwork*
- *Well sorted example*
- *Eligible for many motoring events around the world*



### THE DERBY BENTLEY

By the end of the 1930s the Derby Bentley, introduced towards the beginning of the decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments. Not the least of which was in 1936, when an increase in bore size upped the capacity to 4,257cc. Ernest Hives, who ran Rolls-Royce simultaneously while working on the Spitfire, conceived the idea of placing a tuned and modified 25/30 Rolls-Royce engine in the chassis in lieu of the much smaller unit originally planned. It enjoyed a superior specification in Bentley form, boasting twin SU carburetors, raised compression ratio and a more sporting camshaft. Thus, the new 4¼-Liter model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes. It was the construction of modern

highways in Continental Europe, where the car had been extensively tested by W.O. Bentley, that enabled him to suggest multiple improvements. This unlikely synergy gave birth to the Silent Sports car, a car with unique qualities of precision construction and exceptional handling in a package which represented a true pinnacle of elegance.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, owner-driver saloon and Drophead Coupe bodies, mostly by Park Ward, were the norm. Very few cars were bodied with more sporting bodywork.

For the swan song of this superb motorcar, Bentley produced 200 uprated examples referred to today as the "overdrive cars". This model's four-speed transmissions

featured a .85:1 over drive gear resulting in significantly lower rpms at highway-speeds. 3000 rpm produced 78 mph versus 62 mph on the standard car. The other big improvement was a Marles steering box with cam and roller mechanism. This change gave crisp and significantly lighter steering than the previous models. A modern thermostat for engine temperature regulation, 17" wheels with wide 6.50 tires and subtle changes in the instrumentation are the other features of "overdrive cars".

Today these "overdrive" models are revered and the most sought-after Derby Bentleys for road use and touring due to their superb driving characteristics.







## MOTORCAR OFFERED

According to factory records B163 MX was delivered on 10th of July 1939 to Mr. John Archdale. Adorned with the popular but staid saloon coachwork by Park Ward. The car was part of the Jockey Collection and Conrad Karros Collection prior to acquisition by James Leake in the 1980s. Mr. Leake, a noted collector from Texas, commissioned English coachbuilder Dick Brockman to craft a top-quality replica of the iconic Vanden Plas sports tourer. Brockman was well versed at this body style and had produced several others for Bentley and Alvis motorcars. Brockman finished the car in silver over dark red leather interior. The instruments were fitted in a burl wood veneer dashboard.

The VDP tourer is the iconic and most desirable offering of the Derby Bentley range. Designed in conjunction with

Malcolm Campbell, it is beloved for its great looks and wonderful driving position. The cut down door makes a huge difference in the driver's comfort during spirited driving. This body style is rare on any Derby Bentley but very few "Overdrive" cars were fitted this way from new, as documented in the definitive book on the subject *Bentley The 1938/1938 Overdrive Cars* by Mervyn Frankel and Ian Strang. Mr. Leake's ownership ended in 1988 when Mr. Edgar Eaton, former president of Rolls-Royce Owners Club, purchased the car. During this ownership, the car was featured in the "Flying Lady" in January of 1994. After Mr. Eaton, the car found its way into William Lassiter's famous collection, and during this time, it was campaigned regularly.

Offered today in fine mechanical order. A recent demonstration by a Bonhams

specialist found it to be a well sorted and easy car to drive. Benefitting from a taller rear end ratio from stock, it further takes advantage of the overdrive gearbox. The car motors along at high speed with little strain on the engine. The cosmetics are likely original to Brockman's coachwork and have held up quite well. The coachwork is further enhanced by the full disk wheel covers. A full set of side curtains accompany the fitted top and boot.

The "overdrive cars" are revered for good reason. They seldom come to market and are rarely seen with light and sporting coachwork like this. This is a great opportunity to acquire a very user-friendly sporting Bentley.

**\$190,000 - 250,000**



187

## 1927 GEORGES IRAT MODEL A CABRIOLET

Coachwork by Pourtout

Chassis no. 2773

Engine no. 10769

2000cc OHV Inline 4-Cylinder Engine

Single Updraft Carburetor

80bhp at 3,750rpm

4-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Servo-Assisted Drum Brakes

- *Well known history*
- *The 1927 Paris Automobile Salon show car*
- *The only Georges IRAT in the CCCA*
- *Beautifully presented, older restoration*



### THE GEORGES IRAT

Georges Irat had already acquired the Majola factory at St Denis when he launched the first car bearing his own name in 1921. Manufactured by Automobiles Georges Irat SA at Chatou, Seine-et-Oise, this was a fast tourer powered by a 2.0-liter, overhead-valve, four-cylinder engine designed by Maurice Gaultier, formerly with Delage. Unusually, Irat manufactured the entire car, bodies excepted, marketing his products as 'La Voiture de l'Elite'. Although on a small scale, production grew steadily throughout the early 1920s, peaking at around 200 cars annually, and then in 1928 Irat launched a 3.0-liter six-cylinder model based on the existing four.

### THE MOTORCAR OFFERED

This sporting and elegant roadster is the only Georges IRAT in the CCCA. No ordinary example, this Cabriolet was specially made for the 1927 Paris Automobile Salon where it was exhibited either by the company or the car's first owner, Monsieur Veger who was a Parisian jewelry. Mr. Veger had ordered the car prior to the salon and specified a number of unique, extra features—the sum of which came to an original purchase price of 135,000 francs—enough to have bought a fleet of 18 Citroën 7CVs!

At the Salon, the car was spotted by Jean F. Charpentier—a budding aviator at the Bleriot School studying to be a military pilot.

He immediately fell in love with the car, which he came to call Georgette, and carried fond memories of it for a few years until he spotted on the streets of Paris. Giving chase through rush hour traffic, he tried in vain to keep up but was unsuccessful. It would be one of several such encounters in the following months until finally he stumbled upon the car in an open garage near Maillot Gate. Inquiring with the owner about it, he found out it was for sale and promptly made arrangements to make Georgette his own.

Years of use necessitated some repairs, which Charpentier diligently carried out. At one point during the process, he drove the car out to Repusseau to acquire washers and shock absorbers.







While there, the shop foreman looked closely at the car before declaring, "I know this car. I spent a sleepless night with it the evening of the opening of the 1927 Automobile Salon. I had to install the bumpers. They were not standard equipment and required quite a bit of fitting." The news only deepened Charpentier's love for Georgette.

During WWII, Georgette was put into storage in a garage in Suresnes from which she was stolen. She was soon recovered and returned to Charpentier in Bordeaux. Following WWII, Charpentier moved to Akron, Ohio where he worked as an aerodynamicist for Goodyear while Georgette remained in France.

He would keep the car until January 13, 1960. From there, the car was sold to Gilbert Broyelle, then David Mauduy, followed by M. Moein, and finally Roubuan Slijpe. In 1993, Georgette was acquired by Noel Thompson from the Imperial Palace Auction in Las Vegas. Thompson would keep the car until his death in 1996 at which point it was acquired by its penultimate owner, esteemed Utah collector Alan Melchior.

Restored during Melchoir's ownership, the car was shown at the 2005 Pebble Beach Concours d'Elegance where it won third place in the European Classic category. Acquired by the vendor in 2007, it has been shown at the Amelia Island and Hilton Head Concours.

Featured on the cover of the Spring 2006 issue of The Classic Car and accompanied by copies of letters from Jean Charpentier and Noel Thompson, it is a rare example to acquire a stunning, nimble cabriolet from one of the most significant eras in French motoring manufacture.

**\$150,000 – 200,000**



## 2001 BMW Z8 ROADSTER

VIN. WBAEJ13451AH61111

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

- *Exquisite, low-mileage example of the Z8 Roadster*
- *Iconic scheme of Titanium Silver Metallic*
- *Extremely well-kept condition inside and out*
- *Complete with factory hard top, books, tools and service records*



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

the decision to put it into limited serial production in 1999.

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

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







## THE MOTORCAR OFFERED

That these cars benefit from a cult following among collectors should come as no surprise, they embody those same retro looks with the 'mod-cons' of today, in keeping with the company's marketing, could well be considered as 'the ultimate driving machine'.

The car we present here follows the iconic look for these cars so memorably piloted on screen by James Bond in the movie *The World Is Not Enough*, albeit receiving an ending more appropriate to one of his enemies than comrades... Like Bond's car, it is finished in the Titanium Silver Metallic scheme, with a business like Nappa Black all leather interior and Anthracite headliner. Imported through New Jersey for dealer VOB Auto Sales of Rockville, Maryland, it landed with the current owner in Pennsylvania in October that year.

Over the course of the next 16/17 years the car has been thoroughly, but carefully enjoyed by its single owner, in his home state and Florida and accruing an average of roughly 1,000 miles a year, to read 17,691 on its odometer at the time of inspection last fall. Testament to their build quality, the seller reports that there were no recalls from BMW, and that his maintenance has simply been by the book as and when necessary. Today, the interior remains immaculate with limited signs of age, and matches the exterior which has been carefully maintained and is extremely clean. The hardtop as fitted today, has never been removed from the car, so the soft top remains unused therefore. The CarFax for the car lists no accident damage throughout the car's life.

Offered with the car are the original equipment including manuals, sales brochure, tools, window sticker, even factory installed cellphone and the hardtop. This Z8 is a highly collectible BMW, and will be a treasured asset for years to come.

**\$200,000 – 225,000**



189

## 1989 PORSCHE 911 CARRERA 3.2 'M491' TARGA

VIN. WP0EB0914KS160742

Engine no. 64K03695

3,164cc SOHC Flat 6-Cylinder Engine  
 Bosch LE-Jetronic Fuel Injection  
 231bhp at 5,900rpm  
 5-Speed Manual G50 Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- Desirable M491-option Carrera in 'Paint-to-sample' Minerva Blue Metallic
- An original time-capsule car with less than 7,400 miles from new
- Retained by the first owner until 2016
- Offered with much documentation and original records



## THE PORSCHE 911 CARRERA 3.2

One of the most evocative in motoring history, the 'Carrera' name was revived by Porsche for its top-of-the-range 911 'homologation special' in 1973, having previously been applied to the 'hottest' of the preceding 356 range. From the start of the 1984 model year, this title - dormant since 1977 - was applied to all 911 variants, co-incidentally with the introduction of the 3.2-Liter engine. The revived name was part of a major revamp of the long-running 911-development of which had slowed while Porsche concentrated on meeting the ever-increasing sales demands.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new. The increased capacity of 3,164cc was achieved using the 95mm bore from the previous SC model and the 74.4mm-stroke crankshaft

from the 1978 3.3-Liter Turbo. There was a raised compression ratio while new induction and exhaust systems were employed. In addition, the '3.2' incorporated an effective cam chain tensioner and associated lubrication system, which at last addressed a perennial 911 shortcoming. There was also a 'proper' oil cooler, further improved in 1987 with the addition of a thermostatically controlled fan. A Bosch LE-Jetronic ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be at the same time both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974. The bald statistics being a 0-60mph time of 5.3

seconds and a top speed of 152mph. The existing Type 915 five-speed was carried over from the SC series, and then in 1987, the Carrera received a new five-speed Getrag 'box (the G50) and an hydraulically operated clutch.

As is always the case with the many Porsche 911 series, the limited-edition variants are by far the most sought after by collectors. In the case of the Carrera 3.2, the first of these was the M491 option - officially called the 'Supersport' but commonly known as the 'Turbo Look'. Introduced in 1984, it was a style that resembled the Type 930 911 Turbo with its flared wheelarches, large rear wing, and deeper front spoiler. The M491 package also included the Turbo's stiffer suspension, superior brakes, and wider wheels.







## THE MOTORCAR OFFERED

We are very proud to offer this stunningly original and highly-desirable M491 option Carrera 3.2 Targa. Many Porsches from this era are available for sale these days, but it is indeed very few of them that can match this cars pedigree. The story of this Porsche starts in September of 1988, when the car was special-ordered by a Sioux Falls, SD based enthusiast from Metropolitan Porsche of St. Paul, MN. The original Vehicle Purchase Contract on file attests to a custom ordered car, loaded with options, including paint to sample, black leather interior with white piping, luggage compartment in black velour, radio with CD player, rear windshield wiper, and last but not least, the desirable \$14,218 M491 'Turbo Look' option. As the letters reveal between the lucky first owner and Porsche, it was indeed his perfect Porsche. The special-

order color was chosen to be like his Minerva Blue Metallic 1977 Targa, and much correspondence with Porsche in Germany was needed to get the color and details right in the months during production. The new Porsche was built during the winter of 1988/89, and finally delivered in April of 1989. Lovely polaroid photos on file show the brand-new Minerva Blue M491 option 911 coming off the Porsche auto transporter.

Now, this very special Porsches pedigree does not end by its desirable build specification, but this really is a true survivor car. The car remained with the first owner until 2016, at which time it had covered just over 7,300 miles from new! Today, the Minerva Blue Metallic 911 remains in original and extremely well-preserved

condition, retaining its original paint, interior and drivetrain. It is a real time-capsule car. The impressive history file contains the aforementioned letters and original sales paperwork, as well as the window sticker, a clean CARFAX, the original tool kit, and finally a spare tire. A better kept or more desirably optioned 911 from this era will be very hard to find - This is indeed an opportunity not to be missed.

**\$115,000 - 165,000  
WITHOUT RESERVE**



190

## 2001 FERRARI 550 BARCHETTA

Design by Pininfarina

VIN. ZFFZR52A810124147

5,548cc DOHC V12 Engine

Electronic Fuel Injection

485bhp at 7,000rpm

6-Speed Manual Transmission

4-Wheel Cross Drilled Disc Brakes with Red Calipers

4-Wheel Independent Suspension

- *Unique Giallo Modena over Giallo and Charcoal leather*
- *169 of 448 Barchettas built worldwide and one of only 127 for the US*
- *Complete with all its books, tools, top, and keys*
- *Ordered new with the desirable Fiorano Handling Pack (FHP)*



### THE FERRARI 550

The long association between Ferrari and Pininfarina has been responsible for the creation of some of the most sublime fusions of art and automotive technology, and to mark the world renowned *Carrozzeria's* 70th Anniversary in 2000, Ferrari supremo Luca di Montezemolo invited Sergio Pininfarina to submit designs for a front-engined roadster embodying the spirit of past Maranello classics. Choosing the 550 Maranello coupé as the basis, the maestro proposed a return to the traditional barchetta style. In Ferrari's own words: 'Functional and unadorned with a simple manual soft-top, the barchetta-style solution has enabled Ferrari's engineers to offset the additional weight gained by reinforcing the chassis and fitting rear roll bars. Consequently the 550 Barchetta Pininfarina weighs no more than the 500 Maranello.'

The heart of any Ferrari is its engine, and the Barchetta Pininfarina's 48-valve, 5.5-liter V12 is the same as that of the 550 Maranello. All main engine castings of this state-of-the-art power unit are in light alloy, the aluminum wet liners are Nikasil coated and the connecting rods are titanium alloy. The design of the inlet and exhaust systems is derived directly from that of Ferrari's Formula 1 engines, providing the optimum balance between volumetric and combustion efficiency. Variable intake geometry helps increase both torque and maximum power as its manufacturer explains: 'Ferrari's patented system incorporates a third plenum in the intake manifold which varies the fluid dynamic characteristics. Air is taken in via 12 electro-pneumatic throttle valves which are governed by the engine's CPU.

This control ensures optimum performance at all engine speeds, guaranteeing excellent torque

delivery throughout the rev range.' One expects nothing less from *Ferrari*.

Standard equipment included electric windows and door mirrors, air conditioning, remote alarm and central locking, and split-rim alloy wheels. The production run was limited to 448 cars, each individually numbered and carrying a plaque inside with its own serial number and Sergio Pininfarina's signature. The result was an instant classic, with production reserved for a handful of faithful Ferrariists.







## THE MOTORCAR OFFERED

This Barchetta, number 169 of the 448 built, was delivered new in October of 2001. It is one of only 127 examples that were sold new to the United States and was handsomely outfitted from the factory. This Barchetta, finished in *Giallo Modena*, is among the very few fitted with the Fiorano Handling Pack (FHP), which is highly prized by collectors, along with specially ordered two-tone *Giallo/Charcoal* racing seats with yellow stitching, Charcoal alcantara instrument cluster trim, and carbon fiber center console trim.

Remaining with its first owner until the Spring of 2004, s/n 24147 came into the collection of its second keeper in September of 2004 with 2,351 miles on the clock. The car would remain in this collection for the next 12 years before entering the present owner's garage in the spring of 2016.

Carefully maintained throughout its life, it had a complete service, including timing belts, alignment, and new tires, done by Competizione & Sports Cars—Ferrari Specialist of Gaithersburg, Maryland in 2012 when 8,252 miles were on the car. More recently in the summer of 2016, thorough inspection of the car was completed that included an oil change, brake service (including fluid change and pad replacement), replacing the rear trunk struts, putting on a new shift knob and replacing or refinishing the sticky interior trim—a common problem in Ferraris of this era that has been since corrected in this example. Showing under 10,000 miles from new, this uniquely trimmed and well optioned 550 Barchetta replete with a clean CARFAX and all its original books, tools, top, keys, and security clicker fobs. An aftermarket exhaust system is currently fitted, but the original exhaust is included

as well. Rare colors, loads of desirable options, and carefully maintained—it is ready to head to its next, eager owner.

**\$430,000 - 490,000**



191

## 1964 CHEVROLET CORVETTE 327/360HP ROADSTER

Chassis no. 40867S106655

331ci OHV V8 Engine by Traco Engineering.  
Traco Upgraded Rochester Fuel Injection  
400bhp at 6,000rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel J56 Disc Brakes

- *Owned and Raced by SCCA legend Bill Jobe*
- *Phenomenal documentation*
- *Full restoration*
- *Traco Engineering race engine*



### THE STING-RAY CORVETTE

1964 was an exciting year for Corvette enthusiasts. For the first time, 'America's sports car' was available as a coupe as well as a Roadster. The new Stingray design credited to Bill Mitchell and Pete Brock was a masterpiece-featuring beautifully raised fender peaks and disappearing head-lamps.

Underneath the sleek fiberglass shell, there was a new independent rear axle with transverse leaf springs, control arms, multiple links, double-jointed half-shafts, and trailing radius rods. Even base-model Corvettes were nicely equipped, and buyers had a wide range of engine choices based on the new 327-cubic inch V8.

The most powerful option was the 360hp engine with Rochester fuel injection, making this the first American car with a higher horsepower figure than engine displacement. A 3-speed manual transmission was standard, but options included a four-speed manual, a positraction rear end, and a variety of rear axle ratios. The Stingray could be ordered in any of the seven exterior colors offered by Chevrolet. The new Stingray was an impressive performer, capable of 0-60 in 5.9 seconds and 0-100 mph in 16.5. The 1963 Stingray proved a sales hit, and Chevrolet sold 10,594 coupes and 10,919 convertibles.







## THE MOTORCAR OFFERED

This particular '64 Corvette was purchased new by noted SCCA racer Bill Jobe in 1964. At the time Bill was living in Dallas, so to help cope with the heat he ordered the car in white with red interior. Jobe campaigned the car on weekends at local autocross events, and he won the Texas regional championship for 5 consecutive years with his faithful daily driver.

After dominating the amateur autocross events in 1969, Bill decided to move up to the SCCA B-Production division. It was during this time that he extensively modified the car. These modifications included fitting a 331 cubic inch fuel injected engine that was built by noted race engine builders Traco engineering.

Over the 1970 and 1971 season the car was campaigned extensively, and achieved a phenomenal record. In 26 races, Bill drove the car to fifteen 1st Place, and seven 2nd place finishes, even more astonishing was that Bill never finished lower than 5th place in his Corvette. This amazing record earned Bill the Southeast divisional championship in 1971 and 1972. Since, the car passed through a few other owners.

The consigner purchased the car in 2007. At the time the car had been laid up for twenty years, and It was decided to fully restore it in order to make it track ready. This was a full frame off restoration to bring the car back to the way it raced at Road Atlanta in 1972 and was carried out to the highest level.

The car was recently inspected by a Bonhams Specialist, and is in very good condition. The motor was rebuilt and has less than 5 hours of run time. Included in the sale is a comprehensive history and restoration file. Eligible for vintage race events all over the world, and highly competitive. The opportunity to acquire this historic piece of SCCA history should not be missed.

**\$100,000 - 150,000**



**192****1953 JAGUAR XK120 ROADSTER**

Chassis no. 674160

Engine no. W9314-8

3,442cc DOHC Inline 6-Cylinder Engine

Twin SU carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front Suspension - Rear Semi-Elliptical Leaf Springs

4-Wheel Drum Brakes

- Beautifully presented, matching numbers XK120
- Much restoration work performed
- Sensational look with elegant lines and in striking 'as delivered' livery
- Eligible for numerous high-profile rallies and tours
- Documented by Heritage Trust Certificate

**THE JAGUAR XK120**

'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, Jaguar Cars.

The XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminum structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. In conjunction with the Pressed Steel Fisher Company a new all-steel paneled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details.

The car's heart was, of course, the fabulous XK engine, a 3.4-liter 'six' embodying the best of modern design, boasting twin overhead camshafts running in an aluminum-alloy cylinder head, seven main bearings and a maximum output of 160bhp. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast.

In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted. The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price.







## THE MOTORCAR OFFERED

An original left-hand drive XK, chassis 674160 was sold new in 1953. It is thought that the car was acquired from this original owner, by the next keeper, Steven Sigwarth who was based in Cedar Rapids, IA. When acquired, the car was in unrestored/original order and it was during his ownership that he undertook a comprehensive restoration of the XK was undertaken, putting it into the fine order in which it remains in today. Using local specialists Tremains Automotive and Simonson's of Taylorville, IL and Riverside Sports Cars of Swisher, IA, and with the majority of replacement or refurbished parts arriving from UK Specialists Guy Broad and XK Engineering, the project was completed over a period of 3-4 years. The XK120 was thereafter acquired by a subsequent owner from known Jaguar specialists 'Doc's Jags'

in 2000. While in that ownership, the Silver XK120 was attended to and maintained by respected expert Kurt Braunstein in East Hampton, NY. In 2011, it was acquired by the consignor – a well-known collector and enthusiast with taste for exquisite collector cars – who since used the classic English Roadster on spirited drives throughout the US, while maintaining it in beautiful condition. Further restoration work has been performed, including the fitment of a new convertible top and tonneau cover in 2012, and a few tasteful drivability upgrades fitted, including fitment of an electric cooling fan and choke, and a mobile phone charger under the dash. This fine example is offered with a comprehensive history file including many restoration records, a tool kit, jack, a facsimile owner's manual, original parts

and service manual's, and a set of expertly made side curtains with custom stowage bag. Most recently, the Silver Jaguar was exercised on the 2017 edition of the famous 1000-mile road rally, The Copperstate 1000.

A benchmark example of the model, it is arguably all the better for being to the original specification and still sporting the elegant disc wheels and rear wheel spats. The Jaguar presents beautifully, the color combination works well, the deep red trim contrasting with the silky silver bodywork, while on the road the Jaguar is reported to be a strong performer. A lovely example indeed, ready to take on one the many driving events this iconic Roadster is eligible for.

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



193

## 1928 MINERVA MODEL AK TOWN CAR

"SilentLyte" Coachwork by Hibbard and Darrin

Chassis no. 58255

Engine no. 5260

5,952cc 6,000cc, Sleeve-Valve Inline 6-Cylinder Engine

Zenith Dual Barrel Carburetor, 70bhp at 2,800 rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes with Dewandre Servo Assist

Leaf Spring Suspension

- *Ex-Pacific Auto Rentals and Richard Kughn Collections*
- *Comprehensive restoration*
- *Rare body design concept*
- *Recent concours display*



### MINERVA MOTOR CARS

Minerva was one of the first manufacturers in the world to adopt the Knight-type sleeve valve engine that did away with conventional poppet valves. In these motors, a sleeve fitted between the piston and the cylinder wall slid up and down in a synchronized movement, so that ports in the sides of the sleeves aligned with the inlet and exhaust ports of the cylinders at the right moments. Volumetric efficiency and longevity were good. The main drawback was high oil consumption, as the sleeves moved in a bath of oil, resulting in the thick smoky exhaust. But this was outweighed by the wonderful smoothness and silence of a Knight when compared to the coarse running and loud clacking noises made by the conventional valve gear of competing engines.

For these reasons, a good many upscale marques in the 1920s, including Voisin, Panhard, Peugeot, Mercedes and Daimler, 192 | BONHAMS

avored Knight engines in their luxury products. But more than any, it was Minerva that became synonymous with the sleeve valve. The company was founded in Antwerp, Belgium in 1897, and like others, began by manufacturing bicycles. Motorcycles followed soon after, and in 1899, Minerva displayed a small voiturette as well as a delivery vehicle at the Salon in Antwerp. This was followed by a number of chain-driven two, four and six-cylinder models. In 1907, the impressive 40 CV type K was introduced, fitted with modern shaft drive and a 6.2 liter T-head six-cylinder engine that made a hefty 60 bhp. This quality chassis was good for a steady 60 mph, even when fitted with luxurious coupé chauffeur coachwork.

The 1908 London Motor Show was a watershed moment for Minerva. Alongside conventional T-head models, a new 38 CV

four-cylinder Type S was revealed, powered by the novel four-cylinder sleeve valve engine that had been licensed from its inventors, Charles Y. Knight and L.B. Kilbourne. The model simply set a new standard for silence and smoothness, and its success during the 1909 model year was such that from 1910 Minerva dropped all conventional models with their strident tappets and valve guides.

Minerva had now become an internationally recognized manufacturer of technologically advanced quality cars. By 1912, the work force had grown to 1,600 employees who turned out 1,200 chassis. In the following year, the numbers had grown to 3,000 workers and 3,000 chassis respectively. Minerva sleeve valve engines were held in high regard, and the supply of motors to other auto makers became an important sideline.





Mathis in Strasbourg and Mors in Paris became customers. England was a major export market, and recognition came from the highest places: King Albert I of Belgium let himself be chauffeured in a Type S. Complete cars could be had with factory bodies in many styles, but chassis were of course also available to the trade. Production was curtailed by the outbreak of World War I.

At the beginning of hostilities, a few armored cars were manufactured on Type 38 chassis, but Antwerp fell after heavy shelling on 10 October 1914. The factory was confiscated by the Germans and turned into a repair facility for their military vehicles. When the Armistice came in 1918, the facilities had been severely damaged. But like many makers in war-ravaged Europe, Minerva rose from the ashes and entered the post-war market in

1919 with new models that benefitted from the technological advances the War had brought. First came a 20 CV four, followed by a 5.3 liter 30 CV six. Production rose and peaked at 2,500 to 3,000 chassis in 1925 to 1926.

The traditional flat Minerva radiator with shoulders now became rounded and assumed a basic shape that would characterize the marque to the end. The famous radiator mascot depicting the head of the goddess Minerva was first used in 1923. There would be a number of permutations in the following decade and a half. The 1920s were an uneasy market for Minerva. There were limits to how many expensive cars the home market could absorb, especially since Ford, GM and Chrysler had set up factories in Belgium, followed by Citroën and Renault. All did their best to flood the market, so exports

remained crucial to Minerva. Some successes were achieved in spite of the odds. In 1922, the American importer Paul Ostruk ordered no less than 200 of the big 30 CV chassis to be bodied by D'leteren.

By the latter half of the 1920s, approximately 1,000 Minerva chassis per year were going to England, where its price was slightly lower than that of a small Rolls-Royce and a lot less than a Phantom. The cooperation with Ostruk continued. In France, Hibbard & Darrin and later Fernandez & Darrin were successfully designing bodies on Minerva chassis to client order and having them built by D'leteren who had lower construction costs than the famous French carrossiers. In his memoirs, Howard "Dutch" Darrin vividly recalled how he would take the morning train from Paris to Antwerp to drive finished cars back to Paris overnight







## HIBBARD & DARRIN

for customer delivery the following morning.

But even as the Roaring Twenties were coming to an end, there were great things in store. In 1927, the magnificent six-cylinder, 100 hp 6 litre Type AK was introduced. Minervas were now truly large cars to rival a Lincoln or a Cadillac for size: the AK rode on a 149.5 inch wheelbase, longer than a Hispano-Suiza H6B. Factory bodies were often conservative, but every-once-in-a-while the best coachbuilders such as Murphy in America or local Van den Plas came up with some truly stunning examples. In October 1929, Minerva's swan song was introduced at the Paris Salon. This was the fabled 40 CV. Eight cylinders, a displacement of 6.6 litres and an intergalactic wheelbase of 153.5 inches that matched the LWB Model J Duesenberg ensured a car with a road presence no one was likely to forget. Today, few Minervas remain. More's the pity. Still silent, they attest to the glory of a once-great marque.

Tom Hibbard and Howard "Dutch" Darrin were American carrossiers. Tom Hibbard had learned French with the American Expeditionary Force in World War I. He and Ray Dietrich left Brewster to establish LeBaron Carrossiers with Ralph Roberts and when New York Minerva agent Paul Ostruk commissioned two LeBaron bodies to be built in Brussels, Hibbard got a ticket to Europe to oversee the project. Later in Paris, Hibbard met up with Dutch Darrin and the two soon established Hibbard & Darrin with a showroom on the Champs d'Elysees.

From that modest beginning some of the most appreciated coachwork of the classic era emerged. Hibbard's deft sense of proportion, balance and design complemented Darrin's salesmanship,

intrigue with intricate mechanical details and social contacts to make Hibbard & Darrin one of the most important coachbuilders of the period.

One of their patented design forms was their 'Silentlyte' bodywork, which arrived in the late 1920s and consisted of an all-aluminum structure, constructed in sections and dispensed with the need for underpinning with a wood frame. Naturally, this had advantages in terms of refinement of weight, and was very modern for its day. Although Pierce-Arrows of the pre-teen era had pioneered this in period, these were formal bodies, or convertible sedans built in this manner. As for Minerva, with the depression just around the corner, their moment in the sun was brief.







## THE MOTORCAR OFFERED

This majestic Minerva heralds from those bygone days of the Roaring Twenties, when business was good and the cars had their strongest following, and coupled with its revolutionary coachwork is a snapshot of this brief period for car manufacturer and carrossier. The car has been a familiar sight on the show circuit in recent years, being displayed at the Greenwich Concours d'Elegance, The Elegance at Hershey, The Concours of America and also here in Florida at the Winter Park Concours, receiving praise wherever it is shown.

When displayed at the Greenwich event, it was there that it was seen by Thomas Hibbard Jr., who stated to the owners that he thought it was a car that they had built for Randolph Hearst, when living on Long Island, something that is not proven, but certainly credible given the status of the car and his location in those days, when

he gained the reputation that inspired F. Scott Fitzgerald's Jay Gatsby character.

Regardless of whether this lead of original ownership can be substantiated, it is known to have a series of higher profile ownerships during its life, once being part of the famed Pacific Auto Rentals Collection in California, when it is likely to have been used for movie work as so many of their cars served the local industry. It later passed to celebrated collector of rail and cars, Richard Kughn, of Detroit, then to Gerald and Scott Manning also of that same city.

The car arrived in the present ownership in 2012, at which point an exhaustive restoration was carried out, the results of which are simply stunning. Tailoring the color scheme to the body moldings, it is finished in polished aluminum and rich burgundy paintwork with a black ostrich

front compartment and grey rear. Accented with exquisite chrome wires shod with whitewalls, the car makes a very striking presentation.

Rarely seen in America, this pinnacle of design and engineering is deserving of the closest inspection and sure to continue to garner accolades.

**\$750,000 - 850,000**



## 194 Ω

### 1936 HORCH 853 ROADSTER

Replica coachwork by Appel Klassiker

Chassis no. 853268

4,494 SOHC Inline 8-Cylinder Engine

Single Carburetor

100bhp at 3,600rpm

5-Speed Manual Transmission

Independent Front Suspension - DeDion Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Exquisite restoration by Appel Klassiker*
- *Elegant and sporty newly constructed coachwork in Special Roadster style*
- *Eligible for many shows and concours events*
- *One of the finest and most luxurious cars of the 1930s*



## THE HORCH 853

One of the founding fathers of the German automobile industry, August Horch was born in Winningen in 1868, and following an technical education at engineering school, worked for a marine engine manufacturer in Leipzig. His next job was managing Karl Benz's motor works at Mannheim, but frustration with his employer's conservative approach prompted Horch to seek financial backing for his own venture. Horch regarded Benz's rear-engined 'horseless carriages' as outdated, and his first automobile of 1900 featured a front-mounted, twin-cylinder engine and shaft-driven rear axle, the first time this latter innovation had been seen in Germany. Larger four and six-cylinder models followed, and Horch became active in the trials and competitions of the day, though ultimately this policy would bring August into conflict with his fellow directors and force his departure in 1909 to found Audi.

In 1923 Horch engaged Paul Daimler, son of Gottlieb, as Chief Engineer, the first car to bear his stamp being the '300'. This was powered by a 3.2-liter, double-overhead-camshaft, straight eight engine, and power units of this type would be favored by Horch throughout the 1920s and 1930s. After Daimler's departure Fritz Fiedler (later of BMW fame) took over, designing a single-overhead-cam straight-eight - the Horch 450 - which was followed by 6-liter V12-powered 600 and 670 models in 1931 and the 3.5-liter V8-engined 830B in 1933.

In 1932 the company became part of the Auto Union together with Audi, DKW and Wanderer. Horch produced a veritable plethora of model variations in the 1930s, ringing the changes on engine capacity, wheelbase and styles of coachwork, but all were aimed squarely at the

prestige end of the market, where Horch was the only serious domestic rival to Mercedes-Benz. Introduced for the 1936 season, the 4.9-liter Type 853 was powered by a Fiedler-designed, SOHC, ten-bearing straight eight mounted in a solidly built chassis boasting overdrive gearbox and servo-assisted hydraulic brakes. A stylish sports cabriolet, the 853/853a was produced up to the outbreak of war, by which time a mere 950 of these exclusive cars had been built.

After WWII, Horch's Zwickau factory ended up on the eastern side of the border where it would eventually be pressed into service manufacturing the utilitarian Trabant - a sad end to a once noble marque that had ranked among the very best.









## THE MOTORCAR OFFERED

Sporting a newly constructed body in Special Roadster style, this elegant and sporty Horch looks stunning from any angle. The car was purchased in Hungary in 2011 by Appel Klassiker (previously operating under Horch Classic). Unfortunately, the original body was lost either during WWII or after, thus has not been possible to tell whether a factory Sportcabriolet or an independently coachbuilt body had been fitted originally. The restoration started in 2011 was completed in 2017, taking thousands of working hours. It was decided to build a replica body in the style of legendary Horch 853 Spezialroadster, of which according to relevant technical literature only seven were built. Appel Klassiker researched in numerous archives (and also private sources) to find original factory photographs.

First the Horch chassis was cleaned, measured and the metal checked for thickness and corrosion. Parts of the frame which showed either too much corrosion or were deemed too thin were replaced and then primed and painted. Next, the wooden body frame was constructed, with lots of trial fittings until the right shape and form had been achieved. Using a laser spirit level, the frame components were then glued together and screwed onto the chassis. Then the individual components of the metal body were fabricated carefully and welded together.

From the start, careful consideration was given to not only achieve perfect harmony between the body color and interior, but also to arrive at a period-correct look for the car. Accordingly, a base color of silver metallic was chosen, which changes under different lighting conditions from pure silver to silver with a slight blue tinge. To emphasize the car's flowing lines, a coach line was applied flowing through the mudguards, bonnet, doors and the rear of the body.







The car's interior was clad in high quality black velour carpet, which was piped in the same red leather as was used for the seats. The leather for the seats itself was chosen for its period-authentic texture, and a great deal of effort went into the Alcantara hood lining. Contrasting edges used at the seats as well as for the cladding emphasize the very sporty look of the car. The dashboard has been covered with fine burl wood veneer that has been lacquered and polished to provide a mirror-like finish and harmonizes beautifully with the interior and exterior colors. All chromed parts were both prepared and re-chromed, or where necessary; newly fabricated and plated.

The original engine, front and rear axles, differential, gearbox and steering were dismantled, measured and overhauled where necessary. The engine was completely dismantled and all parts measured and checked. New bearings were fitted, new pistons installed, and the camshaft and valve gear overhauled. New seals were fitted to the valve guides, and modern radial oil seals fitted to the engine at front and rear. The crankshaft was finely balanced together with the flywheel. Dynamometer tested for some 20 hours and finely adjusted before fitting to the car, the engine is reported to run very smoothly, while a comprehensively overhauled five-speed gearbox enhances the already pleasurable driving experience and helps to keep the engine revs low at cruising speeds.

A new wiring loom has been made and covered with woven cotton to replicate the appearance of the original. It goes without saying that safety-critical components for the steering and hydraulic brakes were renewed also. An additional ignition system is fitted. This extraordinary car is offered with photographic documentation of the restoration, an owner's manual (copy) and a spare parts list (copy).

**\$700,000 - 900,000**



195

## 1995 PORSCHE 911 CARRERA RS 3.8

VIN. WP0ZZZ99ZTS390626

Engine no. 63S86224

3,746cc SOHC Flat 6-Cylinder Engine  
Varioram and Motronic Engine Management  
300bhp 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 28,973 kilometers (18,002 miles) from new*
- *Highly optioned from the factory with the desirable 'Club Sport' spoiler package*
- *Offered with owner's manuals, tools 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 Stuttgart-based Porsche factory in July of 1995, 993 Carrera RS 3.8 #390626 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 and power windows. On the performance end, this RS received the desirable fixed 'Club Sport' 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. The new Porsche was painted Grand Prix White, fitted with partial leather interior and bucket seats, and originally delivered to a Japanese customer via Mizwa Motors, the legendary Porsche agency and importer for Japan at the time. The car remained in

the land of the rising sun until 2016, when it was imported into the US under the 'Show and Display' exemption rule. The desirable, limited-edition Porsche had been preserved very well, and remained in original condition throughout, with the odometer having ticked just over 28,000 kilometers (17,400 miles) since new.

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 Grand Prix White paint appears in largely original condition and the body is straight with proper panel fitment. The desirable 'Club Sport' spoiler option package suits the RS 3.8 tremendously well. Inside, the original interior has also been looked after







with great attention, while the Black/Grey/White leatherette interior on the color-coded sport bucket 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 car's originality. The iconic RS alloy wheels appear unmarked, and the car retains its original matching numbers engine.

With a Certificate of Authenticity from Porsche, the 993 Carrera RS also carries a correct set of manuals, Porsche radio, jack, spare wheel and tool set. The odometer reading of 28,973 kilometers (18,002 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 limited-production, 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. The car is offered on a Texas title.

**\$350,000 - 450,000**



**196****1986.5 PORSCHE 928S**

VIN. WP0JB0922GS861083

4,998cc DOHC 32 Valve V8 Engine  
 Electronic Fuel Injection  
 288bhp  
 5-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Recipient of a Comprehensive mechanical overhaul*
- *Only 33,000 miles*
- *Clean CARFAX and title*
- *Factory Limited Slip & Sport Shock Absorbers*



### THE MOTORCAR OFFERED

Delivered new in the Porsche staple, Guards Red with luxuriously appointed Grey Beige and Chocolate leather interior, this particular example spent 1996 to 2011 sitting inside of a barn. The previous owner to the current one purchased the vehicle in its sedentary state and spent a good deal of time, effort, and money getting the car back into proper running order.

The engine was entirely disassembled and received new head gaskets, timing belt, rod bearings, and valve seals. Powder coating was applied wherever appropriate and zinc chromate was used to re-plate ample amounts of the hardware. Just about every seal or gasket related to the drivetrain has been replaced from the cam covers and intake manifold gaskets to the fuel and oil pumps. The cooling system received new OEM coolant lines, temperature sensors, pipes, thermostat and seals. The radiator remains original but has been rodded and resealed. Electrically, several faulty elements were sorted

to make sure warning lights on the cluster were no longer illuminate. Even after an extensive hibernation, the paint remains in good shape with only minor scratches, nicks, and chips present from road use. An unrestored interior sits in good condition with the leather showing well and no cracks appear on the dash. A stock Blaupunkt stereo can be found installed in the dash. Ordered with as many performance options that were available to check on the order form, the 5 speed manual, limited slip differential, sport shock absorbers and platinum forged alloy wheels makes this a 928 with more serious intentions.

All of the exterior rubber was replaced, along with the chin spoiler and the rear hatch was fitted with new seals to make sure the vehicle is air-tight. The extensive work done to this 928S is far more than can be explained in this brief description, but full documentation of the careful maintenance will be included in the sale. Factory tools, owners manuals, original accessories, history file documenting the car from new, Porsche Certificate of Origin, and a small collection of spares including a wire kit are still present in the car, but some more remarkable materials such as touch up paint, unused tire changing gloves, and air compressor represent just how well this vehicle was cared for.

**\$40,000 - 50,000  
 WITHOUT RESERVE**





## 1958 MERCEDES-BENZ 190SL ROADSTER

- Single family owner for nearly 60 years
- Original European delivery car
- Sympathetically maintained with single repaint
- Iconic sports Mercedes

Chassis no. 121042 8500996  
Engine no. 121010 38208-88

1,897cc Supercharged SOHC 4-Cylinder Engine  
Two Solex Carburetors  
Est. 120bhp at 5,700rpm  
4-Speed Manual Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Drum Brakes



## THE MERCEDES-BENZ 190SL

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

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and many styling cues were borrowed from the 300SL as well, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels.

## THE MOTORCAR OFFERED

Such was the popularity of the Mercedes 190SL that they were looked after and prized long beyond their working lives. While it will never be possible to say that they are rare, there can be very few that can claim to have resided within the same family for all 60 years of their lives, giving this its own form of rarity. The story goes that the car was originally a wedding present between the couple when they married in Germany in 1958 and migrated with them to America.

Through a career of six decades it has been looked after, but never restored. As new the car was finished in black and with its red interior, which in more recent years they chose to repaint to the more iconic Silver scheme we see the car today. At some point in that career the original engine appears to have

been replaced with a contemporary unit. The interior is the original red, which has been conserved/attended to, while the dash and wheel hubs are still to the original black.

**\$100,000 - 125,000**



198

## 1973 PORSCHE 911E 2.4 COUPE

Chassis no. 9113201295

2,341cc SOHC Flat 6-Cylinder Engine  
Bosch Fuel Injection  
165bhp at 6,200rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Recent respray in its original racy Bahia Red
- One of the last of the "Long Nose" 911s
- Desirable end-of-the-run 2.4-liter 911
- Brilliant tour and event car



### THE PORSCHE 911

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

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

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

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911 in 1973.







## THE MOTORCAR OFFERED

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

Completed at the Zuffenhausen Porsche factory in July of 1973, this 911E was equipped for the US market. The 911E's early history remains unclear, but it was part of a prominent, private collection 10-15 years prior to coming into the garage of the current owner. The recipient of an engine rebuilt, receipts document the work completed. More recently, this 911 received a repaint in its original color, Bahia Red, shortly before the auction. Inside, freshly reupholstered, aftermarket sport

seats offer a place of comfort in what is otherwise a largely unchanged and unmodified interior. The correct type Blaupunkt stereo sits in the dash next to the original heating and ventilation controls. Outside, Fuchs wheels round out the package at all four corners.

Today, this 911E, from the end of the final production year of the 'classic' 911, shows beautifully inside and out. With an enticing power band, excellent roadholding, and the pure, unmistakably look of the classic 911, the 2.4-liter cars are among the best ever to come out of Porsche's workshops.

**\$130,000 - 150,000**



199

## 2010 TESLA ROADSTER SPORT

VIN. 5YJRE1A32A1000878

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

- One owner from new
- Fewer than 3000 original miles
- Heavily optioned example
- A sports car that marked the beginning of an era



### THE MOTORCAR OFFERED

This Tesla is a low mileage, one owner from new, top of the line example of the new-for-2010 Roadster Sport. The Sport package, a \$19,500 option on top of the Roadster's \$110,950 base price, was a performance package that included new drivetrain software, a more powerful motor producing an extra 40 electrified ponies, three-position anti-roll bars, suspension with 10 stiffness settings, stickier rubber wrapping forged wheels, and 'Sport' badges on the door sills, sides and the rear end. This Tesla was also specified with the \$9000 carbon fiber exterior package—including a rear wing diffuser, nose splitter, and roll bar all made of the lacquered super-fabric, the \$6000 Executive Leather package with beige leather wrapped door sills and dash board to match the seats, the \$5000 carbon fiber hood, \$3000 electronics upgrade including a better

Bluetooth-optimized stereo with navigation and seven speaker sound system, and \$2000 Radiant Red Metallic paint.

Delivered new to its sole, Massachusetts-based, owner on Tax Day—April 15—2010, it has spent its entire life in the Bay State accumulating a fewer than 3,000 miles in the last nearly eight years. The squeaky-clean CARFAX confirms its low mileage and regular care.

A very similar Tesla Sport Roadster (it has black leather and wheels), fitted with the more recently available Falcon Heavy Rocket option that increases the power to about 5.13 million pounds of thrust, became the first car in orbit and is currently headed toward deep space with Starman at the wheel traveling at many times the speed of sound.

While this example isn't quite as quick, don't panic, because it'll still get to 60mph in under four seconds.

Store the roof for some swift, open air motoring. While you might not see many others like it, you can rest assured that there's a starman waiting in the sky in a car just like yours.

**\$50,000 - 70,000**





## 1996 DODGE VIPER GTS

VIN. 1B3ER69E5TV201107

488ci OHV V-10 Engine

Electronic Fuel Injection

450bhp at 4,600rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One owner from new
- Well preserved
- Classic Viper GTS blue with white stripes
- First Production year of the 2nd generation Viper



## THE DODGE VIPER

1996 marked a great leap forward in the evolution of America's unbridled super car. The GTS model featured all new closed coupe bodywork. The double bubble roof and fastback design greatly called back to the sports cars of the past and all together completed an attractive, yet aggressive package. Beyond the updated exterior, it was a top to bottom re-engineering of the mechanicals. Less than 10% of the components were carried over from the RT/10 roadster, with some of the highlights including an uprated motor to 450hp, aluminum suspension components, greatly increased structural rigidity and a 60lbs decrease in weight over the previous model. This allowed for even more impressive performance figures in both handling, acceleration, and top speed thanks to an improved aerodynamic efficiency.

Perhaps the most important developments provided by the fixed roof was a dramatic increase in usability and creature comforts. The addition of power windows, door locks, and air conditioning all contributed to fleshing out the Viper as more of an actual car rather than a weekend toy. The introduction of airbags provided more piece of mind to occupants as well. Overall, the second-generation Viper retains many of the best qualities from the first but improved on nearly every other metric.

## THE MOTORCAR OFFERED

The Viper GTS presented here is a wonderful one owner vehicle from new originally purchased in the grand state of Illinois in the winter months of 1997. The car was finished assembly at factory in December of 1996 and was finished the classic Viper GTS Blue with white stripes over a black leather interior. Over the one owner's 20 years of ownership, 2,978 have rolled under the vehicle's wide tires. With the apparent low mileage, the vehicle presents well, only showing minor signs of wear inside and out. These early Vipers offer both handsome looks and one the most exhilarating driving experiences one can find in a street legal road car. These are truly one of the great modern American collectibles.

**\$35,000 - 50,000  
WITHOUT RESERVE**



201

## 1978 TOYOTA LAND CRUISER HJ-45 LONG-BED PICKUP

Chassis no. HJ45-022928

3,576cc OHV Inline 6-cylinder Diesel Engine  
 Direct Fuel Injection  
 95bhp at 3,600rpm  
 4-speed manual transmission  
 4-wheel leaf spring suspension  
 Four-wheel hydraulic drum brakes

- *Restored to perfection by Legacy Overland*
- *Attractive Toyota color scheme with full leather interior*
- *Long-Bed pickup body for maximum utility*
- *Equipped with modern refinements*



## 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 after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars.

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

## THE MOTORCAR OFFERED

The FJ40 offered here hails from the respected workshop of Legacy Overland. As with every other vehicle they lay their skilled hands on, no detail was overlooked bringing this classic off roader back to its former glory. Beginning with a full strip to bare metal and media blasting, the chassis was fully restored along with the entire suite of running gear. Inside the interior received weathered full grain saddle leather with black piping for a luxurious but robust touch. The body has been finished in the classic Toyota 6H9 "Grayish Green" color, further adding to the stylish utility of the vehicle. In addition, more modern updates were applied in the form of LED headlights, a 2" suspension lift, aggressive beadlock wheels, and most importantly, a modern stereo system.

Offering a more unique experience than your basic FJ40, this model is finished with the long-bed pickup truck body for the best in both overland capabilities and hauling. In order to ensure the work can be accomplished with little fuss, an inline 6-cylinder diesel with ample torque is present to provide plenty of power to all four wheels. A timeless classic, the FJ40 has endured as one of the most steadfast vehicles to ever be put into production, and with the work and care done to this particular vehicle, now is the time to pick up a superlative example.

**\$65,000 - 85,000**  
**WITHOUT RESERVE**





## 1984 LAND ROVER DEFENDER 110 PICKUP

VIN. SALLDHAV2AA214347

Engine no. 37A0034C

3,532cc OHV V8

Single 4-Barrel Holley Carburetor (see text)

113bhp at 4,000rpm

4-Speed Manual Transmission

Live Axle Suspension

Front Disc and Rear Drum Brakes

Without Reserve

- *Iconic off-road vehicle*
- *Nicely restored*
- *Tidy example in fine running condition*
- *Desirable long wheelbase variant*



## THE MOTORCAR OFFERED

A rarer sight west of the Atlantic Ocean than in the UK, Europe and beyond, this 110-inch wheelbase Defender is an archetypal example of the model. An original left-hand drive vehicle, it benefits from being among the early coil sprung Landys, a big upgrade from the old leaf springs. This lovely seafoam green and white 110 has the rare, two-door pickup body fitted on its long wheel base frame. Recently owned by the CEO of a Swiss watchmaker, it was under his ownership that the truck was restored to its current condition. Its cabin is spartanly equipped with two seats in black Exmoor leather with a correct mohair headliner above and rubber floor mats below.

The full length of the bed is covered with a canvas roof, or 'tilt' to use the colloquial term for these vehicles, that has plastic windows and roll up sides. The metal frame is easily removable should the open use of the diamond plate lined bed be required.

While restored to largely original condition, some slight modifications have been made to improve the driving experience. Chief among the changes was the installation of a Holley carburetor in place of the twin SUs that used to feed the engine. Inside, a tachometer has replaced the voltmeter while a period correct radio with a cassette deck hides an AUX jack for usage with smart phones.

Nicely maintained and cared for, the Rover is reported to run and drive well. Complete with its original owner's manual, this Landy is absolutely perfect for 'tooling around' and getting you out of situations most trucks could not have gotten you into in the first place.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**



203

## 1963 MORRIS MINOR 1000 TRAVELER

Chassis no. MAW3RD1036385

Engine no. 332944

1,098cc OHV Inline 4-Cylinder Engine

SU Carburetor

48bhp at 5,100rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Rare Traveler Estate version of the iconic Morris Minor*
- *Beautifully restored throughout in charming livery*
- *Excellent vehicle for the Ranch or Beach property*
- *Ingenious Alec Issigonis design*



## THE MORRIS MINOR

The postwar Morris Minor, one of Alec Issigonis's first masterpieces, became nearly as iconic during its 23 years of production as its ostensible successor and sister icon, the Mini. Released in 1948, it used unitary construction and torsion bar front suspension, although some other novel features, like a flat four engine, never reached production. Exports to the United States began in 1949, which required raising the headlamps from their position in the grille in order to meet local codes. This change was soon adopted across the board. Initially the line included both two- and four-door saloons, and a jaunty little tourer which commanded about a third of the market.

After Morris merged with Austin to form the British Motor Corporation, a Series II Minor

Austin A-series engine from the A30. A Traveler estate car, a van, and a pickup were introduced at this time. These were built on a separate chassis frame and heavy-duty suspension to cope with heavier loads, with telescopic rear dampers, stiffer rear leaf springs and lower-ratio differentials. The Traveler had an external structural frame of varnished ash while the panel van was of all steel construction. When the engine was enlarged to 948 cc in 1956, the name "Morris 1000" was adopted, along with a one-piece windshield replacing the split screen of earlier cars.

## MOTORCAR OFFERED

This charming little right-hand drive Morris Minor 1000 Traveler has been restored to a very high standard and is finished in a lovely Dove Grey exterior color, with neatly contrasting Old English White painted grill and wheels. The interior has been upholstered in saddle tan/cream and presents equally well. Chrome and bright work has received similar professional attention – all in all the Traveler presents beautifully throughout. The Morris is great fun to drive, never failing to attract a crowd and yet is utterly practical. As an eye-catching support vehicle at historic race meetings, or even a potential entry at various car shows and Concours d'Elegance events, this Traveler finds utility in all scenarios.

**\$20,000 - 25,000**  
**WITHOUT RESERVE**





- #38 of 72 Competition Sport Racing Corvettes built
- One of just 20 supplied as Z06s and 10 in black
- 40 miles from new
- A showroom fresh, nearly nine year old car

## 2009 CHEVROLET CORVETTE Z06 COMPETITION SPORT EDITION

VIN. 1G1YZ25E395114480

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

For Corvette enthusiasts, 'Z06' has always carried a special allure. Originally the package one got if they were destined for the track in their C2 Corvette, it took a long sabbatical from the option list before return as the hottest version of the C5 Corvette as a hardtop-only model that was both the lightest and most powerful in the lineup. With the C6, the Z06 returned as the lightest and most powerful version of the newest 'Vette it also brought the 7-liter V8 back into the fold—a displacement that had been missing from the Corvette lineup for over three decades.

For 2009, Chevy unveiled the ZR-1—a monster of a machine with 145 extra, supercharged ponies. But in keeping with the ethos of the Z06, they brought out a new Competition Sport package (RPO CSC) for the purist enthusiast who wanted channel the track driving experience. The rare package featured Competition Gray stripes with matching headlight buckers and aluminum wheels, an Ebony leather interior with titanium embroidery, Corvette racing pedals from GCA, a special engine cover, Corvette Racing 'Jake' and CSR logos applied to the B-pillars and embroidered on the headrests and center armrest, as well as a racing-style roundel number featuring the edition number of the car that could be installed by the owner. Available on either standard or Z06 models, only 72 Competition Sport Package Corvettes were ordered.

This car is one of only 20 Z06s produced with the Competition Sport package and of that one of just 10 in black. The 38th of 72 CSR Corvettes built, it was delivered new to Marc Heitz Chevrolet in July of 2009 with 8 delivery miles. In the ensuing eight and a half years, only 32 additional miles have been covered by this nearly brand-new 'Vette. Showing only 40 miles on the clock at the time of cataloging, the car is as close to showroom fresh as one can get—even down to the window sticker still gracing the windshield.

**\$50,000 - 65,000  
WITHOUT RESERVE**



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## PHOTOGRAPHY CREDITS

### MOTORING PHOTOGRAPHER PAWEL LITWINSKI

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 period and particular qualities of each car that he shoots. [www.litwinski.com](http://www.litwinski.com)

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Josh Clason:	127, 128, 129
Jeremy Cliff:	115, 190
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# CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA

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

## 1. DEFINITIONS

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

1.1 'Auctioneer' means the representative of Bonhams conducting the auction.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means 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 Fernandina Beach Golf Club, Fernandina Beach, Florida, on Thursday, March 8, 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

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

## 5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

## 6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

## 7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

## 8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property:

If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-FIVE PERCENT (25%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above Two Hundred and Fifty Thousand Dollars (\$250,000) up to and including Four Million Dollars (\$4,000,000), and TWELVE AND A HALF PERCENT (12.5%) on any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 No Buyer's Premium for Lots Being Sold to Benefit Micah's Place:

No buyer's premium will apply to any Lot (Lot Nos. 32 – 36) being sold to benefit the charitable organization Micah's Place.

## 9. CONTRACT OF SALE

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

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

## 10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon local Eastern Time on Saturday, March 10, 2018. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment.



# CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA

A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

## 11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

## 12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

## 13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation

and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

## 14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

## 15. NON - PAYMENT OF PURCHASE PRICE

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

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

## CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA (CONTINUED)

to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;  
(ii) the arbitration shall be conducted in New York City, New York; and  
(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows:

(I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor;

(II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

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

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

signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

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

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

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

18.7 Time is of the essence of this agreement.

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

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

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR

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

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



# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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

**General Notice:** This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

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

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

**Notice to online bidders:** If you have forgotten your username and password for [www.bonhams.com](http://www.bonhams.com), please contact Client Services.

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

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

Bonhams Client Services Department  
580 Madison Avenue  
New York, NY 10022  
Tel +1 (800) 223 2854  
Fax +1 (212) 644 9009  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

# Bonhams

Sale title: The Amelia Island Auction	Sale date: Thursday March 8, 2018
Sale no. 24809	Sale venue: Fernandina Beach, Florida
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

Shipping	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm March 10 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

**Please note that all telephone calls are recorded.**

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

**You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.**

\* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

By signing this form you agree that you have read and understand our conditions of sale and shall be legally bound by them, and you agree to pay the buyer's premium, any applicable taxes, and any other charges mentioned in the buyer's INFORMATION or conditions of sale. This affects your legal rights.	
Your signature:	Date:

## Sample Bank Letter Of REFERENCE

### **BANK LETTERHEAD**

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Amelia Island on March 8, 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' Amelia Island Auction on March 8, 2018.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder.  
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FURTHER ENTRIES INVITED



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### ENQUIRIES

Mark Osborne (USA)

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mark.osborne@bonhams.com

Philip Kantor (Europe)

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philip.kantor@bonhams.com



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**1993 MCLAREN-FORD MP4-8A FORMULA 1 RACING SINGLE-SEATER**  
Chassis no. 6



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*An invitation to consign*



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# GOODWOOD FESTIVAL OF SPEED SALE

Bonhams is delighted to announce the 25th annual auction at the world-renowned Goodwood Festival of Speed.

Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and this year will continue that tradition with this magnificent Alfa Romeo Tipo B Monoposto.

Further entries are now invited, to consign your motor car please contact the department.

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## Important Collectors' Motor Cars and Automobilia

Friday July 13, 2018  
Chichester, Sussex

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*The ex-Richard Shuttleworth, Henry Wessells,  
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### **1934 ALFA ROMEO TIPO B MONOPOSTO**

Chassis no. 5007







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# GOODWOOD FESTIVAL OF SPEED SALE

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**1961 ASTON MARTIN DB4GT ZAGATO**

Chassis no. DB4GT/0183/R







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**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

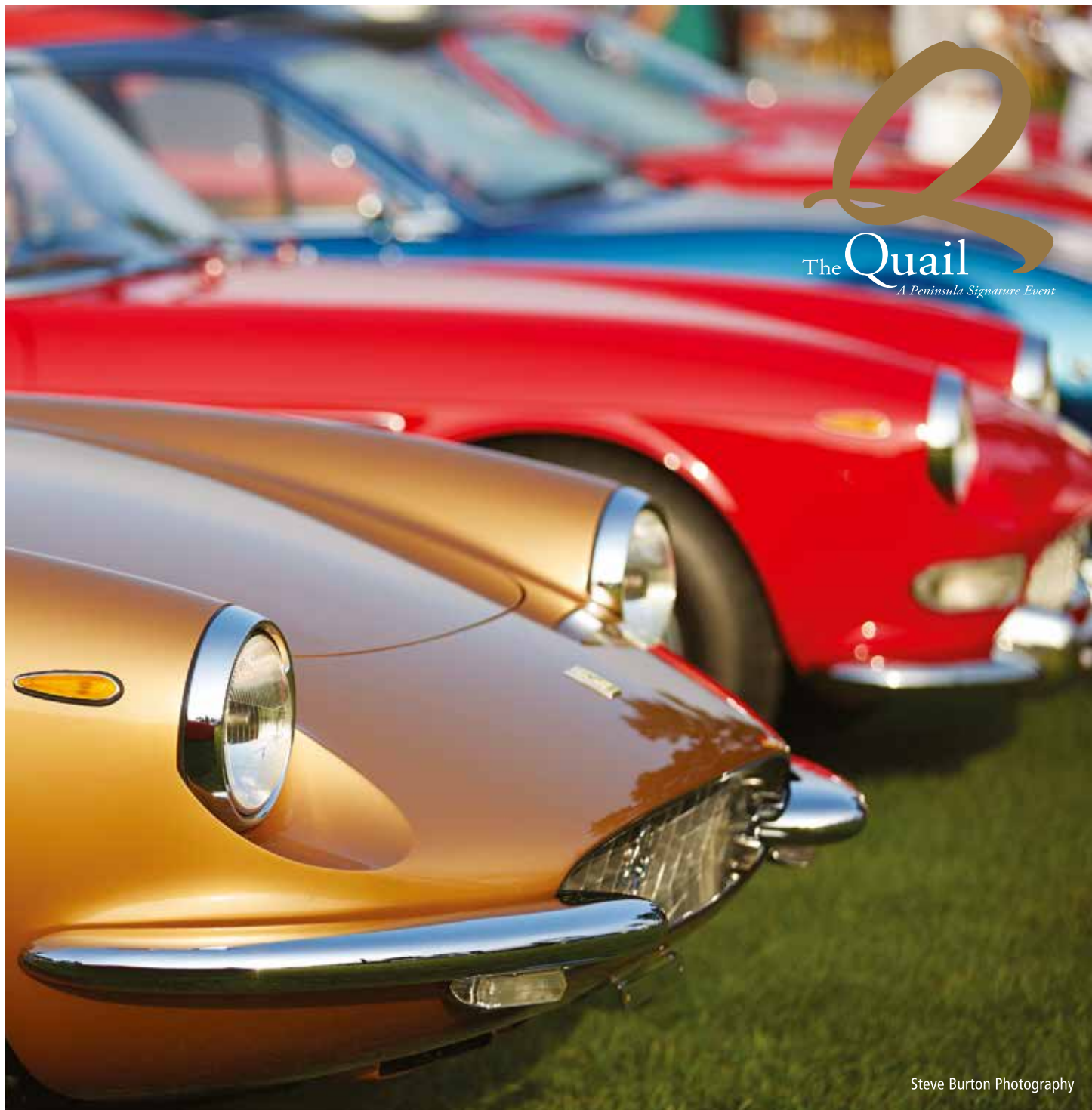


1995 McLAREN F1  
Sold for \$15,620,000

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Monday October 8, 2018  
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Consignments now invited

**1913 ROLLS-ROYCE 40/50HP SILVER GHOST  
'LONDON-TO-EDINBURGH' SPORTS TOURER**

Sold Simeone 2017, sold for \$1,001,000 inc. premium



**1963 CHEVROLET CORVETTE 327/360HP ROADSTER**

Sold Simeone 2017, sold for \$89,100 inc. premium



**1937 MERCEDES-BENZ 230N ROADSTER**

Sold Simeone 2017, sold for \$149,600 inc. premium

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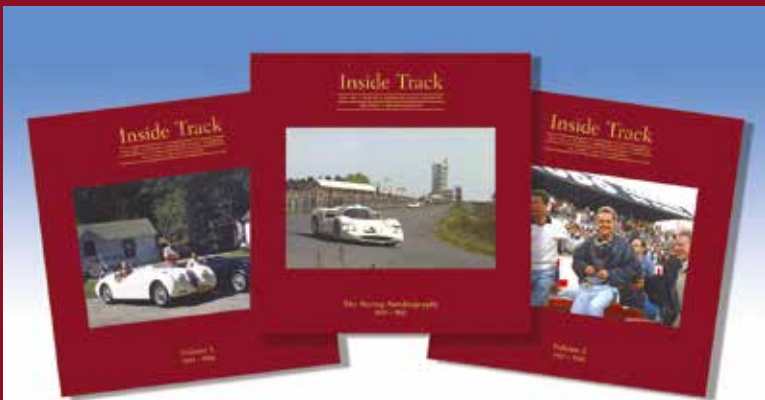
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LOT 130 1950 DELAHAYE 135M CABRIOLET



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83 1793

**Bonhams**

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