

Bonhams



THE
AMELIA ISLAND
AUCTION

Fernandina Beach, Florida | March 7, 2019



LOT 278 - 1968-69 3-LITER REPCO BRABHAM-COSWORTH BT26/BT26A





LOT 284 - 1906 STEVENS-DURYEA MODEL
U 5-PASSENGER TOURING

LOT 285 - 1913 STUTZ MODEL A BEARCAT
TOURING CAR

LOT 287 - 1911 STODDARD-DAYTON MODEL 11A
FIVE PASSENGER TOURING

LOT 286 - 1930 CORD L-29 CONVERTIBLE SEDAN

March 7, 2019
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

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 6, 9am to 7pm
Thursday March 7, 9am to 11am

AUCTION

Thursday March 7, 2019
Automobilia: Approx. 12pm directly following
The Don C. Boulton Automobilia Collection
Motorcars: 1pm

AUCTION NUMBER: 25219

Automobilia and Charity Lots 183 - 190
Motorcars Lots 201 - 309

ADMISSION TO PREVIEW AND AUCTION

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

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BIDS

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+1 (212) 644 9009 (fax)

From March 4 to March 9, 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

Please see pages 4 to 5 and 176 to 181 for
bidder information including conditions of sale,
after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 240

BACK COVER

Lot 225

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
Thursday March 7 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 set, allows two people entry
- **\$30:** Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

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

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

BUYER'S PREMIUM, TAXES & 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 186 through 190, 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 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 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.

In addition, purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Arizona sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington State, Washington DC, Wisconsin and Wyoming. 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 9.

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 4 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.

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 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

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 9. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft). 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 7. We will be open on Friday March 8 from 8.30am until 5pm, and again on Saturday March 9 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday March 9; therefore any payment and collection appointments will begin no later than 11am. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Saturday March 9. 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 9. 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 will be removed to a storage facility by Long's Crating & Logistics Inc. for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 12pm on Saturday March 9 until Friday March 15 at 9am. Automobilia lot removal and storage charges will be assigned by Long's Crating depending on volume, size and fragility.

For Automobilia shipping quotes, uplift, storage and transport quotes, please contact Chris Long with Long's Crating & Logistics Inc. at +1 (702) 748 4973 or at longscrating@gmail.com. Chris will also be on site on March 7 to 9 to assist buyers.

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 9.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday March 9, 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

INTERNATIONAL MOTORCAR TRANSPORT

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

INTERNATIONAL MOTORCAR TRANSPORT

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

Bonhams 5th annual Amelia Island Auction once again brings together collectible automobiles of all ages.

We are particularly honored to offer the collection of famed Oklahoma Brass Era aficionado Don C. Boulton, who as evidenced, assembled one of the finest and most beautifully restored groups of cars of this genre, with all of the major marques and names of the day covered from Mercer to Simplex, and with examples of each of the famed three 'P's, Packard, Peerless, Pierce-Arrow. Complementing those cars are selections from three other brass collections, including the first model to wear the Thomas 'Flyer' moniker.

Succeeding the teens, progression of the motorcar is displayed from the Twenties to the modern day, with technical and design

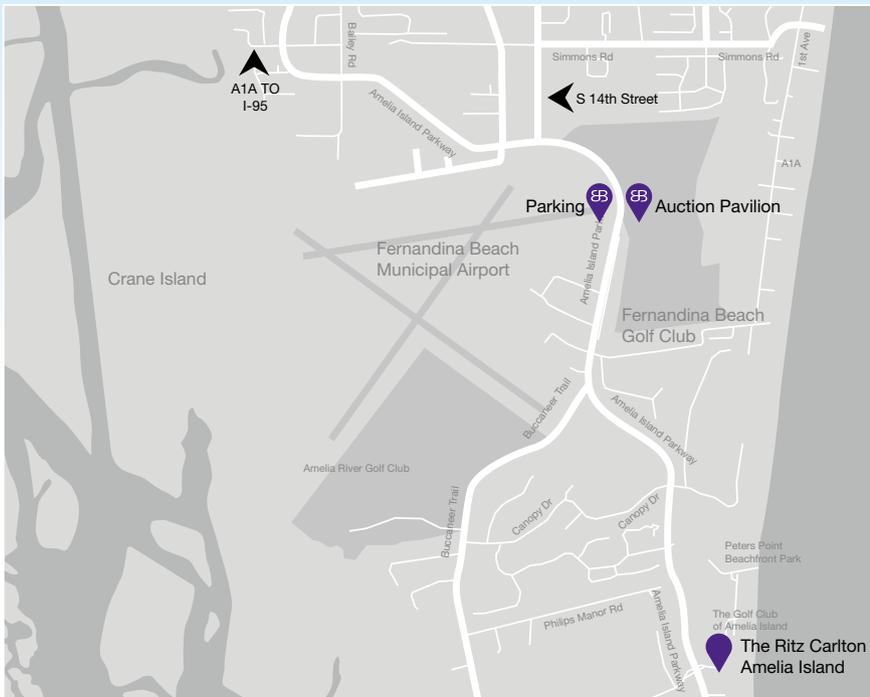
marvels such as the Cadillac V16 Roadster, Cord's L29 and Veritas Scorpion. Sporting cars of each famed nation feature, from Shelby's Cobra to Nissan's Skyline and from Ferrari to Porsche. And from the track come the successful Brabham BT26 Formula One Single Seater, Cooper Climax Bobtail and modern Swift/Ford Cosworth.

All in all it is a selection that mirrors the variety that will be seen at Bill Warner and his team's 24th Amelia Island Concours d'Elegance field on Sunday.

At the same time, highlights of the upcoming Tupelo Automobile Museum auction will be on display in the Bonhams Auction preview.

We wish bidders every success in securing the car of their dreams and remain at your service to assist.

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 Thursday March 7 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 6
5pm to 7pm

An Auction Day Brunch

Thursday March 7
9.30am to 11.30am.

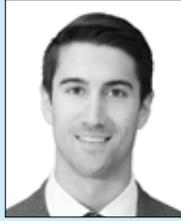
THE BONHAMS PAVILION
Fernandina Beach Golf Club

Bonhams Motoring International Specialist Team

West Coast USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Craig Mallery



Derek Boycks

East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



John Neville



Greg Porter



Tim Parker

Administration & Support



Gordan Mandich



Gregory Coe



Stanley Tam



Jared Zaugg

United Kingdom



Malcolm Barber



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams



James Knight

Europe



Philip Kantor



Gregory Tuytens



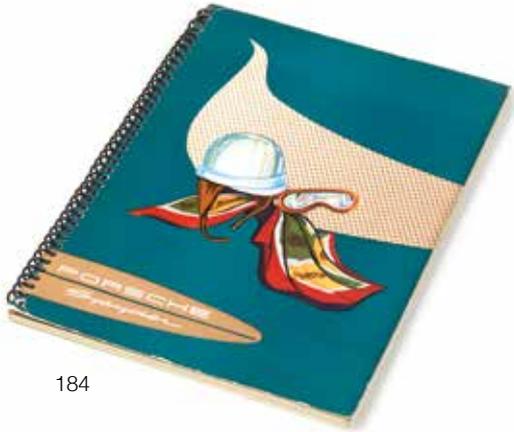
Paul Gaucher



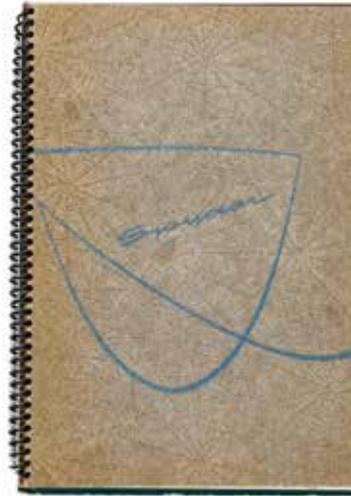
Gregor Wenner

AUTOMOBILIA AND CHARITY LOTS

The following lots 184 to 190 will be sold directly after the Don C. Boulton Collection of Automobilia lots 1 to 183 in the accompanying catalog.



184



184 OWNER'S MANUAL FOR A PORSCHE 550/1500 RS

Rare owner's manual used from approx. 1953-1956. Accompanied by an original press photo with Porsche Werkphoto stamping on the back. Ring binding is in great shape as are the pages. All pages present, English text.

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



184

185 Ω 1977 ITALY CAR FERRARI 312T2 FORMULA 1 CHILD'S CAR

- Built to commemorate Niki Lauda's 1976 Ferrari Formula 1 car
- 1:2 scale replica
- Built in Italy
- One of only approximately seven produced

Built to commemorate Niki Lauda's 1976 Ferrari 312T2 Formula 1 Grand Prix car, this 1:2 scale replica is one of a tiny handful of these children's cars produced. The first was built by Italy Car of Bologna for the proprietor's daughter. It is reported that he got Ferrari's main suppliers to supply 1:2 scale versions of the items supplied to the Formula 1 team: from Momo for the steering wheel to Goodyear for the tyres. The first example finished was shown at the Bologna Motor Show, and it is believed that Niki Lauda ordered one for his son. It is believed that no more than five of the first batch had been completed before the parent company filed for bankruptcy. Pony Car, again from Bologna, acquired the remaining parts and chassis, but they finished only two more examples, as production was too costly.

The car offered here is from the original batch of five. The engine is a BCC two-stroke unit, which was serviced last year, while the electrical system is all working, with a rear light as per the original Ferrari 312T2. Other noteworthy features include a two-speeds-plus-reverse gearbox, independent suspension all round, hydraulic disc brakes, alloy wheels, slick tyres, seat belts, and an engine start button on the Momo steering wheel. The attention to detail is simply astonishing.

A super rare find and perfect for the young aspiring racing driver, this miniature Ferrari would equally be suitable as a collector's item to adorn the garage or office.

**\$40,000 - 50,000
WITHOUT RESERVE**



Proceeds for lots 186 to 190 will go directly to Micah's Place. For the fifth 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. Bonhams will not be charging Buyers Premium for lots 186 to 190.

186
TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2019

In its seventeenth year, The Quail Motorsports Gathering is an exclusive and award winning, car collector event held on Friday August 16, 2019 from 10am to 4pm at Quail Lodge & Golf Club in Carmel Valley, California. Bonhams annual Quail Lodge Auction of motorcars is just a shuttle drive away, also on the grounds of Quail Lodge.

The Quail Motorsports Gathering takes excellent care of its guests and sponsors with lifestyle and culinary attractions in addition to the vast display of entrant vehicles. This year's entrant themes are Pre and Post-War Sports and Racing, Supercars, The Great Ferraris, Custom Coachwork and Sports and Racing Motorcycles.

This is a coveted event with a reputation that will not disappoint. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 16th with Quail Lodge and Bonhams.

\$1,100 - 1,500
WITHOUT RESERVE

187
TWO ENTRY TICKETS TO A DAY OF THE SONOMA SPEED FESTIVAL, HISTORIC CAR RACES

This lot includes two entry tickets to a day of the Sonoma Speed Festival at Sonoma Raceway in Northern California's famous Wine Country, along with a Driver's Club lunch and guided paddock walkabout with Mark Osborne, Bonhams' Global Director of Motorsports. The 2019 dates to choose from are Friday May 31, Saturday June 1 or Sunday June 2. This year's events will be celebrating Sonoma Raceway's 50th Anniversary with plenty of racing excitement featuring ten specific racing groups, including Ferrari 250 GTs, Ferrari 250 Testarossas, Maserati 300Ss and Maserati Tipo 61 Birdcages. Please join us for an exhilarating event that will not disappoint!

\$1,200 - 1,600
WITHOUT RESERVE

188
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 49 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
WITHOUT RESERVE

189
TWO ENTRY TICKETS AND DRIVERS' 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 2019 dates are Saturday August 10 and Sunday August 11. 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
WITHOUT RESERVE

190
TWO VIP EVENT TICKETS TO A DAY OF THE GOODWOOD REVIVAL 2019

This annual event, held on September 13 - 15 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 2019 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
WITHOUT RESERVE



186



187



188



189



190



Motorcars

March 7, 2019 at 1pm
Lots 201 - 309

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





201.**2006 MERCEDES-BENZ SL500**

VIN. WDBSK75F56F107641

5,000cc SOHC 24-Valve V8 Engine
 Electronic Fuel Injection
 302bhp at 5,600rpm
 7-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Fewer than 24,100 miles from new and clean presentation throughout
- Presented in the elegant factory livery of Silver Metallic over Beige leather
- High-quality, Mercedes-Benz retractable hardtop/convertible
- Equipped with a long list of creature comforts
- Offered with extensive maintenance and service records

**THE MERCEDES-BENZ SL**

Introduced in 1954, the Mercedes-Benz SL-Class represents the legendary marques Grand Touring car with sporting characteristics. The SL designation derives from the German Sportlich-Leicht, or Sporty and Lightweight in English. The original idea was suggested by American importer Max Hoffman, who perceived a market for a toned-down Gran Prix car tailored to affluent performance enthusiasts in the booming post-war North American market which remains the primary market for the vehicles today. The SL designation was first applied to the 300SL Gullwing and later Roadster, now and immortal and highly-collectible classic.

The fifth generation Mercedes-Benz SL was introduced in 2001 and remained in production until 2008. This all-new SL was referred to by the internal model code R230,

and featured a clever and well-engineered retractable hardtop, marketed as the Vario Roof. Powered by an all-aluminum, 24-valve, 5.0-liter V8 engine, the SL500 became a popular sight at posh parts of the world, from Dubai to Saint-Tropez. Featuring exceptional built-quality and sprite performance, these luxurious Grand Tourers share many design cues from the long line of SL Mercedes-Benz motorcars.

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz factory during May of 2005, this exceptional SL500 was delivered new to the U.S. market as a 2006 model-year car. Generously optioned and equipped with the ingenious retractable hardtop, this SL was finished as it appears today, in the classy Silver Metallic over a beige and grey interior. The new Mercedes-Benz SL500 was sold to its first owner in the Rancho Santa Fe area, near San Diego, California. According to the CARFAX report, the Mercedes-Benz remained in California until at least 2016. Today, this fine Mercedes-Benz presents in extraordinary condition with quality finishes throughout, and fewer than 24,100 miles on the odometer. The SL highly optioned and finished in a color very suitable for the luxurious Mercedes-Benz.

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



202.**1995 JAGUAR XJS 4.0 CONVERTIBLE**

VIN. SAJNX2741SC199052

3,980cc DOHC Inline 6-Cylinder Engine
 Electronic Fuel Injection
 229bhp at 5,500rpm
 4-Speed Automatic Transmission
 4-Wheel Disc Brakes
 4-Wheel Independent Suspension

Without Reserve

- *Fine presentation of the end-of-the-run XJS Convertible*
- *Recently serviced by Jaguar specialist*
- *Elegant and noble color combination*
- *Offered with owner's manuals and CARFAX report*

**THE JAGUAR XJS**

Conceived as a comfortable and long-legged grand tourer, rather than an out-and-out sports car like the preceding E-Type, the XJS made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJS debuted as a V12-powered coupe, 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. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style Cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full Convertible became available.

Jaguar's first response to demands for an open-top XJS was somewhat conservative in engineering terms. The XJS 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 bodysells 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 Coupe and conventional Convertible models lasted until the end of XJS production in 1996.

THE MOTORCAR OFFERED

This beautiful XJS Convertible was completed at the Coventry-based Jaguar works in December of 1994, as a 1995 model-year car. The new Drophead Jaguar was fitted with the 4.0-Liter inline six engine and destined for the US market. The CARFAX report on file keeps good track of the miles up to this day and lists many service and maintenance visits too. Most recently, the XJS was serviced by an experienced Jaguar technician in the Atlanta, GA area, where new Michelin tires were fitted. Showing less than 48,000 miles on the odometer, the refined and understated looks of this open tourer are sure to continue to gain collectability and offer an effortless cruising experience for decades to come.

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



203.**1964 VOLVO P1800S COUPE**

Chassis no. 6802

1,782cc OHV 4-Cylinder Engine
 2 SU Carburetors
 108bhp at 5,800 rpm
 4-Speed Manual Transmission
 Front Disc - Rear Drum Brakes

- *Lovely example of the classic Volvo Sports Coupe*
- *Desirable early S model constructed in Sweden*
- *Lovely classic livery of Pearl White over Red*
- *Sir Roger Moore would approve*
- *Recent mechanical service and refurbishments completed*

**THE VOLVO P1800**

Introduced in 1960 and popularized by The Saint television series, Volvo's pretty P1800 Sports Coupe, although no hairy-chested tire-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963, and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,782cc form. Breathing through twin SU carburetors, this unit produced 100bhp, an output sufficient to propel the solidly built Coupe to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, while all versions came with servo-assisted front disc brakes.

The introduction of the successor P1800S in 1963 - S for Sweden where the car was now produced - saw improved quality control, and horsepower output upped to 108bhp. Fuel injection was standardized in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes arriving at the same time. By the end of the 1960s, the model was beginning to look dated but the introduction of the Reliant GTE-influenced P1800ES sports estate extended its lease of life into the early 1970s.

THE MOTORCAR OFFERED

This lovely P1800S Coupe was constructed at the improved, Göteborg-based Volvo plant during the Summer of 1963, and therefore bears the 'S' designation. The car's chassis data plate further reveals that the new P1800S had been built for the U.S. market equipped with a 4-speed manual gearbox and a left-hand drive steering arrangement. Just as seen on the car today, Color code 79, for Pearl White, was further optioned. Cosmetic and mechanical refurbishing work has been performed over the years, and chrome wire wheels have been fitted, giving the elegant Volvo and even sportier look. Inside, one is greeted by the stunning red interior and lovely early-type turquoise dials in the dashboard. This is indeed a fine example of the iconic P1800.

\$70,000 - 90,000
WITHOUT RESERVE



204.

1961 FIAT OSCA 1500S SPIDER
Coachwork by Pinin Farina

Chassis no. 118S 006560
Engine no. 118.000 002763

1,491cc DOHC Inline 4-Cylinder Engine
Twin Weber Carburetors
75bhp at 5,800 RPM
4-Speed Manual Gearbox
4-Wheel Disk Brakes

Without Reserve

- *Attractive Pinin Farina design*
- *Beautifully presented color combination*
- *Peppy twin-cam engine derived from competition*
- *Eligible for many touring events*



THE FIAT OSCA

After WW2 the three surviving Maserati brothers founded Officine Specializzate per la Costruzione Automobili Fratelli Maserati - OSCA for short - to build limited edition competition cars. OSCA was a tiny company, never making more than 30 cars in a single year, all of which were intended for racing.

Its first offering, introduced in 1948, was the MT4 (Maserati Tipo 4), a small siluro powered by a 1,092cc overhead-camshaft engine, which was immediately successful in the hands of Luigi Villorresi. Enlarged in stages up to 1,491cc and given a twin-cam cylinder head, the OSCA engine was later taken up by FIAT, for whom it was 'productionised' by ex-Ferrari designer, Aurelio Lampredi. At the same time as its twin-cam engine was powering FIAT's range-topping sports cars, OSCA began producing its own GT cars,

reversing the policy that had prompted the brothers to leave Maserati. In 1962 the engine was enlarged to 1,568cc for the otherwise virtually identical 1600S model. Power went up to 100bhp and the top speed to 175 km/h.

THE MOTORCAR OFFERED

The known history of this lovely, diminutive roadster begins in Miami, Florida where it is believed to have been imported. After some time, the vehicle entered an estate sale and was subsequently purchased by Mark Motors of Ottawa Canada and would remain under their care for two separate spells over the next two decades. The interim ownership period was a moment of fate. A son of one of the previous owners recognized his father's car and quickly bought it to be restored. As time went on, circumstances required him to sell the vehicle back to the dealer from which it was acquired.

As it stands today, the vehicle presents in wonderful condition with lustrous chrome, shining paint, and tight panel fitment. With its peppy dual cam motor and delightful Italo styling, this Fiat will surely provide miles of smiles and the attention of passersby.

\$50,000 - 80,000
WITHOUT RESERVE



205.**1985 TOYOTA FJ40**

Chassis no. FJ40-940286

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

- *Exquisite frame off nut-and-bolt restoration by marque experts*
- *Finished in striking and desirable livery*
- *Exceedingly rare 1985 model year*
- *Iconic 4-Wheeler of impressive quality*

**THE MOTORCAR OFFERED**

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. 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 and developed a devoted following among America's off-road culture.

Offered here is a rarely seen and extremely desirable final model year (1985), left-hand drive example of the FJ40 'hard door' 'soft top'. 1985 model years were only available to a select few countries in very limited numbers. After acquiring the vehicle from the original owner, the marque specialists at House of Cruisers found the highly original and

unmolested truck worthy of a full frame-off, rotisserie nut-and-bolt restoration. From bumper to bumper, every aspect of the truck was meticulously brought back to better than new condition.

The exterior was brought down to bare metal and refinished in Toyota's desirable shade of Heath Gray. Mechanically, the original 2f engine was fully restored to the original specifications and received an OEM clutch, OEM power steering system, factory exhaust system, and the OEM axels were fully serviced and re-sealed. The truck rides on a new Old Man Emu suspension and OEM wheels and hubcaps wrapped in new BF Goodrich rubber. Fully rebuilt front disc and rear drum brakes keep everything in check. In the rare event that you should need assistance navigating rough terrain, the front bumper is

fitted with a new 8274 Warn winch. Inside, the rugged interior received new brown upholstery, custom-made floor mats, and a new Nostalgic AC unit + heater. The OEM roll bar and new replica soft top keep the beautifully finished interior and its occupants safe in all conditions. The combination of the air-conditioning, heater, soft-top, and hard doors allows for driver comfort in all weather scenarios.

With room for plenty of friends to hit the road or trail, this sought after final model year, 1985 FJ40 soft top, restored with no expense spared by one of the most respected marque experts in the business, is a top example of the vintage Toyota Land Cruiser that would be the envy of the crowd at any show or off-road event.

\$60,000 - 80,000
WITHOUT RESERVE



206.

1974 VOLKSWAGEN TYPE 181 – BEACH THING

Chassis no. 184252287

1,584cc Air-Cooled OHV Flat 4-Cylinder Engine
Single Solex 34 PICT 3 Carburetor
46bhp at 4,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

Without Reserve

- Fresh restoration completed in December of last year
- Beach-ready interior trim
- Reliable, Beetle underpinnings
- Nary a more perfect summer ride exists



THE TYPE 181 – THE THING

Volkswagen’s “Thing” had its roots in a military project. Based on the mechanicals of the Type 1 Beetle, it used a Karmann Ghia floorpan and 1,500 and 1,600 cc versions of the familiar air-cooled flat four engine. Transmissions were all VW’s 4-speed manual. Production began in 1969 in Germany, with early units delivered, ironically, to the German Army, as well as Dutch and Belgian forces. Civilian sales began in 1971, by which time Mexican production had started. Marketing in the U.S. commenced in 1972. In all, more than 90,000 were built through 1983, though civilian sales halted in 1980. Difficulty in meeting safety requirements resulted in withdrawal from the United States market after 1974.

THE MOTORCAR OFFERED

Now, the Volkswagen Type 181 “Thing” attracts crowd’s wherever it goes, and the example here is no exception. Offered from a private collector and ready for enjoyment, it is a beautiful example that benefits from a restoration completed in December 2018. Finished in striking Atlas White (code # L-90C) paint, over a weatherproof Sunbrella brand Acapulco inspired Blue and White interior, it is additionally fitted with full, waterproof, custom vinyl tonneau and custom aluminum supports.

This example is reported to run strong and provide fun for the entire family. The restoration includes, but is not limited to replacement 1600cc engine, rebuilt transmission, rebuilt suspension, new ignition, new starter, new battery and cables, new metal and fiberglass floors sprayed with “tuff coat” to match the exterior, new front pan, new gas tank and lines, new upper steering column bushings and bearings, new brakes,

hydraulics, master cylinder, drums, hoses, wheel cylinders, and shoes. Also, new wheels, tires, and correct Volkswagen caps and new tinted windscreen.

Between this and its tidy aesthetics, it creates a smile for the driver, passengers and those that you pass by on the road- all in all a great weekend/vacation car.

**\$18,000 - 24,000
WITHOUT RESERVE**



207.**1962 BUICK ELECTRA 255 SERIES 4800**

Chassis no. 816015246

401ci OHV V8 Engine

Single 4-Barrel Carburetor

325bhp

2-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Long term ownership
- Well preserved
- Attractive Willow Mist exterior paint
- Striking Americana with plenty of V8 Power

**THE BUICK ELECTRA**

A major restyling in 1961 saw the Electra lose its more eccentric lines for a sleeker, more subdued look, and in 1962 the evolution of the design was continued. Low slung, the partially covered rear wheels and long flowing roofline combined with darting front elements produced a design that indicated forward progress. The sedan featured particularly rakish looks with its pillarless cabin design.

Fitting for Buick's most sizeable offering, the Electra came rife with luxurious standard features such as power steering, power brakes, two-way power seats, power windows, Super DeLuxe wheel covers and the safety option group. Most importantly however, was Buick's staple Nailhead V8 with its signature vertical standing valves. In its second largest displacement, 401ci, this motor provided more than enough torque to move the large sedan and paired to the Dynaflow Automatic, the Electra made for quite the cruiser.

THE MOTORCAR OFFERED

This remarkably well-preserved Electra is a true survivor living under long term ownership for the majority of its life. The interior is reported to be entirely original and has remained in wonderful condition due to being untouched by persons and sunlight under seat covers while being used by its original owner, a doctor out of Pennsylvania. As mentioned earlier, these cars were delivered with a suite of luxurious power features and an option A/C system can be found on the dash of this example. The exterior presents equally well, with the same level of preservation. Although, the Willow Mist paint has received some touch ups over the years.

A true time capsule, getting behind the wheel of this substantial Buick warps one back right to the 1960s. Its delightful midcentury designs perfectly display GM's perception of

what accessible luxury was to the common American of the era, and with this lovely, preserved color combination, the vehicle should attract plenty of attention.

\$8,000 - 12,000
WITHOUT RESERVE



208.**1966 MERCEDES-BENZ 230SL**
Design by Paul BracqChassis no. 113042.10.015934
Engine no. 127981.10.0125752,308cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
150bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc - Rear Drum Brakes

- *Desirable Swiss-delivered 230SL Pagoda in beautifully preserved condition*
- *Fitted with desirable manual-shift transmission and Hard Top*
- *Timeless Paul Bracq design on a high-quality classic Mercedes-Benz*
- *Offered with original owners manuals and tools*

**THE MERCEDES-BENZ 230SL**

Launched at the Geneva Auto Salon in March of 1963, the 230SL—or W113 in Mercedes-Benz language—was a very different sort of sporting car than its fire-breathing predecessors. Intended as the replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six-cylinder SOHC engine, producing 150bhp. The new engine was derived from that of the great 220SE. The Paul Bracq-penned body was an all-new, stylish design which became an instant classic. Beneath the skin, the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes, and the choice of a four-speed manual or automatic transmission. Top speed was in excess of 120mph.

The great 230SL managed an impressive debut with a competition victory, as noted by Sporting Motorist, "Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory." Christened "pagoda top" after their distinctive cabin shape, these SL models were amongst the most-loved sports-tourers of their day and continue to be highly sought after by collectors.

THE MOTORCAR OFFERED

This elegant Pagoda 230SL was completed at the Stuttgart-based Mercedes-Benz plant during April of 1966. The new Roadster was equipped for the Swiss market, fitted with the desirable 4-speed manual transmission, left-hand drive steering arrangement, KMS speedometer, and European lights and bumpers. According to the original owner's manual on file, the car was delivered new on September 1st, 1966, through Bahnhof-Garage A.G. of Basel, and would remain in Switzerland for several decades in singular ownership. Today this lovely 230SL presents in largely original and unrestored condition, retaining much of its original interior and brightwork, and probably treated to just one light respray years ago. Offered here is a charming example of the first-generation Pagoda.

\$40,000 - 55,000
WITHOUT RESERVE

209.**1969 PORSCHE 911S 2.0 COUPE**

Chassis no. 119301416

Engine no. 6392023

1,991cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

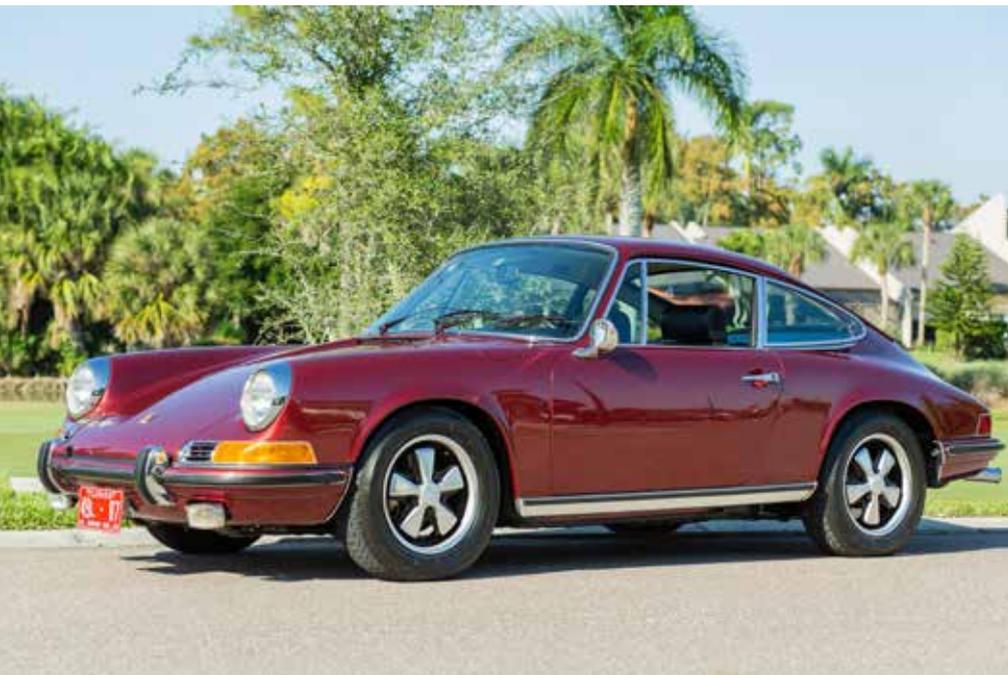
170bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Superb, marque-expert restored example of the desirable SWB 911S*
- *Matching numbers and presented in original factory 'Special Order' color scheme*
- *Class Winner at the Boca Raton Concours d'Elegance*
- *Extraordinary example of the classic long-hood 911S*

**THE PORSCHE 911**

The first Porsche 911 (née 901) got the new overhead cam, dry sump, flat 6-cylinder engine, clutch and transaxle nearly right. With mechanical specifications changed so much from the 356, Porsche's engineers elected to stay with what they knew and understood: a low-mounted, horizontally-opposed, rear-mounted engine with rear wheel drive and transaxle. They accordingly packaged their new car tightly, fitting everything into a short wheelbase of 2,211mm. Despite their best efforts at reducing the engine's mass, however, its position outside the wheelbase exaggerated the effects of the polar moment of inertia. The O- and A-series 911 swapped ends like a carnival ride.

In 1969, Porsche introduced a legend, the 911S. If heat transfer (as in the cylinder heads) or stiffness (as in the cam boxes) wasn't a

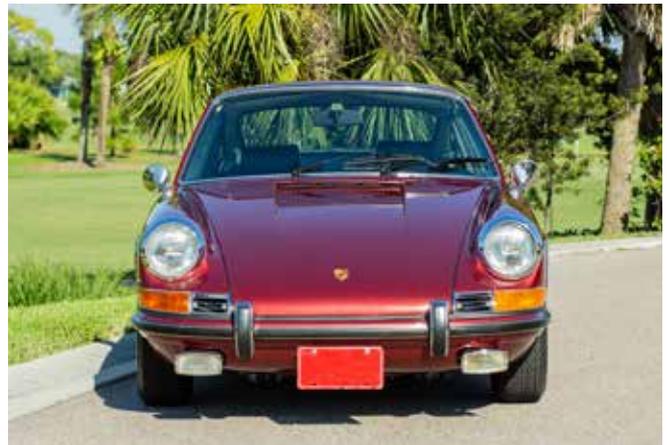
requirement for an alloy component of the 901/2 engine, then it was replaced with magnesium. Titanium alloy – unprecedented in 1969 – was chosen for connecting rods. Dual ignition ensured both rapid ignition in the combustion chambers and reliability. Triple-throat Solex carbs were abandoned for precisely tunable Bosch mechanical fuel injection, and the free-breathing characteristics were augmented by bigger valves and higher lift cams with more aggressive timing.

THE MOTORCAR OFFERED

The striking 911S offered here was completed on July 10th, 1969 at the Zuffenhausen Porsche factory. The new sports car was attractively finished in the special-order 'Metallic Dark Red' color over a black leatherette interior and was fitted with the sporting 'dog-leg' 5-speed manual transaxle. The top-of-the-line Sport model was optioned with tinted windows all around, antenna, and the rimes were shod with Michelin tires.

This beautiful example of Porsche's iconic short wheelbase 911S was purchased in 2007 in California by Mr. Martin Jackier of Longmont, Colorado. Soon after, he entrusted Rallye Coachworks of Englewood, Colorado to perform a comprehensive, bare metal repaint of the aging Porsche in the as-delivered 'Metallic Dark Red' exterior color. Reassembly of the 911S started in 2010, but shortly after, Mr. Jackier would decide to sell the car. The penultimate owner - a 30-plus year Porsche aficionado with many PCA





Best in Show Awards to his name - purchased the car, as he recognized the desirable matching numbers, 911S model's potential and collectability. After his purchase, he consulted with some of Colorado's most experienced Porsche experts to complete the restoration in factory-correct, as-delivered fashion. Mr. Jim McMillan of Carquip in Boulder, Colorado was entrusted to rebuild the original matching-numbers 2.0-liter engine and 5-speed transaxle, and Mr. Dave Brown - also a Boulder, Colorado based specialist - retrimmed the cabin using only factory-correct materials and colors. Harvey Weidman's Wheels, a top name in Porsche roadwheel restoration, restored the iconic Fuchs alloy wheels, while the well-known instrument specialists at North Hollywood Speedometer refurbished all the instruments and gauges. Following the thorough and correct restoration of all the sub-assemblies, final assembly and

sorting was handled by the Porsche experts at Storz Garage and Pat Moyle. The comprehensive and thorough restoration was completed in 2013. Offered from a prominent, Naples, Florida based Porsche collection, this spectacular 911S remains in excellent condition. Less than 600 miles has been recorded since the restoration was completed, and the car has remained in climate-controlled environments. A First in Class Award was given the stunning Porsche at the 2014 Boca Raton Concours d'Elegance, and surely more awards are due if a new owner is interested in showing the car competitively.

The 911S family of cars, from the original 2-liter version through to the 2.4 variant of 1973, represent some of the finest driving - genuine - sports cars of their day. For those who have thought about owning one of the best restored examples, this splendid, matching numbers

and factory correct machine deserves serious consideration. Offered with the Porsche-issued Certificate of Authenticity, owner's manual, tool kit and jack, this striking 911S 2.0 Coupe is ready for spirited drives on challenging roads and participation in PCA events.

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



210.

1998 FERRARI 550 MARANELLO

Design by Pininfarina

VIN. ZFFZR49A1W0111683

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

- The spiritual successor to the legendary 365GTB/4 Daytona
- Classic Rosso Corsa over tan colors scheme
- Regularly and carefully maintained
- 31,250 miles from new



THE MOTORCAR OFFERED

This sublimely elegant and understated 550 Maranello, was commissioned in the classic scheme of Rosso Corsa over tan leather. The Ferrari was delivered to its first owner in April 1998 and would remain in the Northeast with a few owners for the first dozen years of its life. The detailed and lengthy CARFAX report notes regular service throughout its life but does indicate that the car was involved in a rear-end collision in Rhode Island in July of 2010. The car is reported to have had only 'functional damage' to the rear such that it very well could have driven away from the incident. Inspection of the rear of the car shows whatever damage was incurred appears to have been dispatched with professionally.

In December 2011 the 550 was sold to its penultimate owner in Los Angeles where it covered an additional 7,000 miles and received its 30,000-mile service including replacement

of the belts and tensioners (among other maintenance work), before being acquired by the seller in August of 2013 with under 30,500 miles. In the current owner's care, the car has received regular maintenance with numerous receipts on file. Mostly recently, the interior and exterior were fully detailed with the dash leather replaced, all interior control knobs refinished to prevent the dreaded stickiness that afflicts Ferraris of this era, brake fluid flushed and replaced, new temperature sensor control, and a new battery.

Showing very much as it left the factory, save for an additional 31,250 miles and just a touch of wear, the only deviations from factory are a set of Tubi mufflers and a Sony CDX-828 stereo (the original headunit is included) with a 10-disc CD changer, and a McIntosh MCC446 amplifier. Sold with its original books in the original leather owner's pouch, complete and original tool kit,

all 3 electronic fobs including leather Ferrari key fob and electronic fob holder, together with the aforementioned receipts from the last nearly decade of ownership, removable seat covers and branded floor mats. A great car to enjoy, this spiritual successor to the legendary Daytona is swiftly becoming an icon in its own right and would make a welcome addition to any garage!

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



211.

1970 CHEVROLET CHEVELLE 454 SS LS6

Chassis no. 136370A130493

454ci OHV Turbo-Jet V8 Engine
Single 4-Barrel Carburetor
450bhp at 5600rpm
4-Speed Manual Transmission

Independent Coil Spring Front and Live Axle with Coil Spring Rear Suspension
Power Front Discs with Rear Drum Brakes

Without Reserve

- *Factory complete LS6 documented by 2 original build sheets*
- *Full frame off restoration documented by numerous photos*
- *Gold Spinner Certificate and a Showcase Certificate issued by the Chevy/Vettefest Nationals*
- *Factory delivered color scheme of Autumn Gold with Black stripes*



THE CHEVROLET CHEVELLE LS6

The year is 1970, and America's motor manufacturers are engaged in a titanic battle of steal, iron, and gasoline. Sitting atop this mighty muscle car heap is one of GM's finest- the Chevrolet Chevelle SS LS6.

At a time when the only thing that mattered were displacement and output figures, Chevy's offering had both in spades- 454 cubic inches and 450 SAE rated horsepower. This big block power plant featured the whole complement of power options made available through a simple check mark on the option sheet: four-bolt main bearings, big port, big valve heads, solid lifter cam and a low-rise aluminum intake manifold with a giant Holley four-barrel. In addition, customers of the LS6 received further enhancements including front disc brakes, a specially tuned rear suspension and a suite of appearance additions.

THE MOTORCAR OFFERED

On offer is a spectacular example of one of America's most legendary pieces of muscle. Produced in the 1st week of February, the vehicle left the factory as a genuine LS6 with GY2 331 axle ratio, G80 positraction, JL2 power front discs, and M22 HD 4-speed transmission. This information is verified by two original build sheets on file and numerous stampings found around the vehicle indicating correct dating. Further endorsement is provided by a Gold Spinner Certificate and a Showcase Certificate issued by the Chevy/Vettefest Nationals. In addition, the car retains its protect-o-plate and warranty booklet.

In 2005, the vehicle was the subject of a comprehensive, frame off restoration documented by a large collection of photographs. Sprayed in the factory correct Autumn Gold paint, the vehicle appears in

truly fantastic condition with hardly any signs of degradation and has been dutifully cared for by its current Swedish owner since 2011.

This Chevelle SS 454 LS6 two-door hardtop has now returned to its homeland and is sure to be the centerpiece of any muscle car collection fortunate enough to contain it.

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



212.**1989 PORSCHE 911 CARRERA SPEEDSTER**

VIN. WP0ZZZ91ZKS173618

Engine no. 64K06240

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

217bhp at 5,900rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Rare, one-year-only 911 Speedster with desirable G50 Transaxle lending its lineage to the 356 Speedster
- Finished from new in delightful Titanium Silver over Bordeaux livery
- Low mileage example with few owners from new
- Complete with original manuals, spare keys, tire inflator kit and Certificate of Authenticity

**THE PORSCHE 911 SPEEDSTER**

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

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989. The name was previously applied to many of the stylish Type 356 variants. The 3.2-liter Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell;

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





THE MOTORCAR OFFERED

The rare, low-mileage Speedster on offer here was completed at the Zuffenhausen-based Porsche works in June of 1989. The new limited-production Speedster left the factory in the striking Titanium Silver color over a Bordeaux leather interior with matching carpets; a stunningly beautiful color scheme for the model, and authentically in tune with the era it was built. This special 911 was equipped with the U.S. market emissions system and destined for North America. The car's original warranty book was stamped on August 25, 1989, and the car soon after found its first U.S. owner. By the mid 1990s, the Speedster was exported to Jersey Island, where it has remained with just one owner until now. The Porsche has been kept in good care and remains in excellent condition throughout, as one would expect with just 3,768 miles recorded on the odometer at the time of cataloging.

This superb 911 Speedster is complete with its original owner's and warranty manuals in pouch, spare keys, tire inflator kit, and its Porsche-issued factory Certificate of Authenticity detailing its original specification. From the very end of what is considered the original 911 design and benefiting from all the significant production upgrades such as the G50 5-speed transaxle, this top-of-the-line Speedster is rapidly becoming as collectible as its namesake 1950s progenitor. Finding one in such spectacular condition as this one – in the seldom seen Titanium Silver color over a Bordeaux leather – is a rare opportunity not to be missed.

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



213.

1956 PORSCHE 356A 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 82639

Engine no. 65307 (see text)

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-Choke Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Offered with rare and desirable Hard Top
- Exquisite restoration by specialist shop '356 Unlimited'
- Awarded 'Best Speedster' at 356 Owners Group Show
- Offered with restoration records, tool kit, copy of Kardex and COA



THE PORSCHE 356 SPEEDSTER

One of the all-time great sports cars, the 356 was the work of Ferry Porsche. Based on his father's Volkswagen "Beetle," 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. The year 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.

The Porsche 356 was offered as a closed Coupe or open Cabriolet, although arguably the most iconic and collectible model of the 356, was the limited production 356 Speedster. This lithe racy Roadster-type sportscar was tailored by Max Hoffman to the American market, with a

low, raked windshield, easily removed for racing. Light bucket seats replaced the standard seats and side windows were discarded in favor of side curtains. The Speedster was an immediate hit from its 1954 introduction. Some 200 were built initially, but the next year sales burgeoned to more than 1,000. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene. Late in 1955, the 356 received its first upgrade as the 356A, with a 1600cc engine in various stages of tune. Today, the 356 Speedster remains a Porsche icon on par with the 550 Spyder and the 911. These cars offer exceptional handling, timeless styling, and most of all...joy to those lucky enough to occupy its two seats.

THE MOTORCAR OFFERED

Completed at the Zuffenhausen-based Porsche works on October 10, 1956 as a 1957 model-year car, Speedster 82639's white exterior reflected the German racing cars of the pre-War era, while the black leatherette interior provided an attractive contrast. The sports car hungry US market was the original destination for this Porsche and further to importer Max Hoffman. The car's options were USA style bumpers, sealed beam headlights and a speedometer in miles per hour. According to a copy of the original Porsche Kardex, the factory completion and early record of the car, the Speedster would return to Hoffman's service facility on November 26, 1957. Further details of the Porsche's early history remain unknown at this point, but the car was acquired a little less than decade ago by the consignor, a prominent Naples, Florida based Porsche





collector and enthusiast, who soon set out to have the aging 356 A Speedster ground up restored.

The specialists at Melbourne, Florida based 356 Unlimited would be retained to perform a comprehensive, nut-and-bolt restoration to factory correct specifications. Over the course of 21 months, no stone was left unturned and no detail ignored in an effort to bring this Porsche into its former state of excellence. The restoration is carefully documented by many receipts and photographs and the result is indeed spectacular. The engine fitted is a period-correct, 356A 1600 type 616/1 unit, manufactured around 9 months later than the unit fitted when new (63076 vs 65307). Finished in the classic and appropriate color combination of Silver Metallic over Red, the Speedster is accompanied by a rare and

desirable Hard Top, as well as the Porsche-issued Certificate of Authenticity, a copy of the original Kardex built sheet, and a tool kit.

Since the comprehensive restoration was completed, the Speedster has been used sparingly and kept in a climate-controlled environment. Additionally, it was awarded 'Best Speedster' at a 356 Owners Group Event. The 356 Speedster was Porsche's ultimate expression of the raw sports car, and this exists as a prime example of one of Stuttgart's most beloved models. These cars are very light, nimble and offer sharp, precise steering and handling capabilities. Furthermore, adequate stopping power from the large hydraulic drum brakes round off the well balanced driving experience. The contoured bucket racing-style seats keeps one from sliding around the cockpit in tight turns,

and really gives you the feeling of driving something very close to a go-kart. This spectacular Speedster would be a superb participant in any number of significant vintage driving events, such as the Copperstate 1000 Road Rally or California Mille, and would surely offer the driver and passenger a thrilling ride.

\$350,000 - 450,000



214.

1998 RUF TURBO R

VIN. W09BD0360WPR06019

3,600cc DOHC Twin-Turbo 6-Cylinder Engine
520bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Rare and desirable RUF 993 built for Porsche family*
- *Beautifully finished in Oak Green Metallic paint*
- *Low-mileage example*
- *An over 200mph rocketship for the road*



THE RUF TURBO R

What began as a simple service station in Pfaffenhausen, Germany would, just 30 years later, begin producing some of the most capable super sports cars in the world. Alois Ruf Junior, thanks to his father's business, developed a passion for automobiles and particularly the Porsche 911. RUF's first creations would be based on this model and as the company grew, body-in-white 911 chassis would be utilized to create their own original vehicles.

Quite possibly the company's most famous creation, the CTR, known as the "Yellowbird," was, in 1987, the fastest road going Porsche and possibly, the fastest car in the world with a claimed top speed of 213mph. Powering this beast was a heavily modified version of the 3.2 flat 6 motor. Boring out the cylinders increased the displacement to 3.4 liters and an updated ignition system borrowed from the 962 racing car

further helped build the power. Most importantly however, was the addition of two turbochargers and two intercoolers. The vehicle was rated at 469 horsepower, but the company was open to admitting that this was a figure representative of the lowest dynamometer reading of all the CTR engines tested. More realistically, 500 horsepower was a closer estimate. More than just a powerful 911, RUF based their creation on the lighter and more aerodynamic Carrera 3.2 model and would go to great lengths enhancing these two merits. The body panels, including the hood, doors, and engine cover were all replaced in aluminum. Further, the rain gutters were shaved to reduce drag, and the bumpers were replaced with fiberglass pieces. In total 441lb was cut from the Carrera 3.2, resulting in an amazingly low curb weight of just 2,535lbs. A harrowing drive around the Nürburgring with test driver Stefan Roser behind the wheel was captured on video and

greatly helped increase the visibility of the brand within the automotive world. Today, the original CTR has built up a mythical status as one of the most impressive and dramatic super sports cars of the last century.

The follow-up to the legendary "Yellowbird" would arrive in 1995, this time based off on the new 993 Turbo chassis. Keeping up with the themes of the original: big power, low weight, and high speed, The CTR2 would add a twist to the formula by adding in the option of two or four-wheel drive. Additional features included a Kevlar body, lightweight glass, a RUF manufactured coil over system, and a dual functioning rear wing that helped create downforce and feed the intercoolers. Most incredibly, the powerplant was sourced from the 962 Group C race car and RUF would tune it to produce 520hp. 0-60 was dealt with in just 3.5 seconds, while a top





speed of 217mph was only bested in 1998 by the mighty McLaren F1. RUF would demonstrate the versatility of this car by further modifying two road registered examples to drive on the street to the 1997 Pikes Peak Hill Climb and subsequently finish 2nd place overall at the event.





THE MOTORCAR OFFERED

This RUF Turbo R was a special build for a member of the Porsche family, Dr. Ferdinand Oliver Porsche, as revealed in documentation from RUF Automobiles and again in a letter addressed from Dr. Porsche himself to the previous steward of this car. As typical for all RUF-build Porsches, the performance of the standard 993 Turbo simply wasn't enough to satisfy the engineers at RUF. They sought a more refined and competition focused build, leaving enthusiasts with this magnificent RUF 993 Turbo R. The engine was converted to full Turbo R specification using a re-programmed ECU, increasing output to 520 HP. Also, on the list of engine modifications was the upgraded KKK turbos, full sports exhaust, cylinder head revisions, new re-profiled camshafts as well as an RS spec flywheel (rather than the standard dual mass item). The suspension was updated with a height

adjustable kit from H&R to offer superb handling in both on-track and road conditions. The car was beautifully optioned in Oak Green Metallic over a black leather interior. In addition, the car was heavily kitted out with RUF cosmetic upgrades that include RUF 19" wheels, RUF Integrated Roll Cage, RUF Sport Seats, RUF Floor Mats (RUF logo in Yellow), RUF Yellow Brake Calipers, RUF Pedal Set, RUF Short Shift Knob, RUF Steering Wheel, RUF Front and Rear Bumper, RUF Doorsills, and of course, RUF Instruments. Other than sitting approximately 30mm lower than standard, you'd be forgiven for thinking the car was almost on its stock platform until it's started; A turn of the key brings a glorious engine note booming from the tailpipes.

RUF figures give 0-100kph (62mph) in just 3.6 secs with a top speed of over 200mph. The powerful engine delivers its horsepower in a docile manner that is a pleasure around town, while the turbos will quickly make you feel as though you're ready to make a pass down the Mulsanne Straight once you roll onto the accelerator. The absence of turbo-lag is supported by seemingly endless torque through the power band as the car delivers obscene amounts of power once you've crested 4000rpm, when the effects of 535 lb-ft of torque are felt launching you forward.

Mechanical maintenance was most recently done on the car in 2018, including a major engine out service for replacement of all filters and fluid, a brake service, new clutch, air conditioning service, wheel refinishing to the original Silver color as ordered when new and new tires and has since covered approximately 200 miles.





Being the ultimate generation air-cooled 911, this car is being offered today with performance figures that outclass even the most potent supercars of its era as well as carrying provenance that is second to none, having been built for the Porsche family.

\$650,000 - 850,000



215.**1955 AUSTIN-HEALEY 100/4 ROADSTER**

Chassis no. BN1L220856

Engine no. 1B220856M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

100bhp at 4,500rpm

4-Speed Manual Transmission with Overdrive (see text)

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Known history from new*
- *Only four owners since leaving the factory*
- *Stunning Healey 100 for shows or rallies*
- *Offered with BMC Heritage Certificate, original sales invoice and owner's handbook*

**THE MOTORCAR OFFERED**

Built on October 27, 1954, this smart Austin Healey 100 BN1 left the factory sporting Carmine Red paintwork over a simple black interior, with factory-fitted equipment including a heater and miles-per-hour speedometer, as this car was destined for export. According to the original invoice, a copy of which is included with the car, it was delivered new to Mr. and Mrs. Robert Campbell of Fountain City, Tennessee through Snider Motors in nearby Knoxville on April 4, 1955. The Campbells paid \$3,149.60 for their new Healey—\$1,949.60 of which they paid in cash, \$600 they financed, and the remaining \$600 they received for the '50 Studebaker that they traded in. It was noted on the invoice that side mirrors and back-up lights were thrown in at no charge.

Under the care of the just four owners since new, the majority of the car's life was spent with the first two owners in Tennessee. The Roberts retained the car for 11 years, keeping meticulous records of the service performed including hand written notes for every oil change and tire rotation. The second owner was similarly fanatical about both maintenance and record keeping for the nearly half a century he owned the car. The 100 underwent a comprehensive restoration in 1983, but the regular servicing has allowed the restoration to mellow well over the last 36 years into a nicely kept driver. During his ownership, the original 3-speed transmission was replaced with a 4-speed unit—the overdrive system was kept in place. Heading out east to its penultimate owner in 2014, it was acquired by the present owner in 2016. Since acquisition, the brakes, generator, and carburetors have all been rebuilt and a fresh set of Vredesteins have been fitted.

With known ownership history from new and a healthy record of maintenance from the start, it would make an excellent tour and event car. Complete with the aforementioned original sales invoice, the factory body production card, the original 1955 owner's handbook, a tool kit, the Heritage Certificate, and stacks of receipts and records, this potent Roadster that offers great driving pleasure and style.

\$70,000 - 90,000
WITHOUT RESERVE



216.

2006 BENTLEY CONTINENTAL FLYING SPUR

VIN. SCBBR53W36C034052

5,998cc 48-Valve Twin-Turbo W12 Engine
Electric Fuel Injection
553bhp at 6,200rpm
6-Speed Automatic Transmission
4-Wheel Drive - Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- Highly luxurious and powerful Bentley Sports Saloon
- Elegant and business-like black on black livery
- Powerful 12-cylinder engine to match the classic looks
- Contemporary Bentley motoring at its finest



THE BENTLEY FLYING SPUR

Evolved from the popular Bentley Continental GT Sports Coupe, the four-door Sports Saloon version named the Continental Flying Spur was introduced in 2005. Adorned in extreme luxury with a spectacular design lending itself to the legendary Sports Saloons produced by Bentley in the past, these executive top-of-the-line motorcars soon became very popular among the business elite around the Globe. Powered by the strong and very torquey 6-liter, W12 engine, the performance of the Continental Flying Spur didn't disappoint either.

Motor Trend raved upon their first test drive: "The moment of truth, when it came, was almost an anticlimax. Almost, because watching the speedo needle kiss 320 kph--200 mph--while storming down the fast lane of a German autobahn is, like reaching the

summit of Everest, a rather special experience for any driver. It's just that the Bentley Continental Flying Spur made it seem, well, a bit too effortless".

"Think 200 mph in a road car, and you'll invariably think of some shrieking, low-slung Italian exotic--all noise and carbon fiber; all edge and sweaty palms. Yet here we were, arrowing along the M92 toward Munich in a 5450-pound luxury limousine with leather on the roof lining, burl walnut on the dash, and Mozart on the CD player. At close to 200 mph. Suddenly, I understood exactly what the Continental Flying Spur was all about."

THE MOTORCAR OFFERED

This 2006 Bentley Continental Flying Spur was delivered new to the North American market and has remained here since. The luxurious sports saloon is finished in business-like black over a black leather interior, and the cabin is adorned with a long list of amenities including beautiful wood-veneer and aluminum finishes. The Bentley has had owners all over the US, and total mileage is recorded over 92,000 miles at the time of cataloging. The CARFAX report notes a sideswipe accident in 2014. This is a wonderful opportunity to purchase a spectacular four-door Bentley who's retail price when new rivaled that of a modestly sized home.

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



217.**1988 PORSCHE 930 TURBO COUPE**

VIN. WPOJB0937JS050346

Engine no. 68J00437

3,299cc SOHC Turbocharged Flat 6-Cylinder Engine
 Bosch Fuel Injection
 282bhp at 5,550rpm
 4-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Striking Cherry Red over Tan
- Offered with books, records, and tools
- Clear CARFAX with under 46,800 original miles
- One of the most raw and exciting production cars ever built

**THE MOTORCAR OFFERED**

One of the most raw and unbridled cars available on the market in its day, the 930 Turbo has rightfully earned its place as a legend, and it is quite rare to find an example that has been as carefully maintained and unfettered as this.

Finished at the factory in Zuffenhausen on October 22, 1987 and delivered new to El Paso, Texas, this 930 is trimmed in the Cherry Red (it should be noted that the Certification of

Authenticity notes the original color as Carmine Red but the label on the car indicated CherryRot/G4) over Champagne Special Leather with Leatherette beltline, and was ordered from new with a full complement of factory options including alarm system, Blaupunkt 'Reno' radio, steering wheel with raised hub, limited slip differential, stone guard foil, and power sunroof. Spending the first few years of its life in Texas, it moved to California in the mid-1990s where it remained until heading to the Northeast in 2015. Meticulously maintained, it comes with lots of receipts documenting regular maintenance. It is as clean on the top as it is on the bottom.

Retaining its correct Fuchs wheels, and showing under 46,800 miles -- a figure corroborated as original by its clean CARFAX report. The seller reports the car to be a strong running, well sorted car that is just as happy cruising at triple digit speeds on the highway as it is burning up the twisties.

This largely original 930 Turbo in a unique and special color scheme will no doubt continue to thrill and excite. The experience at the wheel of this beast will provide the closest thing to a time machine, taking you back to an era when electric nannies like stability control were barely wisps in the burnt rubber emanating from this Turbo's massive rear tires.

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



218.

1964 PORSCHE 356C T6 COUPE

Chassis no. 218390
Engine no. 713701

1,582cc OHV Flat 4-Cylinder Engine
Twin Weber Carburetors
75bhp at 5,200rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- *Matching numbers*
- *Recent high-quality restoration*
- *Attractive original color combination*
- *Spare wheel, jack, and tools*
- *Porsche Certificate of Authenticity*



THE MOTORCAR OFFERED

Finished in always-popular Light Ivory (6404) with an interior trimmed in Red Leatherette with a white headliner, this matching-numbers 1964 T-6 "C" coupe was fitted with a Type 616/15 engine of 1582cc, developing 75 horsepower at 5200 rpm. Coupled to a fully-synchronized four-speed manual transmission, the monocoque-shelled C could easily cruise at 90 mph and top 100 mph if pressed, while its two occupants relaxed in comfortable-padded bucket seats with adjustable backrests. The addition of four-wheel disc brakes put stopping on a par with the best that its rivals could offer.

This fully numbers-matching 356C coupe is described as being well-known since the early 1990s in the Raleigh, North Carolina area, where it was maintained for many years by the consignor's shop, European Performance

The car had been repainted black, although the original red interior had been retained. In 2013, after a decade of ownership, the owner commissioned a full rotisserie restoration. Part-way through the project, health issues prompted a sale to the consignor, who completed the full restoration. Completed in 2016, the work included returning the car to its original color of Glasurit Light Ivory. There is a fresh interior of supple red leather and correct square-weave German carpeting supplied by well-known marque specialist Autobahn. All five correctly-dated (6-64) steel wheels are properly painted the factory-original silver. The tail-lamps wear European bi-color lenses. The engine, transaxle, brakes and other systems were properly overhauled, and the car is described as being in as-new condition. Although little else is known of this car's original ownership, its odometer

showed a mere 96,598 miles at the time of cataloguing, which may be the correct total. The consignor states that other than sorting-out miles following the restoration, this car has been displayed in his company's showroom.

Supplied with its correct jack, spare wheel and tire, a partial tool kit, Porsche Certificate of Authenticity, and a file of service and restoration invoices, this little 356 is ready for its next owner to drive and enjoy, offering the timeless styling and reliability for which Porsche is known.

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



219.

1989 PORSCHE 930 'SLANT NOSE' CABRIOLET

VIN. WP0EB0936KS070543

3,299cc SOHC Turbocharged 6-Cylinder Engine
Bosch Fuel Injection
282bhp at 5,500rpm
5-Speed Manual G50 Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Desirable end-of-the-run G50 Turbo factory Slant Nose*
- *Exceedingly original with roughly 6,000 miles from new*
- *One Family ownership*
- *Offered with service records, original books, tools, period paraphernalia and COA*



THE PORSCHE 930 SLANT NOSE

By combining a turbocharged engine with open coachwork, modified in competition style, Porsche created what is considered today to be one of the most desirable air-cooled 911s—the 911 Turbo SE (“Flat Nose” or “Slant Nose”) Cabriolet. Group 4 homologation rules, requiring 400 road cars to be built, had spurred the development of “Project 930”—the original 911 Turbo a decade and a half earlier. In October of 1974, Ernst Fuhrmann officially unveiled the first Turbo production model. The Turbo married a KKK turbocharger to a completely reworked 3.0-liter engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo’s characteristic flared wheel arches and “tea tray” rear spoiler were carried over from the Carrera model, while the interior was the most luxurious yet observed in a 911.

The engine was enlarged to 3.3-liters for 1978, gaining an inter-cooler in the process. Power increased to 300bhp (265bhp for US models) and the top speed of what was the fastest-accelerating road car of its day went up to 160mph.

The 911 Turbo’s raison d’être—the racing 935—had pioneered what would come to be known as the “slant” or “flat” nose, and this new look was soon in high demand from 911 customers. Early on, Kremer Racing offered a conversion service that was later taken up by the factory’s own Customer Department for special order (Sonderwunschen) in 1981. The race inspired slant nose body work would not become an official Porsche option until 1986. The 930s equipped with the rare modified panels were modeled after

the 935-race car. The converted front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam). The car’s side skirts lead to the rear which had extra cooling intakes ahead of the rear wheels. Along with the body modifications, came an even more luxurious full leather interior. Production of these modified 930s remained quite low due to the steep cost they carried.





THE MOTORCAR OFFERED

This exceedingly rare Porsche 930 Turbo Cabriolet Slant Nose was produced in the final nine-month production run of the original 930 Turbo, during which time these cars were fitted with the desirable Getrag G50 5-speed manual transaxle. Combining the factory Slant Nose configuration and the upgraded transmission, this model remains among the most cherished of the celebrated 930 Turbo.

Originally purchased by Dr. Jack Frost, a prominent Iowa collector and enthusiast who at one-point owned GT40 P/1059, this 930 was precisely optioned by his keen eye: traditional Guards Red paint, a black leather interior with matching red contrast stripes, and most importantly M505- the slant nose. As a devotee of the thrills of driving, he opted for European delivery of the car and used the opportunity to take himself and his wife

on an extended road trip holiday across the continent.

Upon returning to the United States, the vehicle was sympathetically driven over the years and subsequently, a remarkable odometer reading of roughly 6,000 miles can be seen on the dash. Upon Dr. Frost's passing, the vehicle remained in the family and his son has taken over the stewardship of the vehicle as of 2014. As the convertible had been sitting for quite some time, the car was put in the hands of Stalltek to ensure the vehicle was in fine working order. Today, the vehicle runs and drives beautifully and will make one more trip to Stalltek for further fine tuning before the sale.

As it stands, the vehicle is entirely original and has never been repainted by its owners

outside of minor rock chip repair. In addition, the vehicle will be delivered with a considerable selection of extras including custom WERKS floor mats, factory tools, manuals, wind deflector, original tires, and tonneau cover just to name a few. Furthermore, a COA and Dr. Frost's personal correspondence with the Porsche factory will be included.

This 930 presents an incredibly opportunity to acquire one of the finest Slant Nose Cabriolets in the country. It has been incredibly well preserved over the years and is ready for its next owner to use and enjoy.

\$175,000 - 250,000



220.**1989 NISSAN SKYLINE R32 GT-R**

Chassis no. BRNR32003106

2,568cc DOHC Twin-Turbo Inline 6-Cylinder Engine

ECCS Multi-Point Electronic Fuel Injection

276bhp at 6,800rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Power-Assisted Disc Brakes

- A beautifully kept, unmolested example
- Roughly 25,000 miles from new
- Japan's 'Forbidden Fruit' supercar now on American shores
- The iconic "Godzilla" GT-R

**THE MOTORCAR OFFERED**

On offer is a seldom seen stock example of the venerable R32 Nissan Skyline GT-R. While its time in its homeland remains obscured due to a language barrier, the vehicle's 25,000 accrued miles indicate a coddled life of limited use. The current owner wisely purchased the vehicle in 2012, 2 years before its legal inclusion on U.S. soil was allowed, while the vehicle was still in Japan. Once the vehicle achieved its 25th birthday, the GT-R was imported and delivered to the state of Louisiana where it has lived ever since.

A good amount of simple restorative work was completed to keep the car in tip top shape. Inside, the digital clock was refurbished by Joel Hinkle and the OEM radio was replaced by old stock of the same unit—the non-functioning original will be included. Furthermore, the speakers were replaced with

OEM equivalent Kickers and the AC system had a number of O-rings replaced. In addition, the rear window trim has been replaced, and the original will also be included. Mechanically, the clutch master cylinder, slave cylinder, brake booster, fluids, and belts have received attention and the MAF sensors were resoldered. The work done to the GT-R has also been documented within receipts on file at the time of sale.

Protecting the Skyline, Koshi of Excessive Detailing in Houston applied Xpel film on the front surfaces while Ceramic Pro 9H has been applied on the rest of the exterior. 3M crystalline window tint has also been installed to block UV light. The vehicle will also be offered with an extra set of OEM wheels and tires.

The R32 exists as one of the holy grails for any Japanese car collector, and unmolested, stock examples like the one presented here should remain an object of desire for many decades to come.

\$50,000 - 60,000
WITHOUT RESERVE



221.

1969 PORSCHE 911E COUPE

Chassis no. 119200650

1,991cc Flat 6-Cylinder SOHC Engine
Dual Weber Carburetors
140bhp at 6,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- Handsome original color combination
- Factory optioned roll bar and air conditioning
- Numbers matching example accompanied by COA
- First year of the long wheelbase 911



THE PORSCHE 911E

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

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. Mechanical fuel injection debuted this year as well in top-of-the-line

911S and the new 911E. The 911E received its name from Einspritzung, the German term for injection. Slotted between the base-model 911T and the potent 911S, the E, which replaced the 911L 'Luxus', featured improvements including a leather wrapped steering wheel, velour carpeting, vented brake discs, and golden script on the rear deck. The 911E proved popular, with 2,826 examples sold in 1969 alone.

THE MOTORCAR OFFERED

Fitted with desirable factory appointed options such as a roll bar, air conditioning, and White paint, this 911E makes for quite the proposition. Prior to this 911's acquisition by the well-known Pino Angiulli of Milano Auto Repair, it was believed that the vehicle sat dormant without operation for nearly 20 years. In 2007, a restoration commenced in order to get the Porsche back on road. The work was comprehensive with a full bare-metal blast and repaint and on the mechanical front the drivetrain, suspension and brakes were all rebuilt. Inside, the cork leatherette was reupholstered. As a result of this substantial work, the vehicle was awarded first place at a PCA Concours in the Garden State. 911s have proved to be a staple of any substantial car collection and this well sorted example will surely find itself in the hands of an enthusiast owner.

\$100,000 - 125,000
WITHOUT RESERVE



222.**1966 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER**

Chassis no. 1E12683

Engine no. 7E12022-9

4,235cc DOHC Inline 6-Cylinder Engine

265bhp at 5,400rpm

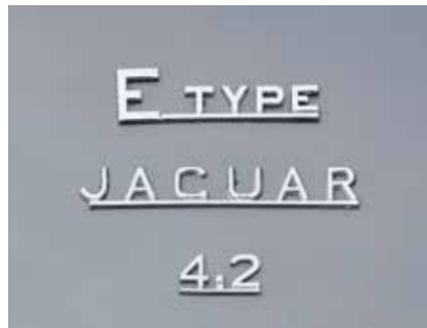
3 SU Carburetors

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One owner from new
- Subtle Opalescent Gunmetal paint
- Roughly 30,000 original miles
- Recent recipient of mechanical work

**THE JAGUAR E-TYPE**

If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form.

The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it

retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.





THE MOTORCAR OFFERED

This wonderful Opalescent Gunmetal over Black leather 4.2 Liter Roadster has remarkably remained under singular ownership for its entire life and has traveled roughly 30,000 miles. Furthermore, the vehicle has never been fully restored and sits in largely original and stock condition outside of a new top being installed and a repaint.

More recently, the professionals at Whipple Motorsports of Spokane Valley, Washington subjected the vehicle to a mechanical refurbishment and cooling upgrades. The engine now breathes through a full, new exhaust and a new electrical fan greatly aids in keeping operating temperatures optimal. Furthermore, a considerable amount of time was spent rejuvenating the braking system and the vehicle will surely stop as well as it goes. Thousands of dollars of invoices on

file detail the additional steps of the project. The interior received new carpets and various components were replaced along with a new period correct stereo retrofitted with a USB input.

A staple of the classic car market, no collection is complete without an early E-type. Their beauty, wonderful driving dynamics, and big six power make for one of the finest vintage motoring experiences one can find. This example with a highly desirable and attractive color options combined with single ownership and limited miles, is surely one not to pass on.

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



223.

1929 BENTLEY 4½ LITER SPORTS TOURER

Coachwork in the style of Vanden Plas

Chassis no. HB3410 (see text.)

Engine no. ST3024

4,398cc SOHC Inline 4-Cylinder Engine

110bhp at 3,500rpm

4-Speed 'C' Manual Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Wonderfully prepared touring car*
- *Le Mans axle ratio with overdrive for effortless high speed cruising*
- *Eligible for events worldwide*
- *Continues history and Clare Hay Report*



THE BENTLEY 4 ½ LITER

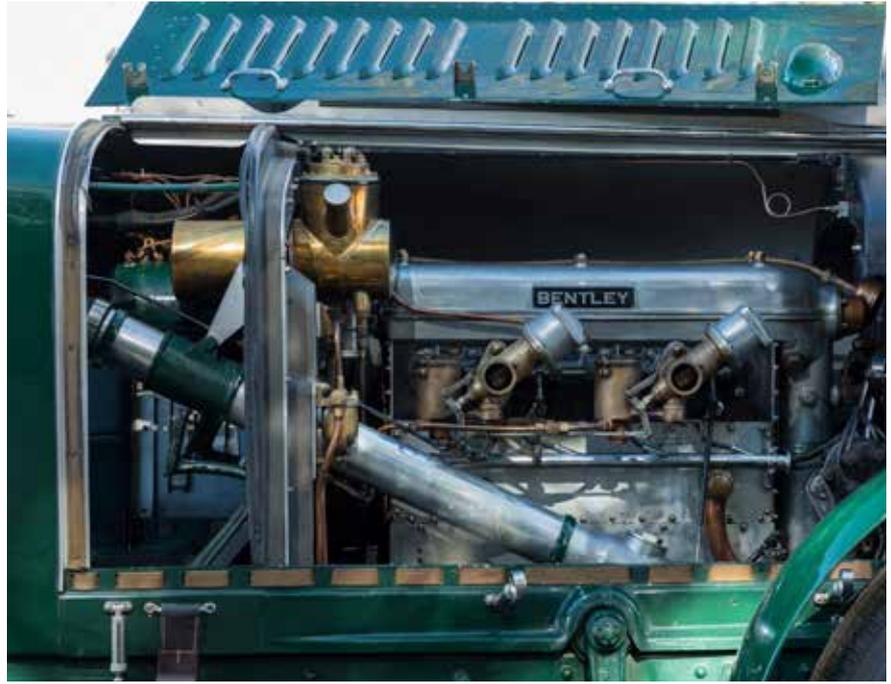
Bentley's new 4½-liter model effectively employed the chassis, transmission and brakes of its predecessor, combined with a 100x140mm bore/stroke four cylinder and Bentley's familiar four-valves-per-cylinder fixed-head architecture. Bentley Motors wasted no time in proving the new car in competition. It is believed that the first prototype engine went into the 3-liter chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-liter chassis for that year's Grand Prix d'Endurance at the Circuit de la Sarthe. The original 4½-liter car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multi-pile-up. The new engine quickly proved its worth,

and it managed an outright win at Le Mans in 1928.

The 4½-liter was produced for four years, all but nine of the 665 cars made being built on the 3-liter's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-liter model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.







THE MOTORCAR OFFERED

According to original factory records, chassis HB3410 was delivered new to a Mr. G.G. Law of Renfrewshire in August 1929. The car was originally bodied like many other 4½ Bentleys as a Weyman flexible saloon by Arthur Mulliner. Mr. Law would retain the car until February of 1932, when he sold it was sold to a Dr. W.K. Chalmers in Argyllshire. This gentleman retained the car for two years before selling it to its next owner a Mr. G. Dawson in London.

The original factory service record ceases in 1939. The first post war record for the car is in March 1951. At this time, the car was owned by a Bentley enthusiast by the name of G.K Stratton. Under him, it was registered as "Rebuilt Bentley." The car was later advertised in *Motor Sport* in August 1951. At the time, the vehicle sported grey paint and wore a Vanden Plas body from another 4½.

The car belonged to two other owners in the 1950s, J.M. Hancox and J.E. Crossman. The latter acquired the car in 1955 and it is believed to have remained with him until 1973. It is further alleged that during one of these ownerships, the car was involved in an accident. Details of this are sparse, but it was significant enough that the car was rebuilt using another frame and front axle. This was a very common practice at the time when spares were abundant and the cars were being actively enjoyed during the early days of the Bentley Drivers Club. These parts were sourced from chassis AB3354, a 4½ saloon that had been broken up for spares around this time period. This frame and front axle are still fitted to this car.

After 1973 this car passed to the ownership of well-known Bentley enthusiast, C.J. Teal, and then to a Mr. J.A. Murch in 1977. Soon after, it

was decided to extensively restore the car. At this time, Mr. J.A. Murch also owned Chassis ST3024 and it was long before anyone heard the terms "matching numbers." The original engine was swapped for a unit from ST3024, as it was the stronger engine. The original engine for chassis HB3410, HB3412, is still extant and fitted to Chassis ST3024. The restoration work on this car was done by Oxford Coach Company, and the current engine was rebuilt by legendary Bentley expert McKenzie-Gubby. At this time, the car was also fitted with its current Vanden Plas style body with a long bonnet built by Tony Robison.

Throughout the 1980s, the car was in Germany until 1990 when it was sold to CA based car enthusiast Greg Johnson. Dr. Johnson used the car extensively, and during his ownership, the car was cared for by Hill and Vaughn. To further





develop the car for high speed rallying, it was fitted with a Le Mans 3.3:1 axle ratio and electrical fuel pumps.

In 2003 the car passed from Dr. Johnson, to the ownership of Mr. Rodger Morrison. Mr. Morrison kept the car for two years and then sold it to noted Bentley enthusiast James Stickley. Mr. Stickley enjoyed the car greatly, winning an award at the 2007 Amelia Concours with the car and won a national award with the car at the RROC national meet in 2007. In 2008 the car returned to the UK and after passing through Stanley Mann, it was sold to Hugh Apthorp, who kept the car until December of 2010. It was at this time that it passed to the ownership of the consigner, who has used the car sparingly.

Today, HB3410 is still in very good condition

thanks to the last 40 years of caring ownership and meticulous maintenance. Recently, the car was checked over by a Vintage Bentley specialist and is in very good order throughout. It is also one of the nicest driving 4 1/2 that this specialist has driven. The 3.3 axle ratio with fitted electronic overdrive makes the car an almost effortless high-speed cruiser, and the car handles beautifully. Anyone who has ever driven a well setup 4 1/2 liter Bentley will testify to their fantastic balance of power, handling, and comfort. Few other cars from the 1920s can match them, especially over long distances.

2019 is the centenary of the Bentley marque, and is thusly the time to get behind the wheel of one of these legendary machines. HB3410 has a continuous history and has recently been documented by Dr. Clare Hay. It is a superbly set

up 4 1/2 Bentley that will be an excellent car for celebra-tion events, or on high speed rallies such as the Colorado Grand or Copperstate 1000. This is a Vintage Bentley for the true enthusiast that wants to enjoy the open road and let the timeless exhaust note leave a smile on their face

\$525,000 - 575,000



224.

1950 FIAT 1100 CABRIOLET Coachwork by Stabilimenti Farina

Chassis no. 369815
Engine no. 393200

1,089cc OHV Inline 4-Cylinder Engine
Single Twin-Choke Weber Carburetor
52bhp at 5,200rpm
4-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- *Elegant and rare Stabilimenti Farina coachbuilt Cabriolet*
- *Eligible for a host of international Concours and Rally events*
- *Well documented history and provenance from new*
- *Featured in Auto d'Epoca magazine and offered with substantial history file*



THE FIAT 1100

Among the first all-new post-WWII cars in Europe was Ing. Dante Giacosa's FIAT 1100. The Italian motor industry had been hit particularly hard during World War II. The ruling fascist government tried to decentralize Italy's manufacturing bases, but Allied bombers had already inflicted massive damage. FIAT - Fabbrica Italiana Automobili Torino - was a particularly valuable target, and its recently christened Mirafiori plant on the outskirts of Turin was all but wiped off the map. During the initial post-war reconstruction, the desire to resume building cars was strong, but resources were severely limited. Italy's small coachbuilders were primarily spared from bombings, and they had eager staff ready to get back to work. With so few new cars, many coachbuilders got back in business by producing new bodies for used vehicles. FIAT's 1100 soon provided a steady

supply of chassis for Italy's coachbuilders to practice their craft, spurring on an Italian coachbuilding renaissance which would last well into the 1960s. The 1100 was a practical, but spirited and good handling car, able to reach 75 mph when Europeans only expected 60 from a car like a Volkswagen in this class. With a chassis not unlike the Alfa Romeo Giulietta, with precise steering, well-located rear axle and good brakes, many 1100s were entered in the Mille Miglia; 1956 saw over 100 of this model entered!

THE MOTORCAR OFFERED

The great coachbuilding legacy of Stabilimenti Farina has long been known for its elegant and pure designs. In business from 1906 until 1953, the Turin-based firm employed many of the greatest Italian automotive designers in their early years, such as Pietro Frua, Felice Mario Boano, Giovanni Michelotti, Alfredo Vignale, and of course Battista Farina, who went on to establish Pininfarina. This handsome 1100 Cabriolet by Stabilimenti Farina is undoubtedly true to the most elegant early Italian sportscar designs. The car caught the attention of Enzo Ferrari, who apparently pleaded with Stabilimenti Farina boss, Atillia Farina, not to use this design on a FIAT chassis, as it too closely resembled a Ferrari 166 Inter Cabriolet. Perhaps Enzo's influence worked, as just a handful of these stylish FIAT 1100 Cabriolets were produced, and only four are believed to have survived.





S/n 369815 with it's second owner promoting the US Salco Italian cycling team



First owner Sig. Alessandro Alexandri in his new FIAT



This charming example was sold new in Italy to Sig. Alessandro Alexandri in the summer of 1950. Period photos show a proud Alexandri behind the wheel of his glimmering new coachbuilt FIAT. Around 1952, it is believed to have changed hands and was put into service as a promotional vehicle for US Salco; an Italian cycling team. Another period shot shows the car painted up with the team's logo on the door and a handful of ready cyclists sitting on the hood. The FIAT remained in Italy for much of its life, and in the 1980s was discovered in complete, but somewhat tired condition by the owner of an Italian restoration shop. Over the course of nearly twenty years, he personally and painstakingly restored the FIAT from the ground up. The aluminum coachwork is formed over a steel wire frame, a technique best known as "Superleggera" and perfected by Carrozzeria Touring.

Restoration photos show the car was carefully disassembled, and the wire structure was painstakingly rebuilt before the coachwork was carefully restored. When the project began, some of the bespoke exterior trim was missing, including the bumpers which the owner subsequently reproduced in aluminum based on period photos. The restoration consumed over 3,000 hours, and when completed, the car was proudly featured on the cover of the February 2002 issue of *Auto d'Epoca*, a copy of which is included in the file. Possibly a future entry to the Italian Mille Miglia rally, this charming and rare FIAT 1100 Cabriolet by Stabilimenti Farina is a fine example of early Italian coachbuilding artistry. The sale of the car includes documentation of the restoration, the magazine article, copies of period photographs, and the original Italian registration logbook. This rare and fashionable

Fiat 1100 Cabriolet is a beautiful, enjoyable automobile that captures the essence of Stabilimenti Farina's signature sophistication.

\$150,000 - 175,000



225.

1939 DELAGE D6-70 THREE-POSITION DROPHEAD COUPE

Chassis no. 51740

Engine no. 51740

2,973cc OHV Inline 6

Triple Solex Carburetors

130bhp at 4,400rpm

4-Speed Cotal Electro-Mechanical Manual Transmission

4-Wheel Transverse Leaf Springs with Live Rear Axle

4-Wheel Drum Brakes

- *Stunning one-off coachwork*
- *Period Concours history*
- *Recent mechanical service completed*
- *Perfect for touring or showing*



THE DELAGE D6

"Delage have to their credit many world's records, including a world's championship, and more awards at the principal Concours d'Elegance than any other car in the world... To these achievements Delage have added a third and greater. They have made the highest known degree of luxury and performance available at the price the average motorist can pay."

Delage's publicity had every right to sing the praises of what, arguably, was the finest French car of its day. Founded in 1905 by Louis Delage, the company commenced production with a single-cylinder De Dion-engined runabout and within a few years was offering multi-cylinder designs. The publicity value of racing was recognized right from the start, a single-cylinder Delage winning the Coupe Des Voiturettes as early as 1908 and Louis himself taking the 1911 Coupe de

l'Auto in a 3.0-liter 4-cylinder. Victories at the Grand Prix du Mans and the Indianapolis 500-Mile Race were achieved prior to WWI, the company going on to become a major force in Grand Prix racing in the 1920s and setting a new World Land Speed Record mark in 1924 with a 10.7-liter overhead-valve V12.

Four-cylinder DI and six-cylinder DM cars formed the mainstay of touring-car production in the 1920s, and then at the 1929 Paris Salon Delage launched the magnificent 4-liter D8 straight-eight, a model destined to attract the creative attentions of Europe's finest coachbuilders: Figoni et Falaschi, Henri Chapron and Fernandes et Darrin to name but three. For those of more modest means, there were the 14hp DS and 17hp D6 six-cylinder models; the latter in effect a D8 minus two cylinders. Produced between 1933 and 1934, the D6-11 was powered by an advanced,







short-stroke (75x75.5mm) overhead-valve engine of 2,001cc coupled to a four-speed synchromesh gearbox. The electrically welded chassis featured transverse-leaf independent front suspension and came in short or long wheelbase versions accommodating the customary wide range of body styles.

Following the take-over by Delahaye in 1935, Delages were built to Delahaye designs but retained their own superior short-stroke engines and hydraulic brakes. Introduced for 1937, the D6-70 was powered by Delage's own powerful 2,729cc overhead-valve 'six', which drive via a Cotal electrically operated four-speed gearbox. Both fast and durable, the D7-70 proved good enough to win the Tourist Trophy at Donington Park in 1938 and secure a brace of Le Mans 24-Hour second places: to a Bugatti Type 57 in 1939 and a Ferrari 166 ten years later

THE MOTORCAR OFFERED

This stunning Delage was built from the start to win shows and get noticed. Finished with a one-off three-position drophead coachwork by the legendary French atelier Figoni et Falaschi, the car made its debut at the 1939 Concours d'Elegance au Bois di Boulogne where it took the gold medal. Remaining with its first owner for decades, it survived WWII hidden away in Portugal. Undisturbed and undiscovered until well after the hostilities had ended, it was rediscovered and restored by its second owner in 1974.

Upon completion of its restoration, the Delage droptop was featured on the cover of François Jolly's tome on the model, *Delage: Le D6-70 et Ses Evolutions*. Fifteen years after its discovery in Portugal, the car was shown with much fanfare in Paris at Retromobile on the Delage stand where it was viewed and inspected by both Patrick Delage and Claude Figoni.





Making its way stateside in 2001, it entered the collection of the current owner 13 year ago. The restoration, while mellowed over the decades, continues to show very well although it could use some freshening in places. The color palette is excellently chosen though, with the royal blue beautifully complementing the richly trimmed red leather interior.

Mechanically, the car has undergone a sizeable amount of recent work at Automotive Restoration in Stratford, Connecticut. Reported be a strong and capable runner, the ingenious Cotal shifter offers smooth, seamless shifting on the fly and the unique advantage of having both four forward and four reverse gears—should you wish to see what the car will do in top gear going backwards.

Complete with its recent service records from the current owner, this stunning machine is sure to continue to impress and draw attention just as well today as when it debuted four score years ago. With the marque's stellar racing pedigree, this Delage would be equally capable participating in a renowned tour such as the Colorado Grand, Copperstate 1000, Going to the Sun, or California Mille as it would motoring across the lawn at the next concours.

\$500,000 - 600,000

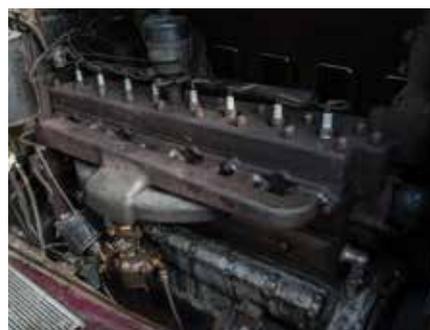


226.**1929 PACKARD CUSTOM EIGHT 640 TOURING**

Engine no. 172900

384ci L-Head Inline 8-Cylinder Engine
 Single Carburetor
 105bhp at 3,200rpm
 3-Speed Manual Transmission
 Semi-Elliptic Leaf Springs Front and Rear
 4-Wheel Drum Brakes

- *In single-family ownership for nearly 90 years*
- *Stored away for more than half a century*
- *Desirable open Touring sixth-series Packard*
- *CCCA Full Classic™*

**THE 1929 PACKARD EIGHT**

1929 brought substantial change to Packard's products, notably a new Standard Eight line which replaced the earlier Twin Six models. These sixth-series Packard's were among the most attractive and imposing of the Classic Era, with long hoods, sweeping fenders and large oval-backed headlights (a one-year-only feature). With seven main bearings and a rigid one-piece cylinder block casting, it was quiet enough that it impressed even the notoriously finicky road testers at The Autocar in England who noted that "... the big car has the power of traveling right up to a high speed without fuss, without suggestion that the engine is doing much work, without harshness, yet with plenty still in reserve."

THE MOTORCAR OFFERED

This charming barn-find Packard is an extortionately complete example of the desirable 7-Passenger Touring variant. According to the chassis plate mounted on the firewall, the Packard was delivered new on October 24th, 1929 -more commonly referred to as 'Black Thursday'- The first day of the 1929 Stock Market Crash. The selling dealer was Plemmons Motor Co. and the first owner was Mr. Frank Barnard. Mr. Barnard was in the lumber business, and as business got tough and the Packard too expensive to run, he put the car in storage at his home in Norfolk, CT. The car remained in the family, tucked away in storage for almost its entire life. After very recently being removed from the barn, new tires were installed and the wheels correctly refinished in black. Aside from a sympathetic clean up and fitting of the new wheels and tires, the Packard remains in its

as stored condition. It is always nice to find a Packard which has been hiding, but very few have been in single family ownership for such a long period and are as original and complete as this. Surviving today, this Packard is an opportunity not to be missed.

\$50,000 - 70,000
WITHOUT RESERVE



227.

1971 MERCEDES-BENZ 280SE COUPE TO 2.8 SPEC

- *Top-of-the-line, hand-built Mercedes-Benz*
- *Attractive Sky Blue over Parchment color combination*
- *Documented 2 owner car*
- *Fitted with A/C*

Chassis no. 111026.12.003702
 Engine no. 1309 2012-019757(see text)

2,778cc SOHC Inline 6-Cylinder Engine
 2 downdraft Weber carburetors
 120bhp at 5,800rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve



THE MOTORCAR OFFERED

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

This particular Mercedes-Benz 280SE was delivered new to Germany with a 3.5-liter engine fitted. Its first owner was a Mercedes-Benz dealer in the Bremhaven. According to the current owner, the dealer, who was fairly old school, did not like the new Bosch injection system and had his technicians remove the 3.5 to fit the current 6-cylinder 2.8 liter engine.

The consigner purchased the car in 1985 while stationed in Bremhaven as a member of the U.S. Army. It was shipped back to the U.S. in 1987. At the time, the car was still

in very original condition and painted dark green. The consigner stored the car for quite some time, and in 2000 he decided to restore it. This restoration was entrusted to the Mercedes-Benz experts at Bud's Benz in Douglasville, GA.

The car was finished in Ferrari Sky Blue, which is very close to the Mercedes-Benz 906 blue. During this restoration A/C was also fitted to add to its usability in the southeast. It was also fitted with an updated sound system with a smartphone input. Since the completion of this restoration, it has been well cared for and Bud's has also done all the recent maintenance. This past year the interior was redone in parchment leather and presents beautifully.

Running and driving very well, this wonderful two owner 280SE is an extremely useable classic. It would be a great car for weekend shows and as a comfortable driver's car on weekends.

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



228.

1949 JAGUAR XK120 ALLOY OPEN TWO-SEATER

Chassis no. 670181
Engine no. W1265-8

3,442cc DOHC Inline 6-Cylinder Engine
2 Tall-style SU Carburetors
160bhp at 5,200rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- One of only 184 left-hand-drive alloy-bodied Roadsters
- Matching numbers
- Recently completed restoration
In the current family ownership since the 1960s
- JDHT certificate on file



THE JAGUAR XK120 ALLOY CARS

First unveiled in London at the Earls Court Automobile Show in 1948 the XK-120 was a “stunner that left spectators agog,” its flowing, functional body lines were said to have been personally designed by the hand of Mr. William Lyons, himself, General Manager of Jaguar Cars Ltd. The 3.4 liter 6-cylinder DOHC engine producing 160bhp was capable of propelling the car to over 120mph. Moreover, it could putter away in second gear from a standstill or pull without balking from 15mph in 4th gear.

While characterized in the press as “a very fast, tractable touring car and not a racer despite its looks,” the alloy-bodied XK-120 showed its teeth with great success in sports car events, notably the Production Car Race at Silverstone and during a speed test in Belgium clocked 126mph over a flying mile

with stock windshield and side windows erected making it at the time the “fastest series production car in the world and yet displaying the flexibility and even the silkiness and smoothness of a mild-mannered saloon,” so reported the April 14th, 1950 issue of the British enthusiast magazine *Autocar*.

Jaguar thought they could probably sell 250 of the new cars, the total of the planned initial production run for the two-seater roadster. Delays in producing the steel body molds prompted the building of 240 hand-beaten aluminum bodied cars. This example is one of those few surviving alloy bodied cars. No two cars were alike. In fact the aluminum panels made for the for the original run would not even fit on the later “mass produced” steel body 120's further distinguishing them as unique machines.

To the discriminating Post-war Jaguar collector, there can be no more desirable possession than an alloy-bodied XK120 roadster. Only 242 were made, and many have been converted to competition use. A left-hand-drive example with rear fender spats and disc wheels is even more of a scarcity; there were only 184 of these very special cars, making the wonderful example offered here even more collectable.





THE MOTORCAR OFFERED

Produced three-quarters of the way through the production run, chassis '181' was completed at the Jaguar works 69 years ago on March 17, 1950. Its recently accessed Heritage Certificate notes that the car was shipped to the US and supplied through Hoffman's New York agency for Jaguar. As new, it would have looked as it can be seen today with cream paintwork and a red and biscuit leather interior.

Its first owner is not charted, but within a few years the car was resident in Maryland in 1955 and thanks to research by its current owner, the history picks up at this point being owned first by Robert Young in August that year, then Robert Brown two years later. It was purchased by his mother in 1961 from Brynmawr Sports Cars, in Pennsylvania.

Used and enjoyed for many years, it was ultimately laid up for a similar period. Roughly 10 years ago having inherited the Jaguar, the son reports that he decided to honor the car and his family's ownership by restoring it from the ground up. That process has continued until the end of 2018, the car recently emerging from its rebuild. Along the way it was discovered that the front fenders had at some point been replaced with steel units, suggesting perhaps that it may have had some early racing and received damage to them, but regardless the decision was made to have correct ones copied and replaced in aluminum. A white hue was chosen for the bodywork and the interior matches the original.

As it stands today, the car has a handful of miles on it and can be considered as 'running in'. The most covetable of its series, this freshly restored example offers a show or tour car, or an upgrade from the standard production cars that succeeded it.

\$300,000 - 350,000



229.**1971 PORSCHE 911T 2.2 TARGA**

Chassis no. 9111110088

Engine no. 6110094

2,195cc SOHC Flat 6-Cylinder Engine
 Dual Weber Carburetors
 125bhp at 5,800rpm
 5-speed manual transmission
 4-wheel independent suspension
 4-wheel ventilated disc brakes

- *Porsche Certificate of Authenticity on file*
- *Matching engine*
- *Original European home market delivery*

**THE MOTORCAR OFFERED**

The 911T had been introduced as a new base model in 1967, initially with the 2-liter engine in 110bhp form before gaining the 2.2-liter unit, along with the rest of the range, in 1969. Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s.

This striking 'Tangerine' Porsche and was selected by its owner as a car that fitted his high standards of originality and authenticity but provided a usable, driver quality example. Its Certificate of Authenticity states that the car was delivered with the engine it retains

and quotes supply in this color, as well as confirming that the black leatherette and corduroy seats are original. Other options included Comfort Equipment, Light Metal Wheels and Michelin tires. Not mentioned but seemingly also fitted as new was the rear wiper option. Completed in July 1970, the 'T' Targa is supported with important and interesting documents which trace original ownership in Germany as per its Fahrzeugbrief where it was delivered new to a Dietbald Krautle of Welfshalde on September 6, 1970, who kept the car for one whole year, selling it then to Klaus Rampercer on September 6, 1971.

At some point it migrated to North America, we believe in the 1980s, a journey which is recorded by a handful of Polaroids showing





the car being containerized. It is understood to have come to the US through Canada and was acquired by the current owner in 2012 on the West Coast.

As viewed today, the Porsche has an unmistakable honesty to it, of particular note is the interior which is a combination that in preference to leather provides warmth and comfort in all seasons, versus the 'over hot' or 'over cold' of hide. Those interior seats show some age, but not excessive wear and the dash in particularly good condition. In addition to the noted papers a period handbook and wallet are also on file. Offering Porsche motoring and touring at an entry level, this is an appealing and reassuringly un-messed with example.

**\$50,000 - 60,000
WITHOUT RESERVE**



230.

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

Chassis no. 915922

Engine no. 928329

2,443cc DOHC Inline 6-Cylinder Engine

3 Weber Carburetors

110bhp at 4,800rpm

4-Speed Manual Transmission

Coil Spring Suspension

4-Wheel Hydraulic Drum Brakes

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



THE ALFA ROMEO 6C

'The current Alfa Romeo conceals as beautiful a chassis as ever with four-wheel independent suspension and a six-cylinder twin overhead camshaft unsupercharged engine...' - *The Autocar*, July 11th 1947.

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

plus a six/seven-seater Berlina on a longer wheelbase.

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

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

generously-sized brakes, fast-g geared steering and an unusually slick, column-mounted gear change.

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

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







915922 at the 2017 Concorso d'Eleganza Villa d'Este



THE MOTORCAR OFFERED

Clothed in elegant Pinin Farina Cabriolet coachwork over the top-of-the-line competition derived Super Sport chassis, this exceptional example of the 6C 2500 model is among the finest examples we have ever had the opportunity to offer for sale. This elegant motorcar - chassis number 915922 - is according to Alfa Romeo historians the very last example of the model to receive Pinin Farina Cabriolet coachwork. Delivered on December 9th, 1951, to the company Kosta G.m.b.H. in Hamburg, Germany, the first caretaker of Alfa Romeo Super Sport was a British ex-World War II pilot stationed in Germany at the time. He eventually exported the car to the United States, where a Mr. Robert Agle of Jeffersonville, Ohio acquired the car around 1962. Mr. Agle is believed to have been quite the collector, and held many exotic European sports cars in a barn in the

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

The Johnsons initiated a restoration of the Alfa Romeo, where the exterior color was changed to white, and would keep the car in their ownership until 2009, when it was sold to a Los Angeles, California based collector. In this ownership and following a mechanical refurbishment, 915922 participated in the 2010 Mille Miglia road rally - the grueling 3-day, 1,000-mile tour going from Brescia to

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





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

superb Super Sport represents an exciting opportunity to acquire one of these historically important and eligible cars, restored magnificently well.

\$600,000 - 750,000



231.

1954 KURTIS 500KK SR-100 SPORTS RACER

Coachwork by Byers

Chassis no. MKK55

291ci OHV DeSoto 'Firedome' Hemi V8 (see text)

Dual 2-Barrel Carter Carburetors

275bhp at 5,800rpm (est.)

4-Speed Manual Transmission

4-Wheel Kurtis Torsion Bar Suspension

4-Wheel Drum Brakes

- *Bodied by the great Jim Byers*
- *Shown on the lawns of both the Pebble Beach and Amelia Concours*
- *A fast and capable racer and tour car*
- *Featured extensively in period Byers' literature*



THE KURTIS 500

Frank Kurtis rose from humble roots as the son of first-generation Croatian immigrants to a leader in the construction of beautiful, race-winning Midget and Indy cars. Born in 1908 to a blacksmithing father, his participation in the family business helped him get his start as a fabricator in Los Angeles in the 1920s. Learning the ropes on Midget racers, he would really hit his stride in the post-WWII period when he transitioned from Midget cars to Indy cars. Kurtis would produce cars that would take victory at Brickyard in 1951 and 1953-1955 (he came in second in '52). His cars remained competitive at Indy for a decade after that last victory.

While building weapons for the track, Kurtis also worked to produce sports cars. Beginning in 1947 with the Kurtis-Omohundro—often considered the first post-WWII American sports-car—he quickly took

the formula that was providing such great success in Indianapolis and applied it to street cars. His Allard-like 500S racer, which was based on his Indy car's architecture, found great success on the track at the hands of Bill Stoppe and others. The 500KK that followed was ostensibly a kit-car version of the 500S that gave the owner the opportunity to choose his/her own bodywork and engine. Costing between \$395 and \$1300 depending on the degree of factory completion, the 500KK would go on to great success both on and off the track.

THE MOTORCAR OFFERED

While 500KKs were clothed in a variety of bodies, the SR-100 bodywork is widely considered among the prettiest and best made. Inspired by the coachwork of Vignale and created by renowned fiberglass wunderkinds Dick Jones and Jim Byers, the SR-100 debuted in 1953 at the Los Angeles Motorama as the Meteor SR-100 (with the "100" derived length, in inches, of the wheelbase). Shortly after the show, Jones moved to Colorado and Byers remained in California. Byers improved the look of the SR-100 bodywork and relaunched the body under his own name. *Road & Track* would go on to feature one such car on the cover of its February 1957 issue with the immodest headline, "The Byers Special—world's most beautiful sports car?"

The Byers body found its way onto rather pedestrian Ford chassis, but it was most





capable when atop a Kurtis chassis. Steve Salem of Manhattan Beach, California wanted the best of the best when he put together this 500KK in the mid-1950s. Adapting an early Byer's body to fit on the 90" wheelbase of the Kurtis's frame (the earliest Byer SR-100s were in fact built for 90" wheelbases), he installed a modified 320ci GMC inline-six to power his beast. Intended for the 1954 running of the Carrera Pan American but not finished in time for the event, the Kurtis found fame as a featured car in the 1958 Petersen Publishing *Trend Book*, *Sportscar Specials*. The pictures featured were so admired by Jim Byers that he would use them in his own literature and press releases to promote his machines.

After racing on the West Coast from 1955-1962, the car made its way to Texas in the late 1970s where it was discovered by the seller in the late 1980s. Found in sound shape

but fitted with a more modern drivetrain, the Kurtis was torn down and restored back to its former glory. Consulting with Mr. Salem, the first owner, the Kurtis was fitted with a period-correct, modified DeSoto Firedome Hemi V8, replica Halibrand knock-offs built by P.S. Engineering, and a slick paintjob by custom car painter Zig Ebel done in the style of the Carrera Pan American car it was original built to be.

Debuting at the 1992 Monterey Historics, it would be shown on the lawn at the Pebble Beach Concours d'Elegance the next year—where it was reunited with its original owner for the first time in three decades—and continue to appear and successfully compete at the Monterey Historics (and later Reunion) as well as other vintage races for another two decades. Re-restored in 2006, the Kurtis again took to the concours lawn at the 2011

Amelia Island Concours d'Elegance as part of a class of Kurtis road and race cars.

Offered today as a capable entry into any number of vintage races, it is also eligible for highly sought-after tour events such as the Colorado Grand, California Mille, Copperstate 1000, and Going to the Sun events.

\$200,000 - 250,000



232.

1997 LAMBORGHINI DIABLO VT ROADSTER

Design by Marcello Gandini

VIN. ZA9RU37P4VLA12621

5,707cc DOHC V12 Engine
 Electronic Sequential Multi-Port Injection
 492bhp at 7,000rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Brembo Ventilated Disc Brakes

- Striking Blue Chiaro paint scheme
- Single owner for the last fifteen years
- Over \$163,000 in receipts
- One of only 200 first generation VT Roadsters built



THE LAMBORGHINI DIABLO

After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. It came as no surprise to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon fiber composite panels, first seen in the Countach Evoluzione model, was extended to the Diablo, which

also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 liters for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. Although one of the world's most expensive cars, the Diablo was

not a limited edition model like the latter but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilized Gran Turismo as suited to city streets and motorways as the racetrack. Four-wheel drive Diablo VT, with 'VT' standing for Viscous Traction, and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition.) Only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.





THE MOTORCAR OFFERED

This Diablo VT Roadster left the Sant'Agata factory at the end of 1996 in the striking color scheme of Blue Chiaro over cream white bolsterS with matching blue center leather seats and was delivered new to California in the summer of 1997. Remaining out West between California, New Mexico and Nevada for the first five years of its life and accumulating a under 2000 kilometers a year (all Diablos have odometers in kilometers, even US market cars such as this one), it would head to the East Coast in August of 2002, residing in Virginia and Florida until 2004 when it was acquired by its long-time Virginian enthusiast.

The owner of the car for the past decade and a half has been a careful and meticulous custodian. While records from the first three owners and seven years of the car's life are scant, the subsequent 15 have seen regular and systematic maintenance

performed with receipts of file totaling over \$163,000. In addition to regular service, the Lambo has been subject to a selection of performance and cosmetic enhancements including color-matched three-piece 19" HRE wheels, Sebring Tuning exhaust, carbon fiber instrument cluster and center console covers, upgraded Pioneer sound system with head unit mounted screen and back-up camera, and a screen mounted in front of the passenger. A set of blue fire extinguishers, matching the rest of the color scheme, have also been mounted just behind the passengers.

The extensive CARFAX report records the history of the vehicle from new. It should be noted that, as with many Diablos with odometers that read in kilometers, confusion as to the actual mileage thanks to incorrect readings by the DMV and flip-flopping conversions from kilometers to miles and back

again has rendered the car to be titled as "true mileage unknown" with the odometer showing 37,788km at the time of cataloging.

This all-wheel drive, 200mph monster of the 1990s is complete with its owner handbook and leather folio as well as heaps of receipts. The subject car of innumerable posters that hung on the walls of thousands of teenage enthusiasts in the mid- to late-1990s, these Diablos are being rediscovered as one of the most exciting supercars of its era. And rest assured, despite being two decades old, it'll still turn heads where ever it goes!

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



233.

1936 BENTLEY 4¼ LITER TOURER Coachwork by Vanden Plas

Chassis no. B 138GA
Engine no. K6BW

4,257cc OHV 6-Cylinder Engine
Twin SU Carburetors
Approximately 100bhp
4-Speed Manual Transmission with Electronic Overdrive Fitted
4-Wheel Servo Boosted Drum Brakes

- *Exceptionally well-documented history*
- *Attractive original Vanden Plas coachwork*
- *Beautifully maintained example*
- *Eligible for many motoring events around the world*
- *Ideal car for rallying, or Concours events*



B138GA at a BDC club race in the 1940s

THE DERBY BENTLEY

By the end of the 1930s the Derby Bentley, introduced towards the beginning of that 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.







THE MOTORCAR OFFERED

Completed in 1936, the car on offer was dispatched to Vanden Plas coachbuilders and fitted with body 3441. It is only the second tourer built by Vanden Plas on the 4¼-Liter chassis after the sister car, B 22GA, was delivered to Malcolm Campbell. In total, Vanden Plas built just twelve tourers on these chassis. It is also believed that of those twelve tourers, only the car delivered to Mr. Campbell and this one were fitted with a low windscreen.

According to the historical records, the car was finished in maroon over black with maroon leather and delivered to its first owner, a Mr. W.G. Jordan, on March 25, 1936. By 1939 the car was owned by Major P.R. Davies Cooke, who retained the car during the war. Following the war in 1946, the car was purchased by a Mr. Peter Riley, who at the time was working as an apprentice at the Rolls-Royce Crew Works as a production road tester.

According to a letter from Mr. Riley, he enjoyed the car a great deal, entering it in a number of hill climbs, sprints, rallies, and many Bentley Drivers Club events. In fact, he entered the car in the 1950 Welsh Rally and finished 2nd overall, two places ahead of the legendary Sydney Allard.

The car passed through the hands of a few other well-known owners, including noted London broker Richard Hicks, before being purchased by Charles Howard. In the late 1980s, the car was purchased, in a partially dismantled state, by Mr. Michael Bradfield, a one-time chairman of the Bentley Driver Club. During the late 1980s and early 1990s Mr. Bradfield commissioned a total and complete restoration with bills totaling 140,000 pounds. The car then passed to Mr. Bo Zarnegin in 1995, and then to Mr. George Rombouts-Howitts in 2003, who commissioned a great deal of further restoration work carried out

by Fiennes Engineering, Alpine Eagle and Wildae Restorations. Mr. Rombouts-Howitts used the car on various rallies and tours but maintained the car so meticulously that he was awarded 3rd in class when he showed the car at the Pebble Beach Concours d'Elegance in 2009. The car later became part of the renowned collection of Sir Anthony Bamford before being acquired by Mr. Charlie Prince. The current owner acquired the car from the Bonhams Quail Lodge sale in 2016. It has since been maintained carefully and used on a regular basis on weekends.

Representing thoroughbred motoring at its very best, this iconic Vanden Plas Tourer represents one of the highest pinnacles of the Derby Bentley. This particular example is impeccably sorted and with its additional electronic overdrive is an ideal car for long distance touring or rallying. With its active competition history and its extraordinary





long-term ongoing preservation by marque specialists, the opportunity to acquire this car should give the next owner much pleasure, and will be an undoubted invitation to multiple prestige motoring events worldwide.

\$600,000 - 800,000



234.

Ex-Bob King

1923 BUGATTI TYPE 23 BRESCIA THREE SEATER TORPEDO SPORTS

Chassis no. BC002

Engine no. 892 (ex-2526)

1,496cc (see text), 4-Cylinder OHV Inline Engine

30bhp at 4,000rpm

Single Carburetor

4-Speed Manual Transmission

Semi and Quarter Elliptic Leaf Spring Suspension

2-Wheel Drum and Transmission Brakes

- Usable and fast touring Bugatti
- Recently serviced
- Eligible for numerous events and tool kit



International Bugatti Rally-2018, Photo Credit - Peter Singhof

THE TYPE 23

'Bugattis encapsulate concepts of engineering which, once seen, change your ideas radically and definitively. Drive them, and you realize that each car is form and engineering in equilibrium, and a work of art.' – William Stobbs, *Les Grandes Routières*.

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Developed from the first Bugatti to be built at Molsheim - the short-wheelbase Type 13 of 1910 - the Type 13 'Brescia' took that name following the factory's first four places at the 1921 Italian Grand Prix for Voiturettes, held

at the eponymous racetrack in Lombardy. Longer wheelbase Type 22 and Type 23 models were made, both of which used the single-overhead-camshaft 16-valve Brescia engine and were built alongside 8-valve 'Petit Pur Sang' versions.

Introduced in February 1923, the updated Brescia was a true thoroughbred sports car, derived directly from the racing Brescias that had dominated the voiturette category at the 1921 Italian GP. At a time when many 1½-liter production cars struggled to achieve 50mph, the Brescia was guaranteed to exceed 70mph. Of advanced design, the engine incorporated a ball-bearing crankshaft and aluminum crankcase and was coupled to an excellent four-speed gearbox developed from that of the Brescia racers; indeed, many Brescias were raced with great success.

Bugatti produced approximately 200 Brescia chassis in 1923, virtually all of them Types

22 and 23, and in total, some 2,000-or-so Brescias were built between 1914 and 1926 with engine capacities of 1,368, 1,453 and 1,496cc.







A proud Dr. King with the car upon its completion



THE MOTORCAR OFFERED

This well-known survivor of the original pear shape-radiated Bugatti is charted in Bob King's excellent works "Bugattis in Australasia". It is this respected author that is responsible for the car's presence today. Dr. King acquired this original long wheel base chassis, which had been saved by Australian Gavin Campbell in 1960 and married it to a series of other components that he had amassed over the years with the help of David Roberts, many of which came from a crashed Brescia, no. 2569.

Sadly, the frames of these early Bugattis are not numbered and so it was not possible to decipher which car it had originally belonged to, but since its rebuild and in line with Bugatti Owner's Club attributions to encourage people to restore these cars it has since been

designated as BC002, being the first such car to have received their acceptance (BC001 being retained by Hugh Conway for a project himself). The engine used, number 892, had previously been fitted to chassis 2526, yet was renumbered at some point as 2566 for reasons unknown, with the opportunity to enhance its road going capabilities this was bored out to the 1,496cc specifications of the final cars. The Bugatti running gear was clothed by King with the present pretty boattail coachwork which was constructed by Harry Donders in Melbourne and is a copy of a period body that notably featured in the *Autocar* in October 1922.

The car was completed in 1978 in time for the Australian Bugatti Rally in Canberra, in doing so it had enabled him to return another

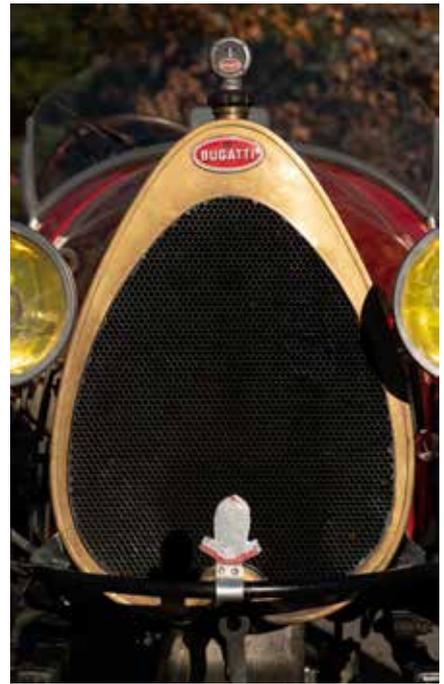
Bugatti to the road and to enjoy participation among other enthusiasts and would then be used by King for countless tours. The current custodian was a long-term friend of Bob King and a passionate enthusiast of the marque having previously owned five including the Atalante T57C 57557 purportedly Jean Bugatti's personal car and was able to negotiate this car's purchase in 1995.

Over the course of the last 22 years, it has continued to be used on various events including the 2003 International Bugatti Meeting in Lenox, Massachusetts. Later it received a mechanical rebuild by John Schramm of Mechanical Restorations in Rockland, Maine. Most recently, at the custodian's invitation to Bob King, the Brescia was shown at the incredible gathering of





Winner Kid's Choice, Lime Rock



'La Marque' at Lime Rock and subsequent Bonhams-Sponsored International Bugatti Tour in Saratoga this past autumn covering several hundred miles. A minor damage to the gas tank while on tour, necessitated repair and a check over at a known Bugatti restorer.

In preparation for the auction the car was driven by a Bonhams specialist and found to have lively performance and display all of the appealing features of these lightweight and nimble sportscars, specifically including their refined transmission.

Accessing the esteemed Bugatti fraternity has a high entry point these days, and for a modest outlay in relative terms this offers the opportunity to experience all their lauded events as well, by definition, as hallowed events such as the Mille Miglia Storica.

\$300,000 - 400,000



235.**1964 JAGUAR E-TYPES SERIES 1 3.8 ROADSTER**

Chassis no. 880875

Engine no. RA5042-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Numbers matching example
- Well preserved older restoration
- Stunning Series I E-Type Roadster ready to be shown at Concours events or driven on rallies
- Accompanied by Jaguar Heritage Trust Certificate

**THE JAGUAR E-TYPE**

In 1958, Jaguar technical director, William Heynes, and designer, Malcolm Sayer, convinced their boss, Sir William Lyons, that a new production sports model was needed. Thus, the E-Type was born; one of Jaguar's longest-running and most revered models.

Actually, the E-Type already existed conceptually. Developed from the racing D-Type in 1956, it had been put aside when Lyons abruptly canceled the competition program. Dusting off the prototype, an aluminum-bodied roadster with 3.4-liter XK engine and independent front and rear suspension, Heynes and Sayer reengineered it for steel, and a 3.8-liter engine as used in the Mk IX saloon.

The engine and transmission aside, the production E-Type was all new. It combined

a multi-tube front chassis with a monocoque center section. Front suspension was similar to the XK 150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshafts, its wheels were suspended on coil spring-shock absorber units—two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disk brakes. Anti-roll bars were installed front and rear.

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

265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the

E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

From the start there were two models, a soft top with roll-up windows, called "Roadster," and a fixed-head Coupe. At \$5,595 for the Roadster and \$300 more for the Coupe, it was more than twice the price of an MGA.





THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane works on January 10, 1964, this lovely Series I 3.8-Liter Roadster was configured in Carmine Red over Black leather with left-hand drive steering and destined for the North American market. The new Jaguar was dispatched from the works on February 3, 1964, and headed to Jaguar Cars New York, which is listed as the selling dealer on the Jaguar issued Heritage Trust Certificate.

The earliest history of this Jag is yet unknown at the time of cataloging, but it was restored in the mid-1990s to a very high level—at which time the interior and top were changed from black to tan—and the restoration has stood the test of time. Moving out east, the penultimate owner, a gentleman from the Philadelphia area, acquired the car in the early aughts. Happy with the cosmetics but feeling

the motor not quite up to the quality of the looks, he sent the car to Cloverleaf Services in Malvern, Pennsylvania to bring things up to snuff. Cloverleaf rebuilt the motor to a slightly higher spec, including balancing and blueprinting it—invoices on record detail the work completed. The current owner, who has had the car for a few years now, redid the steering rack last winter and has made sure that the fluid services have been completed.

Most importantly, the original engine and cylinder head have remained with the car since leaving the factory—the transmission has been swapped with a fully synchronized unit from a later 4.2 model but the original transmission is included. Described by the seller as a silky smooth, rocket ship fast car, it will be accompanied by service records and its Jaguar Heritage Trust Certificate. Expertly

restored E-Types, like the one presented here, are highly sought after by collectors all around the world. With the vehicle on offer being in such fine condition, there is no better opportunity to put yourself behind the wheel of one of the most iconic sports cars of the 20th Century.

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



236.

1974 PORSCHE 914 2.0

Chassis no. 4742907096

1970cc OHV Air-Cooled Opposed 4-Cylinder Engine

1 Downdraft Carburetor

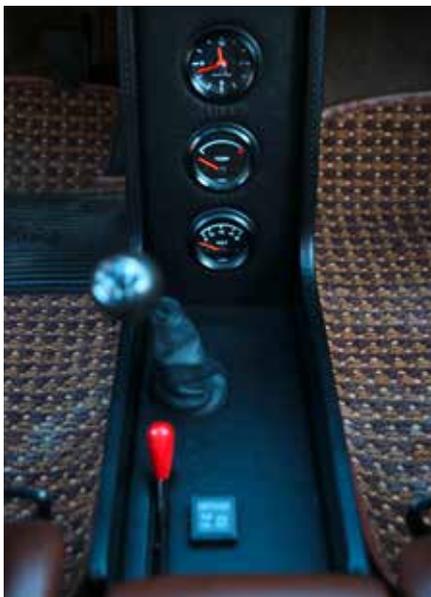
99bhp at 5,000rpm

5-Speed Manual Transmission

Independent Front and Rear Suspension

4-Wheel Hydraulic Disc Brakes

- *Unrestored and unbelievably well preserved 914*
- *Concourse winning quality*
- *Breathtaking Ravenna Green Paint with Brown leatherette interior*
- *Just over 17,000 original miles*

**THE MOTORCAR OFFERED**

This spectacularly well preserved 914 was delivered to the Ted McWilliams Porsche+Audi dealership in Monroeville, PA, just east of downtown Pittsburgh, and was bought new by a gentleman named John Leahey of Pittsburgh, PA. Upon purchase, the 4-lug factory Fuchs were swapped out at the dealership for a full set of factory steel wheels, including the spare in the front trunk - a common practice at the time. Beyond being optioned with the desirable appearance group, John installed a radio, tartan seat covers, an electric washer pump, and the iconic Porsche embossed cocoa mats. "Froggy", as it was known due to the dazzling Ravenna green paint, was fastidiously well taken care of by its first owner and was primarily used as the preferred mode of transportation on his summer trips to Lake Erie and the Jersey Shore. The constant

waxing of the exterior and application of Armor All on the interior effectively vacuum sealed the entire vehicle, preventing any sort of deterioration. Beyond routine oil changes and the dealer relocating the fuel pump shortly after the initial purchase, the 914 remained untouched.

Unfortunately, health issues prevented John from enjoying the Porsche and it was subsequently mothballed for many years in his garage, away from sunlight. In 2011, the vehicle was discovered by a serious 914 aficionado, and concours competitor in New Jersey. Shortly after purchase, he began a 10-month project, involving countless Q-tips, to prepare the vehicle for concours events. This painstaking project payed off once the car passed judgement and won three separate scored events, beating out





numerous, beautifully restored 356s and 911s. Its most spectacular victory occurred at the 55th Anniversary NNJPCA show where Froggy scored a darn near perfect 224.5 out of 225 points. Soon after securing these accolades, the car was placed in the hands of a very good friend and fellow 914 enthusiast based in Greenwich, Connecticut. Since this change of hands, the car has been kept in a temperature-controlled storage facility and has been sparingly taken out on weekend drives.

Today, the odometer shows just over 17,000 original miles, and it is surely one of the cleanest, most original, survivor 914s in the country. The paint truly glows in the sunlight and the unbelievably well-preserved brown leatherette interior shows barely any signs of use. Additionally, it will be accompanied by its pristine tool kit, jack, owner's manual and COA.

"Froggy" stands in a category all of its own. Low miles, desirable year, rare color, appearance group, and most importantly: original, unrestored, and unmolested.

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



237.

1913 RENAULT TYPE DP 22/24CV COUPÉ-CHAUFFEUR Coachwork by Renaudin et Besson

Chassis no. 37217
Engine no. 5044

5,027cc, Side-valve, 4-Cylinder Bi-Bloc Engine
Single Carburetor, 22/24hp (French rating)
3-Speed Manual Transmission
Semi-Elliptic Leaf Spring Suspension
2-Wheel Drum Brakes

- Unique survivor of the original 'Flyer' model
- From the Estate of Harold Coker
- Veteran Car Club Dated, London to Brighton Eligible
- A one-off opportunity



THE MOTORCAR OFFERED

This quite remarkable car has remained in the first owner's family's possession since it was delivered new in 1913. Its owners were a wealthy bourgeois family that always favoured the Renault marque. Most unusually for a car of this age, this 22CV model remains in outstandingly original condition. It was the vendor's great-grandfather who had purchased the Renault in 1913, and the family even managed to hold onto the car during WW2, when its flat tires thwarted a requisition attempt by the German army.

Of impressive size and powered by a 5.0-liter four-cylinder engine, the Type DP 22CV was one of Renault's flagship models of the pre-WWI era. This hand-built car's untouched bodywork retains its original, now slightly faded, paintwork while the interior, divided into two compartments, is likewise exactly

as it was completed back in 1913. The driver's compartment has two deep-buttoned seats trimmed in black leather (no tears evident) while the passenger compartment is luxuriously equipped in a manner benefiting what was an extremely expensive motor car. The high-backed rear bench seat is divided by an armrest and trimmed in deep-buttoned brown leather. Damask and braid has been used to line the sides and the roof, showing little sign of ageing, while interior illumination is courtesy of two small ceiling lights. A small leather-trimmed console contains a pocket watch, a mirror, a clothes brush, a notebook and pencil, and flasks for ink. A communications system enables the passengers to talk to the driver.

Contained within the history file, the family's memories, passed down from generation to

generation, recall some significant episodes in the car's history, including the original purchase. This was not straightforward, as Renault supplied only the bare chassis, leaving the final specification down to the individual customer. In the vendor's own words:

'For the body, to be constructed in wood, he (the first owner) went to Renaudin et Besson, 42 rue Campo Formio in Paris. The upholstery... and the interior decoration were chosen in consultation with my great-grandmother, in particular the damask wall coverings in green. For the driver's compartment, Kirby Beard & Co was appointed (kilometric odometer and clock): this company was trusted since it supplied accessories for Rolls-Royce. The area that caused the most deliberation and controversy





In the early days, with the car's proud chauffeur



was the lighting: should it have an electric installation which, something my great-grandfather was convinced of, would increase the risk of fire because of the inevitable short-circuiting? Eventually a sensible solution was found: it would feature electric lighting for the interior passenger compartment only, to aid map reading! Consequently, the car had three different types of lighting: acetylene gas for the front headlights (compressed in a Magondeaux bottle on the running board), electricity for the interior passenger compartment and oil for the red lamp at the back...

'Some time later... my father chose to store the valiant Renault in the corner of his garage, waiting for the right time to put it back on the road. The years passed and he decided to put it on blocks as the tires were showing signs of

wear. This initiative saved the car and ensured it would be here today...'

Wanting to preserve the Renault's unique originality, the owners never undertook any kind of restoration, and as a result this remarkably well-preserved car possesses a patina unmatched by any restoration. It is wonderfully redolent of the peaceful Edwardian era, which would soon be brought tragically to a close by the outbreak of the First World War. To sit behind the wheel of this car is to journey into the past. Worthy of the closest inspection, this unique Renault would grace any museum or private collection. The car is sold with the original owner's personal registration plate, some postcards, and the chauffeur's cap.

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



238.

1964 SHELBY COBRA 289

Chassis no. CSX 2328
Engine no. PA 4539

289ci OHV V8 Engine
Single 4-Barrel Carburetor
306bhp at 6,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Well-kept, award-winning Cobra retaining its original drivetrain and body
- Desirable late-production model with rack-and-pinion steering
- Recent comprehensive restoration to factory specifications
- Known ownership history since new



THE SHELBY COBRA

Though often told differently, The Shelby Cobra's story is one of great reverence. A.C. (Auto Carrier) Cars, Ltd., was a boutique British automaker established in 1908. Originally makers of small delivery vehicles, the company got into sports cars in the 1920s. After World War II, there was a sports car hiatus. The company built some invalid cars; however, in 1954, the Ace debuted. Built by John Tojeiro, the Ace exhibited a new tube-frame car with all-independent suspension. From 1956, A.C.'s own engines were supplemented with outsourced units from Bristol and Ford of England.

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

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

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

similar high-performance upgrades.

The Ace's differential had been upgraded to a stronger Salisbury unit, as used in E-Type Jaguars, and the steering box, a worm-and-sector design, was moved outward to clear the engine. Disc brakes were used throughout.

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





THE MOTORCAR OFFERED

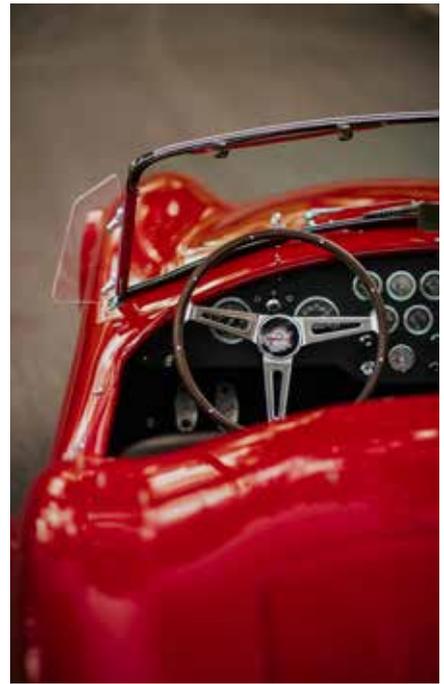
This 1964 Shelby Cobra 289 is a striking example of Carroll Shelby's potent intercontinental sports car. At first glance one immediately notices the sporty red paint, correctly painted wire-wheel, and appropriate white sidewall tires - all of which are described in the original specifications and early pictures of CSX2328. According to this Cobra's extensive history file, Mr. Dodge Olmstead purchased CSX2328 on October 29th, 1964 from Cherner Motor Company in Washington, DC. As the copy of the original invoice states, the Roadster was well optioned, including white sidewall tires, a luggage rack, wind wings, seatbelts, a radio, and an external rearview mirror, totaling \$5791.75. Mr. Olmstead kept his red Cobra for about two years, before trading it in February of 1966 with a 427 Cobra, CSX3173, through Archway Motors in Baltimore, Maryland. The next owner, Army Lieutenant Robert Whittacker, brought CSX2328 to Florida

and painted the car a flamboyant metallic green. Then, before 1972, it was acquired by Michigan Mr. Ray Angus, who chose a demurrer silver for this Cobra. In the spring of 1974, noted Cobra expert and restorer Mr. Bill Kemper acquired this Shelby and returned it to its original red paintwork. In 1986, Mr. Seymour Levin acquired this special Shelby Cobra. For 24 years, he housed it in his collection in Pennsylvania, before finally parting with it in 2010. That year, this car was given a sympathetic mechanical refresh, before being sold to another enthusiast. When the previous owner purchased CSX2328, he made the decision to restore the exceptionally authentic Cobra to its original splendor. Importantly, the Cobra remained in largely original condition, with no records or signs of damage or misuse.

Today, the Cobras original drivetrain operates wonderfully, mated with rebuilt suspension and braking systems, lending to the drivability of this fine Cobra 289. Being a late production 289, this car is equipped with more desirable, robust rack and pinion steering, factory side vents, Ford electrics with Stewart Warner gauges; a combination considered the most desirable of all 289 Cobras. As one might imagine, given the extent of the restoration, this car is beautifully presented throughout. The original aluminum body is straight and the vibrant red paintwork envelops the curvy lines exquisitely with a great luster. The exterior is capped off by the car's original accessories, resplendent with an external rear view mirror, wind wings, wire wheels, front bumper, and white sidewall tires.







While in the current owner's care – a Texas based collector with a taste for show-winning 1950s and 1960 Bentley S2s collector cars – CSX2328 has been professionally serviced and detailed and won the Palmetto Award at the 2017 Hilton Head Island Concours d'Elegance, while being applauded when shown at the 2018 Amelia Island Concours d'Elegance.

\$900,000 - 1,100,000

Please note, this vehicle is titled under the model year 1965.

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



239.

1960 BENTLEY S2 CONTINENTAL DROPHEAD COUPE Coachwork by Park Ward & Co.

Chassis no. BC54LAR
Engine no. P4055 (see text)

6,230cc OHV All-Alloy V8 Engine
2 SU Carburetors
200bhp
4-Speed Automatic Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- One of just 65 factory LHD Park Ward Drophead Coupe examples
- Beautifully presented in Midnight Blue over Beige
- Commissioned new by Maxwell House heir J. Robert Neal
- Elegant and luxurious Bentley Continental



THE BENTLEY S2 CONTINENTAL

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental has been synonymous with effortless high-speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the

Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc all-aluminum engine, which produced approximately 25% more power than the old six-cylinder unit. 'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well-being that only British craftsmanship can give,' enthused *Autosport*. 'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.' There were few significant changes to the running gear, though power-assisted steering was now standard, and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic

transmission being the sole offering.

Built in 'S2' form from the autumn of 1959, Continental version of the Bentley remained, as ever, exclusively a coachbuilt car. The firms of H J Mulliner, Park Ward, James Young, and Hooper (with a solitary example) all offered bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young, and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition.





THE MOTORCAR OFFERED

The Bentley S2 Continental, chassis number BC54LAR, offered here is an example of Park Ward's influential and elegant 'straight through wing' body style. It is one of only 124 examples bodied in this fashion by Park Ward; of which only 65 were original left-hand drive cars like this one. BC54LAR was ordered new by J. Robert Neal, heir to the Maxwell House Coffee giant, who is believed to have taken delivery of the new Bentley Continental Drophead Coupe overseas during a trip to the European Continent. The Selling dealer is recorded as Jack Barclay, and the new left-hand drive S2 was fitted with the desirable and optional air conditioning system, chassis reinforcements, power steering, a speedometer in miles per hour, a larger brake pedal, WindTone horns, AM/FM radio, and a power antenna.

Today, this elegant, hand-built Bentley Continental presents beautifully throughout, and remains

in its original left-hand drive configuration. The Park Ward designed and constructed Drophead Coupe bodywork is finished in a very suitable Midnight Blue color, while the interior is trimmed in fine leather hides and wood veneers. A good deal of cosmetic and mechanical work has been performed on the Bentley Continental over the years including an engine swap, and its presentation today is indeed very impressive. This elegant Bentley S2 Continental Drophead Coupe would be a pleasurable summer motoring companion to the Côte d'Azur and other such delightful destinations, and hails from the very end of coach built Bentley motorcar production.

**\$200,000 - 275,000
WITHOUT RESERVE**



240.

1930 CADILLAC SERIES 452 V-16 ROADSTER

Coachwork by Fleetwood

Chassis no. 7-952

Engine no. 701056

452ci OHV V-16 Engine

2 Twin-Choke Cadillac Carburetors

165bhp at 3,400rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *The Danbury Mint V-16, previously owned by Dr. Joseph Murphy*
- *Well-documented example retaining original coachwork, chassis and driveline*
- *Cadillac's crowning technological achievement in the most desirable Roadster form*
- *Pebble Beach Concours d'Elegance entrant*



THE V-16 CADILLAC

Cadillac astonished the world's automotive elite when it introduced a spectacular new ultra-luxury car, powered by an amazing 16-cylinder engine, at the 1930 New York Auto Show. This new super-sized Cadillac was clearly a General Motors response to the Duesenberg Model J, introduced by E. L. Cord the year before. However, while the snarl of the Duesenberg straight eight flaunted its raw, race-bred power, the Cadillac V-16 would set new benchmarks for smooth, silent and superbly impressive performance.

Cadillac created the V-16 to compete with and exceed the standards of the best automobiles in the world. GM dispatched a group of the new cars to Europe, where the Continent's most erudite automotive connoisseurs were invited to compare, first-hand, the beauty and substance of the Cadillac V-16 against the upper-crust cars of

the time - including Isotta-Fraschini, Hispano-Suiza, Mercedes-Benz and, of course, Rolls-Royce. An impressive number of early V-16s were exported as a result.

The heart of the Cadillac V-16 was of course its magnificent engine. Displacing a total of 452 cubic inches on all its sixteen cylinders, it featured overhead valves, and produced up to 185 horsepower. Beautifully detailed and meticulously sculpted, the engine's appearance was just as awe-inspiring as its soon-to-be-legendary smoothness and quietness.

Cadillac offered a number of Fleetwood bodies for the 1930-31 Series 452 V-16 chassis. Arguably, the most stylish and collectible to this day was the Roadster. This sleek and sporting, close-coupled two-seater design by Fleetwood designated with style

number 4302, was made in few examples, and carried a hefty price tag. These classic Roadsters remain the quintessential Classic Era top-of-the-line collector car.







THE MOTORCAR OFFERED

This fine example of Cadillac's technological tour de force Series 452 V-16 sports the stylish Fleetwood Roadster body it has worn from new and is likely to be one of the best, genuine examples in existence. As revealed by engine number 701056 and body number 29, it is an early example and therefore retains the early features not seen on the later 1930 and 1931 model-year V-16s, such as the lack of cowl vent and the early dash assembly.

The original owner of this stunning V-16 Roadster was William C. Bryant who lived on Jefferson Avenue in Detroit. Being a local, he was able take delivery of his new Roadster at Cadillac's Detroit Assembly Plant. The car retains its original delivery tag attached to the firewall with Mr. Bryant's name - a feature that was common on V-16s that were sold directly by the factory and not by a dealership. The second owner was Wilbur Sanders, also from

Detroit, who purchased the car in the 1950s. Sanders sold the car to Richard Sahlin in the 1980s. When Sahlin purchased the stylish Roadster, it was an extremely low mileage original car that had never been restored or disassembled. Sahlin commissioned noted specialist Brian Joseph to complete the first restoration. The car was judged by the CCCA during 1990 and 1991 seasons and awarded a Senior Badge and was furthermore a class winner at the 1991 Meadowbrook Concours.

The car was quietly sold during the early 1990s and became part of the prestigious collection of Dr. Joseph Murphy of Pennsylvania. During his ownership, the car was featured in his book *In Search of Excellence: The Dr. Murphy Automobile Collection* by Dennis Adler. Dr. Murphy later sold the V-16 Roadster to a private collector on the West Coast.





The car was kept in this private collection during this period with the exception of being on loan to the prominent Los Angeles-based Petersen Automotive Museum for a short period of time and exhibited at the 1998 Pebble Beach Concours d'Elegance. The current owner acquired the V-16 about five years ago and began a re-restoration which included a new black leather interior, new black top, new paint and a complete mechanical servicing by V-16 Cadillac experts Jeff Pearson and Sonny Elliot.

Based on the original build sheet, this car retains its original, numbers matching components that were originally supplied with the car when it was built from new. The car retains its original Fleetwood body tag as well as its original body wood which has been preserved in exceptional condition and is all

clearly marked with the number "29". The original engine, number 701056, has recently been serviced and has been properly and accurately detailed to show condition. The chassis shows equally well and would surely be a benchmark example at a Concours d'Elegance. The sporting V-16 Roadster was refinished in its original colors as specified on the build sheet. The black leather interior and rumble seat are in exceptional condition having been replaced just two years ago by Mark Larder, while Dan Kirkpatrick created a new, properly fitted top with correct side curtains that were copied from originals.

It is believed that there are less than ten, authentic 1930-31 V-16 Roadsters in existence today. Marque experts believe that this very car is likely to be one of the best examples. Furthermore, the car was used as







The Boulton Collection

Thursday March 8, 2018 at approximately 3pm
Lots 241 -268

Don C. Boulton was a man who thrilled at the hunt, the discovery, and the restoration of a fine Brass automobile. A student of the era and its cars, he knew their history, knew where to procure the finest examples, and knew what specialist would best return them to their original glory. No restoration effort was too great to resurrect what he desired. His enthusiasm was for the finest engineering and the greatest horsepower, and he built a collection around those criteria, gathering examples of Mercer, Welch, Locomobile, Peerless and other rarities. His greatest passion, however, was for the products of the Pope concerns, and he gathered what may be the world's most complete assemblage of hyphenated Papes.

With great care, he studiously documented his automobiles and maintained superb history and restoration files for each; every car in his collection boasted factory sales and operating information, and oftentimes period newspapers placing them in the context of history. He could speak about his machines, as he did most subjects, with eloquence and deep understanding.

He believed in cars as an avenue of building relationships; they were there to be shared. The collection was opened every Saturday, to a gathering of fellow enthusiasts from the Oklahoma City area, who would mill about the cars, chatting and exchanging their favorite stories and advice. It was a social center for the Horseless Carriage enthusiasts of the Southwest; indeed, Mr. Boulton served as national President of the Horseless Carriage Club of America in 1979. No wonder, then, that the Glidden Tour honored him by coming to Oklahoma and visiting his collection for his 90th birthday.

Mr. Boulton was a World War II veteran and member of the Greatest Generation; a successful businessman and trusted employer; beloved husband of 70 years to his wife Grace, father, and grandfather. A man of diverse interests and hobbies, all came second to his family. It is worth noting that, in the cataloguing and research of his collection, Bonhams had the opportunity to speak at length with many who had dealt with Mr. Boulton in the building and restoration of his collection over the last five decades. Not one had an ill word to say about the man, and many described him as one of their best, most true and honest friends.

As much as any of his superb automobiles, that will stand as Don C. Boulton's legacy.

The Boulton family would like to acknowledge the longtime collaboration and friendship with Ted and Carol Davis, who made it possible for the Boultons to continue touring and remain active in the hobby well into their 80s. In addition, Don Hummer and Charlie Troutman were his restoration wingmen and they worked closely together for many years. Lastly, the family recognizes the Sooner Region of the Horseless Carriage Club for their support and friendship over the years, particularly those who regularly visited the car barn on Saturday mornings.



269.**1989 MERCEDES-BENZ 560SL**

VIN. WDBBA48D2KA094740

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

- *Less than 17,300 kilometers (10,800 miles) from new and highly original throughout*
- *Single family ownership for more than 30 years*
- *High-quality, end-of-the-line Mercedes-Benz icon*
- *Offered with comprehensive history file and factory hard 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. In 1963, the next-generation 230/250/280SL brought Mercedes' sports car down to earth, replacing both the incredible 300SL and four-cylinder 190SL. For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup.

THE MOTORCAR OFFERED

This highly original 1989 model-year 560SL was sold new in Toronto, Ontario, by Mercedes-Benz Canada to its original owner on December 1st, 1988. A detailed caretaker of their beloved 560SL, this family would cherish this car for over 30 years while maintaining excellent upkeep of it. Today, the car presents beautifully in its original Signal Red exterior paint with a fitted black soft top and black leather interior. Furthermore, it is accompanied by its factory hardtop, and the 560SL retains its rare optional heated seats. The car has been the recipient of recent service. Four new tires have been installed and Fluids and filters have been replaced. The original tires have been preserved for provenance and will be included with the sale of the car.

This exceptional 560SL has been carefully enjoyed and preserved in its original condition since new. Accompanying this motorcar is a comprehensive documentation binder, which includes the original purchase agreement and order form, service book, metal vehicle ID Warranty plate, owner's manuals in pouch, roof tools and tool roll. The spare wheel has never been on the ground.

With less than 17,300 kilometers (10,800 miles) from new, this 560SL presents extremely well. As such, this high-quality Mercedes-Benz from the very last production year of the legendary model is ideally suited for open top touring with nearly all the power and amenities of a modern car. All the while, the R107 is uniquely elegant and stylish in a way only a classic Mercedes-Benz SL can capture.

\$55,000 - 75,000
WITHOUT RESERVE



270.

1988 FERRARI TESTAROSSA
Design by Pininfarina

VIN. ZFFSG17A3J0076758
Engine no. 12127

4,943cc DOHC Flat 12-Cylinder Engine
Bosch K-Jetronic Fuel Injection
385bhp at 6,300rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- *Classic Rossa Corsa over two-tone biscuit and brown leather interior*
- *Offered with books, tools, performance exhaust, CARFAX and luggage*
- *US-delivered Testarossa from new*
- *A 1980s automotive icon with high-revving twelve-cylinder power*



THE FERRARI TESTAROSSA

Few cars are released and immediately become evocative of their era. Like the Stingray Corvette or Jaguar E-type have become symbols of the 1960's, it is hard to imagine the 1980's without the Ferrari Testarossa coming to mind. Its dramatic figure, led by design chief Leonardo Fioravanti of Pininfarina, combined both form and function credited to his in-depth knowledge of aerodynamics. The side strakes, which have become the most distinctive feature of the vehicle, are a prime example of Fioravanti's influence, as the side mounted radiators provided more efficient cooling to the large 4.9-liter flat-12. As the flagship Ferrari of its day, the performance on offer was truly impressive. A commendable 385 horsepower propelled the supercar to 60 mph in just 5.3 seconds and to a top speed of 180mph.

THE MOTORCAR OFFERED

Finished in the classic Rossa Corsa color with a two-tone biscuit and brown leather interior, this Testarossa is a fine example of one of Ferraris most recognizable supercars. The car was completed at the Maranello Ferrari works in March of 1988 and equipped for the North American market. While the early history and initial delivery location of this vehicle are unknown, the previous owner has reported that he purchased the vehicle in 1998 from another gentleman in the state of California. At this point, the Testarossa had just under 30,000 miles on the clock.

At 33,000 miles, the belts, coolant hoses, spark plugs, valve cover gasket, and fluids were all changed. Also, the valves received an adjustment. A mere thousand miles later, the transmission was rebuilt and had a new clutch installed by a marque specialist in Sothern

California. It is also reported that the fluids were changed again a couple hundred miles ago and the front air dam was repainted. The car will be provided with its books, tools, embossed luggage set with velour covers and a performance exhaust. The current odometer reading is under 39,200 miles, and the car recently passed the stringent California state smog test. As an icon of the 80s, the Ferrari Testarossa has become an increasingly collectable automobile as the years pass on.

\$85,000 - 105,000
WITHOUT RESERVE



271

1951 LANCIA AURELIA B20GT PRE-SERIES COUPE Coachwork by Viotti/Ghia (see text)

Chassis no. 1047

Engine no. 1001

1,991cc OHV All-Alloy V-6 Engine
Single Weber Twin-Choke Carburetors
75bhp at 5,000rpm
4-Speed Manual Transaxle
Sliding Pillar Front - Independent Rear Suspension
4-Wheel Drum Brakes - Inboard Rear

- Exceptionally rare 'pre-series' B20 GT
- Recently redone by respected specialists
- One of the earliest B20s known
- Eligible for the most selective events including the Mille Miglia



THE LANCIA AURELIA

From its beginnings in 1907, Vincenzo Lancia's company produced cars noted for their technical sophistication, refined aesthetics, and attention to detail. When launched in 1950 at the Turin Auto Show, the Aurelia was arguably the most advanced automobile on the market, with its innovative semi-trailing arm independent rear suspension, four-speed transaxle, and first use of a V6 engine in a production car.

The product of two great engineers, Francesco de Virgilio and Vittorio Jano, the all-aluminum V6 employs a 60-degree v-angle and a central camshaft with short pushrods for inherent balance and compactness. The chassis, too, emphasizes balance by locating the transaxle and inboard rear drum brakes close to the vehicle's centerline, under an innovative unitary body. The tenacious poise

of 4-wheel independent suspension was achieved through Lancia's proven sliding pillars at the front and trailing arms at the rear, and the Aurelia was the first car fitted with radial tires as standard equipment.

The Aurelia berlina (sedan) was followed a year later by the more sporting B20 GT coupé, with a larger and more powerful engine installed in a shorter and lighter chassis. The 2 + 2 coachwork, attributed to Felice Mario Boano, was initially built by Carrozzeria Viotti but production was soon transferred to Pinin Farina.

While the B20 GT is widely acknowledged to be the world's first Gran Turismo, it is less recognized that the car's sporting reputation rests mostly upon accomplishments of the first two of the six different series that Lancia

produced. Most famous is Giovanni Bracco's second place in the 1951 Mille Miglia, in which he outpaced the winning Ferrari over the mountain passes. In the 1951 event B20s took three of the first seven places, and in the 1952 Mille Miglia, four of the first eight.

Early B20s are also significantly different in appearance, most visibly in their elegant rounded tail fins, streamlined headlights, pivoting door handles and other fascinating details. The combination of performance, luxury and engineering refinement was unparalleled for its era.

It is worth noting that like many Italian high-performance cars of the era, all B20 GTs through the first three series are right-hand drive





THE MOTORCAR OFFERED

This very early B20GT 67th example produced, putting it firmly within the initial run of 98 “pre-series” cars that were contracted to Ghia but later subcontracted to Pinin Farina and the relatively small coachbuilder Viotti (it should be noted, however, the records are unclear as to which cars were necessarily bodied by which coachbuilder during the construction of these first 98 B20s). Originally finished in Biege Metallizzato (metallic beige) over a nocciola (hazelnut) interior, it was ready for sale on June 8, 1951. The earliest history on the car is confirmed by a May 1990 letter from the Registro Avrelia Italiano--a copy of which is with the car. Sold new to Europe, it is believed to have found its way to Britain in 1960 and remained there for around a quarter of a century before returning to the land of its birth in 1988.

S/n 1047 was first restored around 2000 by Gianni Sala of Reggio Emilia. The work included a full mechanical rebuild, bare-metal repaint, and freshly reupholstered interior. The current owner acquired the car in 2014 and commenced another refurbishment of the car. Again, taken down to bare metal, the body work was perfected and repainted in the classic, racy Italian shade of Rosso Corsa while the interior was refinished in beige upholstery. Some mechanical service was also completed. Receipts on file total over \$100,000 for the most recent work.

Among the earliest surviving B20 GTs extant, it must also be said that it is one of the finest as well. As it stands, this rare early Aurelia is ready and eligible for the most exclusive driving events and concours, not least

the Mille Miglia where early B20s were so successful.

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



272.

1904 THOMAS MODEL 22 THREE CYLINDER 16HP “FLYER” REAR ENTRANCE TONNEAU

Engine no. 1083

4,300cc, T-Head Inline 3-Cylinder Engine
Single Carburetor, 24hp
3-Speed Manual Transmission with chain final drive
Semi-Elliptic Leaf Suspension
2-Wheel Brakes

- *Unique survivor of the original 'Flyer' model*
- *From the Estate of Harold Coker*
- *Veteran Car Club Dated, London to Brighton Eligible*
- *A one-off opportunity*



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.

All of that changed with the introduction of the model that you see on these pages, from the French fronted voituresses that Thomas had made to date a huge leap forward was made with the introduction of the Model 22. One of its most distinctive features was that the lightweight tubed chassis of its predecessors was succeeded with a more substantial frame that was constructed with an outside plate riveted to angle iron above and below it, visually this is immediately apparent with the series of rivets along each side.

To the frame Thomas mounted a three-cylinder engine, an unusual configuration which over the 133 years of the industry has rarely been commonplace, it was mounted to what we now consider to be a 'proper' gearbox, a separate casing with three

forward speeds. Other innovative features included the Thomas Safety System, ratchet mechanism on the back axle to hold the car in place on hills should the engine stop, which was something that caused many accidents in those days. 'Beauty and Power' proclaimed the 1904 brochure for the model and summarized the use of the three-cylinder power plant thus 'In a word, the triple-cylinder motor gives us high speed, high efficiency, the greatest amount of power for a given size of cylinder, or for a minimum of weight, a maximum of speed and power'.

Owing to its spritely performance, Thomas noted that their Chicago agent C.A. Coey had christened the new car a 'Flyer' – it was a name that stuck and a genius marketing name which has come to symbolize the marque as a swashbuckling high-performance motor car.





The three-cylinder was a snapshot of what was to come, the following year an extra cylinder was added and the car grew a little more. 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. It was the Model 22 Flyer that started it all...





THE MOTORCAR OFFERED

It is not recorded as to how many Type 22 Thomas's were built, but the example presented here is the sole one to survive. Its lineage is quite well charted and combined with its unusual specification it has enabled the esteemed panel of the Veteran Car Club Dating Committee to confirm a date of manufacture as 1904, which will now enable the car to be an entrant on another much-fabled event, the annual London to Brighton Veteran Car Run in the UK.

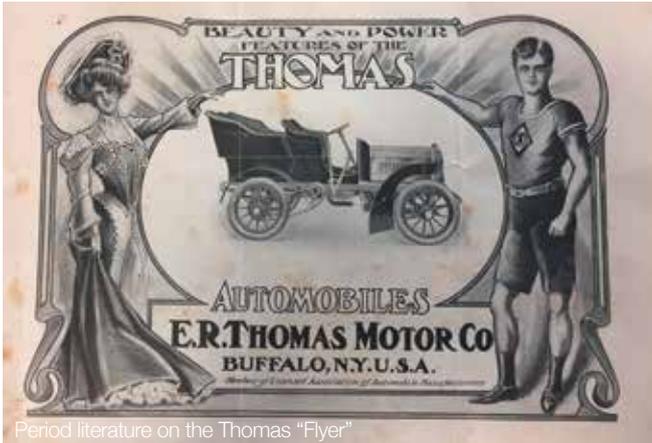
The car is today offered from the estate of Harold Coker, a passionate Thomas collector, to whom it was the holy grail to acquire. It was purchased by him after it had been restored by Ote Corriher and owing to its tidy condition and the vast number of projects that Coker had on the go has never been re-restored.

On file are various articles tracing the car back to the mid-1920s and pre-teen era, most pertinently one by former owner Corriher in the Horseless Carriage Club of America 'Spark Plug Ditty' in April 1965. There much of its history and restoration is recorded. Mr. Corriher a vociferous sleuth had stumbled across the car on one of his regular quests for 'old cars' in the mid-1950s, with the rewarding response that there was an 'old one' with 'wagon wheels on it'! He traced its owner to be a lawyer in Lincolnton who had bought the car from a man in Antioch, Tennessee in 1928. A price of \$2,000 was sought, something far in excess of the \$500 that the late James Melton had offered him previously, and even his counter of \$1,000. Corriher declined the car at that level, but later he became aware that there would shortly be an article published on these cars by Austie Clark, and sensing that this might provoke a quest by others for any survivors and would

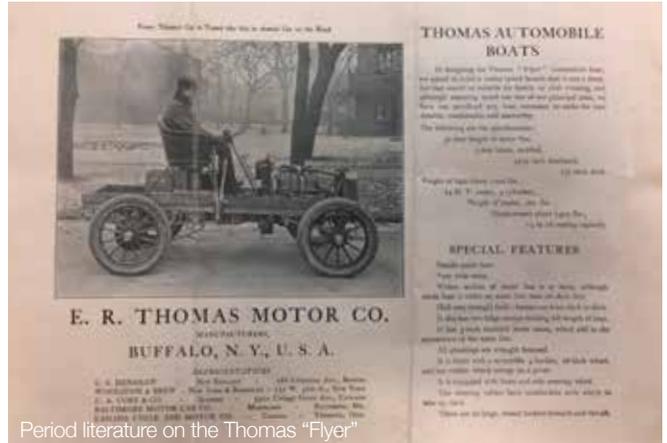
cause some competition for him. He returned there and after some discussion, a figure of \$1,400 was settled upon and the Flyer had a new owner. In the passing conversation with the lawyer, he mentioned the existence of spare engine that he had turned down when he had acquired the car decades earlier. Not sure of how much work was needed on his new acquisition he also pursued that and while that engine was long gone, he was able to secure other parts to help the refurbishment of his car.

Corriher's restoration was completed in time for the 1965 Glidden Tour and it is the fruits of his labor that we see today. When Harold Coker became aware of the car years later, it was a sheer necessity that he acquired it as he collated his collection of Thomas Cars. For many years it sat alongside everything from an '03 Single Cylinder car to 'Big Red' his famed Model K 6-70, sold here by Bonhams in 2015.





Period literature on the Thomas "Flyer"



Period literature on the Thomas "Flyer"

On his passing, the Model 22 moved within his family and a decision was made to get the car running and to definitively verify its date, a full document was put together, the car inspected in May 2018 and this has resulted in the aforementioned acceptance of its 1904 manufacturing. This document, together with copies of various pieces of information on the model accompany the car today. Intriguingly, during its inspection at an HCCA event, a spectator noticed the 'Pitts 1904' plate on the car and suggested that this may well be a Pittsburgh road licensing designation, but that has yet to be further investigated. With the confirmed dating and its sale here this presents a new chapter for the car of eligibility for the most famous event for these cars, being the British London to Brighton Run, where as of 2019 every car that travels the 60-mile road to the coast will be more than 115 years old! Some of those will be

steamers, some electric, some will have less than 1 horsepower, but the new owner of this car will be able to travel in style with two dozen horses, three cylinders and commodious seating for 4 or more.

So, there you have it, the only surviving genus of one of the most famous motoring names of all time, and with London to Brighton eligibility to boot, it doesn't get much better!

\$400,000 - 500,000



273. Ω**1992 PORSCHE 964 CARRERA RS COUPE**

VIN. WP0ZZZ96ZNS491688

Engine no. 62N82504

3,600cc Flat 6-Cylinder

260bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- Less than 17,300 kilometers (11,000 miles) from new
- One of just 1,916 M001-specification Carrera RS Coupe produced
- Highly desirable competition derived Porsche 964
- Iconic Guards Red over black color combination

**THE PORSCHE 964 CARRERA RS**

'What the RS has done is take the technical brilliance of the latest Carreras and put back the missing excitement of some earlier, less pampering generations.' – Brian Laban, *Performance Car* magazine.

Evoking memories of the legendary 2.7 and 3.0-liter RS and RSR 'homologation specials' of the 1970s, in 1991 Porsche introduced the Type 964 Carrera RS. A lightweight variant like its illustrious forebears, the beautiful newcomer was based on the 'Carrera Cup' competition car and sold in Europe only, though there was a lower-specification 'RS America' for the United States market. There was also a Touring version that kept most of the road equipment fitted to the standard Carrera.

The Carrera RS retained the 3.6-liter engine,

albeit boosted in maximum output to 260bhp and equipped with a lightened flywheel for improved response. The G50/10 five-speed transmission featured closer ratios, an asymmetrical limited-slip differential, and steel synchromesh, while the suspension was lowered and stiffened. The 0-100km/h time dropped to 5.4 seconds and the Carrera RS had a top speed of 260km/h.

The interior was stripped out completely and the power steering, power windows and seats, rear seats, air conditioning, cruise control, sound deadening material, and stereo system removed. Two lightweight racing bucket seats were fitted instead. The front bonnet was made of aluminum and the chassis was seam welded, while the side windows were made from thinner and lighter glass. Rounding off this radical

exercise in weight reduction, the Carrera RS was equipped with 17" Cup magnesium wheels. The result was a total weight saving of around 150kg compared to the Carrera 2, transforming the RS into a faster, more agile, and more responsive car.

Brian Laban found that any feeling of remoteness or soft touch had gone completely and reckoned that the controls never felt more solid or precise. In his opinion the Porsche could not be faulted, the verdict being that the Carrera RS was 'exactly what a performance car should be'.





THE MOTORCAR OFFERED

Purchased new in 1992 by a German collector of Porsches, this 964 Carrera RS coupé was delivered in iconic Guards Red over black interior; an always favored Porsche color combination. This RS would cover just over 17,000 kilometers under single ownership, during which time it was enthusiastically driven and well maintained. Being offered for the first time from the original owner at a European auction in 2017, the car was sold and subsequently driven only an additional 20 kilometers.

As it sells today, this beautifully presented Carrera RS has covered less than 17,300 kilometers (Only 11,000 miles) from new and presents in nearly showroom condition. The level of maintenance and care given to this car is seen throughout, from the interior to the engine compartment and under the front bonnet, which are seemingly untouched.

The stripped-down interior fitted with bucket seats and minimally equipped door cards, with tether strap door releases, shows the effort kept in creating a competition focused RS for the road by offering only the essentials for a pure driver focused experience. Mirroring its exterior, the cabin presents in excellent condition, only showing minimal wear on the driver's seat bolster, and is otherwise impeccably well kept.

It is often argued that the best Porsches are the lightweight, track-ready variants, and many would argue that the Carrera RS is the most exciting of the 964 generation. Being offered today by a prominent Canadian based Porsche enthusiast, this low-mileage example will not disappoint, providing a pure, unhindered driving experience. With the foundation set in Porsche's legendary motorsports history, this competition

derived Carrera RS continues to increase in collectability as low mileage examples such as this are becoming increasingly harder to find.

**\$250,000 - 300,000
WITHOUT RESERVE**



274.**1987 FERRARI 328 GTS**

VIN. ZFFXA20A7H0070141

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

- Beautifully preserved example of a classic V8 Ferrari
- Stunning, era-evoking Oro Chiaro over Black livery
- In singular ownership for nearly three decades
- Offered with comprehensive service and maintenance history and CARFAX report

**THE V8 FERRARIS**

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

THE MOTORCAR OFFERED

Completed at the Maranello-based Ferrari factory in March of 1987, this low-mileage example of the elegant 328 GTS remains in highly original and well-kept condition. The new 328 GTS was finished in the elegant and rare Oro Chiaro - or Light Gold - exterior color, with the interior trim and leather seats in black- just as it appears today. The Ferrari was destined for the US market and was delivered new through Ferrari of Dublin, Ohio, where the car's first owner, a Mr. Gansey Johnson, would retain the 328 GTS for nearly three decades. Many maintenance and service records can be found in the comprehensive history file accompanying the sale of the Ferrari and reflects diligent custodianship over the years.

Today, this highly original and beautifully preserved Ferrari 328 GTS reads fewer than 41,500 miles on the odometer, a figure that

is indeed believed to the original figure and is documented by the CARFAX report. The car shows stunningly well inside and out, with a great shine to the Oro Chiaro light metallic exterior paint, and a clean and beautiful interior showing just minor signs of wear and an inviting patina. This sporting and usable 328 GTS offers open top Ferrari touring in elegant Pininfarina style, at an affordable and attractive price when compared with its older and younger siblings.

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



275.

1959 JAGUAR MK IX

Chassis no. 790925BW

Engine no. NC3725-8

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

3-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Servo-Assisted Disc Brakes

Without Reserve

- Beautifully restored example of the luxurious and elegant Jaguar “Mark Nine”
- Owned for several decades by California-based Jaguar enthusiast
- Fitted with optional automatic transmission
- Accompanied by its Heritage Certificate and restoration records



THE JAGUAR MARK IX

In 1948, Jaguar Cars, Limited introduced the Mark V, a large, elegant four-door sedan featuring a new chassis with independent double wishbone front suspension, a setup Jaguar would use for many successive cars. While the Mark V was debuted alongside the XK120 at the 1948 London Motor Show, the Mark V utilized the pre-war pushrod inline six in lieu of the new XK engine. In 1951, the Mark VII replaced the Mark V and was the first sedan to utilize the venerable and race-proven DOHC inline-6 XK engine. The notable omission of a ‘Mark VI’ model was to avoid confusion with the contemporary Bentley Mark VI. With each new model, improvements were made to the styling and appointments along with technical improvements, culminating in the Mark IX.

Introduced in 1959, the Mark IX was the final evolution of the chassis and styling introduced with the Mark V. The ‘Mark Nine’ featured a 220 horsepower, 3.8-liter version of the XK engine and was the first production Jaguar to feature four-wheel Dunlop disc brakes. Because of its well-appointed interior and elegant styling along with its powerful XK engine and strong brakes, the Mark IX was respected and popular among dignitaries and driving enthusiasts alike, a great combination of luxury and performance.

THE MOTORCAR OFFERED

Completed at the Browns Lane Jaguar works in 1959, this Mark IX Saloon was fitted with the optional automatic transmission, and soon dispatched for the North American market. The Jaguar resided in the mild California climate for several decades, where it was owned by a Jaguar club member and avid enthusiast. Much restoration work has been performed over the years, and the Mark IX is offered with a large history file containing service and maintenance receipts, the Jaguar Heritage Trust Certificate, and a DVD with photos of the restoration work. This gorgeous Jaguar was featured on the cover of the October 2013 issue of Collectible Automobile and is a capable and luxurious saloon ready to be enjoyed with family and friends.

\$40,000 - 50,000
WITHOUT RESERVE



276.**1938 CADILLAC SERIES 90 5-PASSENGER SEDAN**

Chassis no. 5270127

452ci Valve-in-Head V-16

Dual Carter Carburetor

185bhp at 3,800rpm

3-Speed Manual Transmission

Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Bendix Hydraulic Drum Brakes

- *One of Cadillac's finest offerings in '38*
- *Largely original interior*
- *An excellent tour and event car*

**THE CADILLAC V-16**

Cadillac's bold attempt to 'out-cylinder' the opposition commenced in January 1930 with the introduction of its magnificent 452ci (7.4-liter) 45-degree V16, of which engine it has been said: "There is no power plant in any motor car so smooth, so quiet, so flexible." Astonishingly, before the end of the year a V12 had been added to the range! The Cadillac V16 was the world's first production sixteen-cylinder passenger car, beating the rival Marmon to the marketplace by ten months. Conceived in the Roaring Twenties, these Leviathans made little sense in the post-Wall Street Crash, Depression years of the early 1930s, despite which Cadillac managed to sell in excess of 15,000 of them before the decade's end. Harley Earl had been directing GM's Art & Color Department since 1928, and the master stylist and his team used the opportunity afforded by the new V16 chassis to create some of the most sublimely beautiful

automobile bodies of the period. More than 50 body styles were offered, the vast majority being 'catalogue customs' by Fleetwood, though most were variations on a handful of basic designs.

THE MOTORCAR OFFERED

While this substantial Cadillac's presumably affluent first owner remains unknown today, it is known that this 16-cylinder powered sedan had once belonged to the John Ashton Collection. More recently, the car was purchased just a year ago by its current owner. The vehicle is believed to have received an exterior restoration, focused mainly on the paint and brightwork, at some point in its life. The beige broadcloth interior is reported to be largely original, and thanks to a life amongst the upper echelons of society, has remained in lovely, presentable condition. An imposing vehicle fully expressing the wonders of pre-war grandeur, this Cadillac will provide its next owners with effortless luxury. 16 cylinders and plenty of legroom in back makes for either a pleasurable driving or passenger experience to boot. This Cadillac will surely make a fine addition to any collection of vintage American steel.



277.

**1912 CROW-ELKHART MODEL 52
FIVE PASSENGER TOURING**

Chassis no. 5348
Engine no. 6415

226.2ci, Side-Valve 4-Cylinder Engine
Single Updraft Carburetor, 26bhp
3-Speed Transmission
Leaf Spring Suspension
2-Wheel Mechanical Brakes

- Offered from long term private ownership
- Formerly in the renowned Protsman Collection
- Sympathetically restored with some original finishes
- Extremely rare survivor of the marque



THE MOTORCAR OFFERED

This motorcar is an example of their Model 52, a four-cylinder, 3 speed chassis scaled in the zone of a number of 20-25hp cars of its day. One individual who took a particular interest in their products was a Mr. T.M. Hall. Hall of the T.A. Hall Horseshoeing and Carriage Company of Bowman, Georgia could likely foresee that his business was decreasing in activity over time owing to the prevalence of horseless carriages. Ultimately, he would purchase one of Mr. Crow's machines, but along the journey are a series of fascinating letters between Hall and Crow regarding interest in becoming a sales agency for them and most interestingly persistent Crow managers trying to impress upon him how good and lucrative a deal with them could be

Finally, in May 1912 Mr. Hall placed a very specific order for the car we offer for sale here today, noting larger wheels than standard,

'high-grade first quality' mohair top and a Prestolite starter. On file is the original bill of sale even! Mr. Hall appears to have kept the car for many years and when it came for him to sell it, he found a willing buyer in Shady Ballard of Spartanburg, South Carolina. It was later purchased in 1953 by C.T. Protsman one of few pioneering collectors of his era who would place it on display at the Antique Auto and Music Museum in Stone Mountain Memorial Park, in Virginia.

The current owner made the acquaintance of Protsman in the 1980s and over the course of a number of years was able to negotiate the sale of a couple of cars from him, the Crow-Elkhart being one of them. Acquired in the mid-1980s, it has been with him ever since.

Viewed closely today, the car has clearly been the subject of a sympathetic restoration some

time ago and most likely in the Protsman era. There are still a number of appealing original elements retained, notably the door panels and the front mat which is emblazoned with the company brand name, as well as a sole 'Hood Rubber Co' arrow pattern spare tire. The upholstery is a well finished button back job and had very little age to it, while the paintwork appears to have been redone at the same time.

Although not used in the current ownership, it has been carefully stored/displayed in a personal museum setting ensuring that its aesthetics remain clean. In preparation for the auction the car has been recommissioned and found to run well. With an enviable file of period correspondence and a simple provenance this rare survivor of Indiana's best of its day would make an interesting and refreshing alternative brass era car for tours.

\$45,000 - 55,000



278

The Ex-Jochen Rindt/Jacky Ickx

1968-69 3-LITER REPCO BRABHAM-COSWORTH
BT26/BT26A

Chassis No: BT26-3
Engine No: 1986

2993cc DFV Ford-Cosworth Engine
Tubular Steel Space Frame Chassis with Stressed Skin Sections
5-Speed Manual Hewland DG-300, with ZF Differential
Front Suspension: Double Wishbones with Coil Springs over Dampers and Anti-Roll Bar
Rear Suspension: Double Wishbones with Twin Radius Arms, Coil Springs over Dampers and Anti-Roll Bar

- Winner of the 1969 Canadian Grand Prix at Mosport Park
- Driven by two Grand Prix racing legends: Jochen Rindt and Jacky Ickx
- Brilliant Ron Tauranac space-frame chassis design
- One of the best handling Formula 1 chassis of the period
- Competed in 9 frontline qualifying rounds of the 1969 Formula 1 World Championship series



THE MOTORCAR OFFERED

Here we offer this splendidly well-presented, running order, Formula 1 Brabham in which – on September 20, 1969 - star Belgian racing driver Jacky Ickx won the Canadian Grand Prix at Mosport Park, Ontario. It is also the actual car in which Jacky Ickx - the renowned six-times Le Mans-winning racing driver - finished 2nd in that same year's Mexican Grand Prix, 3rd in the French, 5th in the Dutch and 6th in the Spanish round of the 1969 Drivers' World Championship series. He also qualified on pole position in Canada and shared fastest race lap there with his team chief, Jack Brabham, driving a sister BT26A. Furthermore, in the 11th and final round that year's World Championship series – the Mexican GP at Mexico City - Jacky Ickx also set fastest race lap after his team leader Jack Brabham had started the race from pole position. At the end of

that memorable year Jacky Ickx finished second in the Drivers' World Championship standings – beaten only by new World title holder Jackie Stewart, in his Tyrrell-entered Matra-Cosworth MS80.

And there is still more which adds further to the serious-collector appeal of this individual Formula 1 Brabham. Chassis '3'- which is offered here in its 1969 Cosworth DFV V8-powered 'BT26A' configuration - had actually started life as the 1968 Brabham Formula 1 factory team's Repco V8-engined BT26 which was campaigned in four late-season Formula 1 races by the great Austrian racing driver Jochen Rindt.

Charismatic, devil-may-care and always truly spectacular to watch, bluntly-spoken Rindt would regretfully leave Brabham for the rival

Lotus team for the 1969 and 1970 Formula 1 seasons. In 1970 he would win for them five World Championship GP races, before losing his life so tragically in an accident at Monza during practice for that year's Italian Grand Prix. His accumulated points total at that time was not caught by his nearest rival – Jacky Ickx (who had himself) left Brabham to drive for Ferrari – and so Jochen Rindt became Formula 1's first (and thankfully thus far the only) posthumous World Champion Driver... Brabham BT26 chassis '3' now offered here is the Grand Prix car in which he confirmed his sheer class during 1968.

And there is still more which recommends this mouth-watering Brabham to any discerning buyer. In addition to its 1969 World Championship-series Grand Prix successes, chassis '3' as offered here





1
Jochen Rindt in chassis #3,
Watkins Glen for the United
States Grand Prix, October
1968. © Getty Images.

3
Rindt in the BT26 bi-plane.
These wings would later
be banned in Formula 1.
© GPL.

2
Rindt at Watkins Glen,
October 1968. United
States States Grand Prix.
© GPL.



also won the August 16, 1969, non-
Championship Formula 1 Oulton Park Gold
Cup race in England, driven yet again by
Jacky Ickx, after he had also finished 4th
in the car in that year's BRDC International
Trophy non-Championship race at
Silverstone, on March 30.

Spooling back through the car's history to
its 1968 exploits in the hands of Jochen
Rindt – chassis '3' actually qualified on pole
position for its debut World Championship-
level appearance in the Canadian GP at Ste
Jovite-Mont Tremblant in September that
year. It ran third in the race until its terribly
unreliable Repco 4-cam V8 engine – which
had handicapped the BT26 cars repeatedly
through the earlier part of that season –
sent the car boiling into retirement, having
completed 38 of the scheduled 90 laps.





4

Brabham bi-planes, Rindt in the foreground race #4, at Watkins Glen, October 1968. © Getty Images.

In the following United States GP at Watkins Glen, Jochen Rindt then qualified his Repco V8-powered chassis '3' sixth fastest, and ran fourth early in the race until the engine let go again after 73 of the scheduled 108 laps. For his final race in chassis '3' – the 1968 Mexican GP, Jochen Rindt qualified tenth but left the race early, this time with ignition failure, after 10 laps.

The background to that unsuccessful 1968 Formula 1 season for the Motor Racing Developments Ltd Brabham team had been two consecutive seasons of tremendous success. Jack Brabham himself had won both the Formula 1 Drivers' World Championship and the Formula 1 Constructors' Championship crown in 1966. That then-unique achievement was followed up by team driver Denny Hulme's victory in

the Drivers' competition of 1967, which was secured with a second consecutive Formula 1 Constructors' Championship title for Brabham and its then still two-cam Repco V8 engines.

Brabham's back-to-back World Championship-winning cars in those two pioneering seasons of 3-liter Formula 1 racing were both multi-tubular spaceframe designs conceived by Jack Brabham's business partner and designer Ron Tauranac. At a time when their main opposition had adopted stressed-skin monocoque chassis technology, the uncompromisingly-practical Brabham and Tauranac partnership kept faith with well-understood multi-tubular spaceframe chassis design, and refined it to the ultimate degree.

Their cars' chassis frames were not only light, easy to work upon, and sufficiently rigid to promote exceptionally responsive handling and tremendous driveability, but were far more simple than any monocoque to repair and rebuild in the event of crash damage.

Ron Tauranac was a superb practical designer who always recognized and addressed the core of any requirement. All of his many Brabham designs, not just for Formula 1 but also in production for minor-Formula and sports-car use, had become paragons of driveability and good handling since their introduction under the MRD title in 1961, and under the 'Brabham' name from 1962.



5



5 The brilliant designer Ron Tauranac in discussion with Rindt, United States Grand Prix 1968. © GPL.

7 Jochen Rindt in chassis #3, now wingless at the Magdalena Mixhuca circuit, Mexico, 1968. © GPL.

6 In bi-plane configuration at the Mexican Grand Prix. © GPL.



Ron Tauranac's World Championship-winning BT24 team cars of 1967 had been delightfully compact, well-packaged cars which were both quick and forgiving, enabling their drivers to take liberties under braking and cornering which the opposition could not match. Those 1967 Brabham-Repco BT24 cars achieved no fewer than three 1-2 victories, in the French, German and Canadian GPs, and for 1968 Ron Tauranac sought to improve upon their design in his new replacement BT26.

He explained: "We tried to make a lighter but stronger frame by using alloy sheet panelling instead of tubular triangulations. This allowed us to use smaller-gauge, thinner-section tubes for the basic frame, and the whole thing was built in a different way.





8



9



10



11

Instead of making the bulkheads first and then joining them together in the jig, we laid down the bottom part of the frame on a flat bed, built the top deck immediately above it, and then put the side members in between. We used similar main rails to the earlier cars, but with 5/8-inch 20-gauge square-tube carrying stressed panelling on the floor and around the cockpit deck, on the sides and behind the seat, and in the dash panel frame, around the driver's thighs. It worked OK, but it might have proved cheaper to build a monocoque in the long run..."

This Brabham BT26 was a bigger car than the preceding BT24; 1½-inches longer in wheelbase, 5-inches wider in front track, and 5½-inches wider at the rear. The wider track was to apply a longer lever moment to the latest Goodyear tyres and so achieve better turn-in performance. Outboard coil-spring and damper suspension and wishbone geometry was basically similar to that of the Championship-winning BT24s.

For 1968 – with the Cosworth-Ford DFV V8 engine approaching maturity, Ferrari's refinement of their 3-liter V12 power units and BRM's own new V12 - it was self-evident that Brabham would need more power from their Australian-made Oldsmobile-derived Repco V8 engines.

Consequently, Repco in Melbourne developed a new 4-cam V8 engine for Brabham's Formula 1 programme, featuring twin overhead camshafts and 4-valves per cylinder on each cylinder bank. These Repco Type 860 power units were late in development for the 1968 season and although they proved competitive while running, they tended not to keep running for very long... Dropped valve inserts, oil loss, failed oil pressure and water leaks dogged the programme. Constant and worrying wear in the units' formerly untroubled Alfa Romeo-made cam followers proved another headache

One interesting sidelight which typifies contemporary Formula 1 came from the Belgian GP at Spa 1968 where, during practice, Jack Brabham had another valve insert detach. Repco concluded that shrinkage had caused the problem. Jack Brabham flew himself home to England that evening while John Judd and Norm Wilson of Repco collected a fresh engine at Heathrow air-freighted from Melbourne. It was stripped down overnight while team machinist Ron Cousins came in to the team's Guildford works to fit new parts. The modified cylinder heads were then cooked in Jack Brabham's home kitchen, where long-suffering wife Betty awoke to find her house filled with acrid oven fumes, before her husband flew the finished components back to Spa...





12

8
Jacky Ickx at South African Grand Prix at Kyalami 1969. © GPL.

9
Ickx lines chassis #3 up at the French Grand Prix 1969. © GPL.

10
Ickx in opposite lock - and pushing hard - at the French Grand Prix, 1969. © GPL.

11
Ickx aiming chassis #3 at the British Grand Prix at Silverstone, 1969. © GPL.

12
In practice for the Monaco Grand Prix in 1969, chassis #3 in bi-plane configuration. © GPL.

Yet those 4-cam Repco 860 engines could perform. They showed their true potential in practice for the wet 1968 Dutch GP at Zandvoort, where Rindt qualified on the front row, only 0.16sec slower than Chris Amon's pole-position Ferrari V12. Jack Brabham qualified his BT26-Repco on the second row. At Rouen for another wet race - the 1968 French GP - Rindt qualified his BT26-Repco on pole position to prove conclusively there was nothing wrong in principle with the 4-cam Repco 860 engine, only for his car's fuel tanks to split early in the race.

The 1968 German GP was yet another of that damp year's wet races, the Nürburgring shrouded in mist and drizzle. Ninety minutes before the start a cracked titanium valve-

spring retainer was noticed in Rindt's engine, and a mad scramble ensued to replace its cylinder heads with a pair cannibalized from the team's spare. The race V8 was reassembled with just ten minutes to spare before the start and Rindt then skated his nimble BT26 around in the rain to finish third, while Jack Brabham in the second BT26 was fifth - the Brabham team's finest race of that troubled year.

Meanwhile, the Brabham influence upon aerodynamic development in Formula 1 must not be forgotten. Jack Brabham himself was a former RAAF aircraft mechanic who had become an enthusiastic and immensely capable private pilot, flying his own twin-engined aircraft. As early as 1966 he had noticed that his contemporary BT19





and BT20 cars seemed to have a distinct advantage over the otherwise more sleek rival Lotus-Climax 33 in very fast corners. The Lotus nose cone was notably up-turned in side elevation, with a lengthy underside exposed to the direct airstream. The Brabham nose shape was more bluff with less curvature on both its upper and lower surfaces. It is probable that this generated less lift than the Lotus design. Ron Tauranac recruited expert help from British Aircraft Corporation aerodynamicists at nearby Brooklands in 1967-68, and genuine aerodynamic progress was then made.

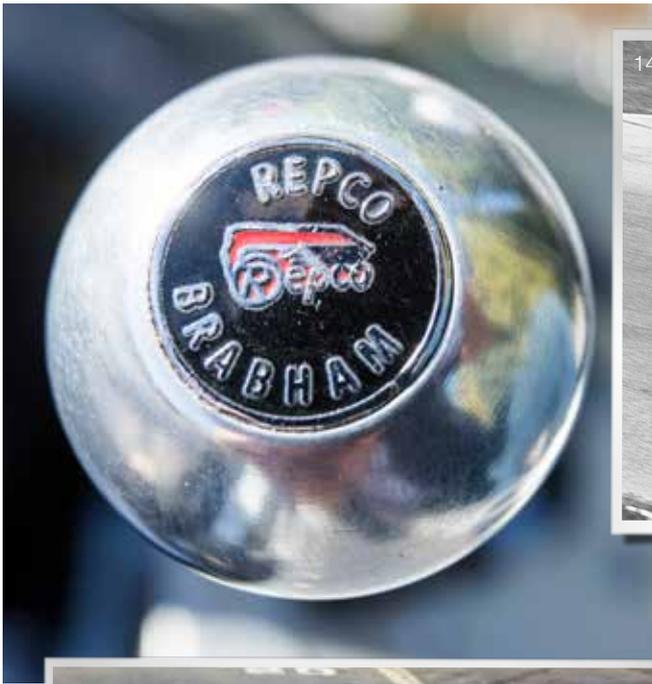
At Spa in 1967 Denny Hulme's old Brabham-Repco BT19 car carried strip dive-planes each side of its nose to kill front-end lift. Back at Spa for the 1968 Belgian GP, Brabham tied with Ferrari in introducing

chassis-mounted strutted rear aerofoils with their effect counter-balanced by broad dive-planes each side of the extreme nose. Strutted wings then grew and developed rapidly upon the BT26-Repco cars – although concentration upon the team's engine problems allowed others (notably Team Lotus) to advance further, faster - and rather more recklessly...

For 1969 the Brabham team's existing BT26s were altered to accommodate the latest Cosworth-Ford DFV V8 engines in place of the unloved Repco 4-cam V8s. Two existing BT26s were uprated as DFV-powered works cars, chassis '2' for Brabham himself and '3' for new works team recruit Jacky Ickx. Ex-works prototype BT26 chassis '1' was sold to private entrant Frank Williams for his driver Piers Courage, and also DFV-powered.

Jack Brabham won the BRDC International Trophy race at Silverstone driving BT26A-2 on Goodyear G14 tyres and with tall twin strutted wings both fore and aft. He subsequently destroyed chassis '2' in a pre-French GP testing accident back at Silverstone, breaking his ankle and missing mid-season Grand Prix races. A replacement 'BT26A-4' was completed in time for the British GP in which it was driven by Ickx to finish 2nd, and in which he subsequently won the German GP at the Nürburgring. Jack Brabham returned to racing at the Italian GP, driving chassis '4' – and these two works Brabham-Cosworths then finished 1-2 in the Canadian GP – Ickx ahead in chassis '3; now offered here.





14
Ickx at Monza for the Italian Grand Prix, September 1969. © GPL.



13
Ickx on his way to winning the Canadian Grand Prix at Mosport Park. He won in commanding form, qualifying on pole and achieving joint fastest lap with teammate Jack Brabham in a sister BT26A. © GPL.



These Brabham-Cosworth BT26As were arguably the best-handling Formula 1 cars of the 1969 season, but again they suffered on reliability. Jack Brabham himself qualified on pole for the season-opening South African GP at Kyalami and ran 2nd until his car's wing collapsed, while Ickx's sister car also shed its wing there. In Barcelona, Brabham had an engine failure and Ickx broke a wishbone though classified 6th. At Monaco – where tall strutted wings were finally banned – Brabham collided with a BRM but Ickx disputed 2nd place until a rear suspension upright broke, leaving Piers Courage a splendid 2nd in his Williams-entered Brabham-Cosworth. Ickx and Brabham then placed 5-6 in Holland – but after Jack's testing accident the young Belgian really shone as he always did when alone as team leader.





In the French Grand Prix at Clermont-Ferrand, he finished 3rd after running 2nd most of the distance. He was then 2nd in the British GP at Silverstone – before starting from pole at the Nürburgring and setting fastest lap there en route to his notable German GP victory there in chassis '4'. A spate of engine failures ruined the team's Italian GP, but Jack Brabham subsequently qualified his BT26As on pole for both the United States and Mexican GPs...

For 1970 regulation changes made it mandatory for Formula 1 cars to have metal-sheathed fuel tanks – so Ron Tauranc designed the conventional monocoque stressed-skin fuselage Brabham BT33 to replace these BT26s – which survive today as the ultimate expression of Formula 1 spaceframe chassis design.

In Mexico City within an hour of the finish of the 1969 Grand Prix there, American owner/entrant Doug Champlin bought chassis '3' now offered here, to be campaigned by his driver Gus Hutchison in the SCCA-sanctioned L&M Continental Championship series in the USA and Canada. Gus Hutchison then made his debut in this illustrious car in the December 28, 1969, L&M race at Sebring, Florida, immediately finishing 2nd.

He then contested a further six 1970 L&M rounds in this car, winning two of them at Sears Point and Dallas, placing 4th at Edmonton and 8th at Riverside, while being classified only 20th and 25th after problems intruded at Laguna Seca and Seattle. He also drove this car, chassis '3', in the 1970 United States GP at Watkins Glen, but was forced to retire due to a fuel leak after 21

laps. For Continental Championship racing Champlin and Hutchison had retired the Brabham in favour of a 5-liter Lola-Chevrolet Formula A/5000 replacement, but the BT26A was retained by Mr Champlin for many years. On November 6, 1985, he finally sold it to Roger Meiners who restored it to its 1969 Canadian GP-winning form. He then drove the car to 6th-place finishes in both the 1991 and 1992 Watkins Glen Reunion events.

Mr Meiners sold the car in 2002 to prominent race car enthusiast and collector Robert L. 'Bob' Baker of Paragon Racing Ltd, Nebraska, in 2002 – and it is now offered here direct from his Estate.





Only four complete cars and one spare works team chassis comprised the rarefied family of Brabham BT26As through 1968-69. They proved in many ways to be at least the competitive equal of such now-renowned World Championship winning designs as the Lotus 49 and the Matra MS80.

As reviewed here, the Brabham BT26/ BT26As won Grand Prix races at the Nürburgring and at Mosport Park, and took pole positions and/or set fastest Grand Prix race laps at such demanding venues as Rouen-les-Essarts, Ste Jovite-Mont Tremblant, Kyalami, Montjuich Park in Barcelona, the Nürburgring and the Magdalena Mixhuca circuit in Mexico City.

Brabham-Cosworth BT26A/3 now offered here as a highly-original example of this classic pinnacle-technology design, rich with both Jochen Rindt and Jacky Ickx history, and - in the immensely well-respected Belgian star's hands - a Grand Prix winner, no less. The car is accompanied by an impressively-detailed documentation file, and we recommend it absolutely for the closest possible consideration.

\$1,100,000 - 1,400,000



279.**1968 PORSCHE 911 2.0 COUPE**

Chassis no. 11800240

Engine no. 4080264

1991cc SOHC Flat 6-Cylinder Engine
 Dual Weber 40 IDS 3-Barrel Downdraft Carburetors
 160bhp at 6600rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- Matching numbers example
- European delivery
- Restored to original specification
- Attractive color combination
- Many desirable options

**THE 1968 PORSCHE 911S**

1968 found Porsche in a difficult position: New American emissions-control regulations had just been imposed, which would strangle the automaker's flagship 911 "Super", whose horizontally-opposed, two-liter air-cooled SOHC six, fed by a pair of big Weber downdraft carburetors, pumped out 160 willing horses. Unfortunately, that engine, without some extremely careful carb re-jetting and tuning, would not meet the new standards, so Porsche decided to replace the high-performance "S" in the United States with the new "L", or "Luxus", which offered all the normal high-end interior trim, uprated suspension, and big brakes but with the mild, air-pump-fitted 130 horsepower engine from the base 911 in the tail. A few examples of the new short-wheelbase Euro-spec 1968 911S found their way into the US, but nearly all were sold in Europe and other countries. The 1968 911S in Euro form boasted all the

right stuff: a very strong motor equipped with forged high-compression light-alloy pistons, forged and nitrided connecting rods, and bigger valves. Underneath were McPherson struts, rack-and-pinion steering, and large disc brakes with light-alloy calipers all around. There were Koni adjustable shocks, a stiffer front anti-sway bar, and an anti-sway bar added at the rear. As *Car and Driver* magazine had remarked in 1967, this impressively light (2400 lbs) automobile was not one to be taken casually.

THE MOTORCAR OFFERED

Completed on October 9, 1967 and delivered new to an Ernst Schuler of Siegen, Germany, this very desirable 911S was clearly built for a driving enthusiast who didn't mind attracting attention. According to its accompanying Certificate of Originality, it left the factory painted in vivid Blutorang (Tangerine) with a black leather interior. Herr Schuler had the factory install a pair of optional Sport Seats, a pair of matching headrests, a limited-slip differential, tinted glass all around, a heated rear window, a rear-window wiper, a Webasto auxiliary gasoline heater, and Dunlop tires. Standard equipment included a leather-wrapped steering wheel, Koni shocks and the handsome and now iconic five-spoke Fuchs aluminum alloy wheels. Schuler didn't order a radio; why bother, when the high-revving six provided so much aural entertainment?





It is unknown when this example arrived in America, but at some point a subsequent owner decided to respray the body Light Ivory and change the interior to beige. The original metric speedometer and odometer head was replaced with a standard US-spec instrument that currently indicates just over 24,000 miles. The previous original total mileage is unknown. In this form the car was acquired by Road Scholars in Raleigh, North Carolina, which offered it for sale in 2017. It was fully numbers-matching, and Road Scholars described it as potentially a great basis for a full restoration.

It was soon sold to the owners of European Performance in Raleigh, whose owners embarked on a comprehensive reconstruction to factory-original specification. The shell was taken down to bare-metal and placed on a rotisserie to give access to any potential

underbody repair. The body was resprayed in its correct original color, and a new leather interior was sourced from Autobahn in California. The suspension was fully rebuilt with new Koni shocks, new tire rod ends, and new bushings. A new master cylinder was installed, along with new brake lines. The engine, both Weber carburetors, and transmission were properly rebuilt, and a new clutch assembly and exhaust system installed. A new tinted windshield was required, but all the other glass is original. The exterior gold emblems and lettering were replaced with new. Exterior chrome parts were re-plated as necessary, and the stainless rocker trim replaced. The original Fuchs alloy wheels were refinished by Harvey Weidman and fitted with new tires.

This spotless 1968 911S coupe is supplied with a correct Fuchs spare wheel, a jack,

tool kit, and a folio of restoration invoices. This is an outstanding example of Porsche's determination to build the world's best driver's car, and is sure to please the most discriminating enthusiast.

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



280.

Ex-Alton Walker, M.G.M. Studios 'Excuse my Dust'

1901 DE DION BOUTON 5HP MOTORETTE

Chassis no. 128

Engine no. 5222

700cc, Side-Valve, 1-Cylinder Engine

Single Carburetor Rated at 5bhp

2-Speed Epicyclic Transmission

Leaf-Spring Suspension

Rear Wheel Brakes

- Formerly owned by Pebble Beach Concours d'Elegance Founding Chairman Alton Walker
- Ex-MGM Studios – featured in the Red Skelton Movie 'Excuse my Dust'
- 2012 Pebble Beach Concours d'Elegance 2nd in Class
- Former cover car for Antique Automobile Club of America and Horseless Carriage Club of America



Red Skelton hamming it up with the motorette



DE DION BOUTON IN AMERICA

The European car industry was steaming along by the turn of the 20th century. Like internet 'start-ups', thousands of individuals turned any aspect of their business to focus on the lucrative potential that the automobile offered. Whether searching for a foothold in the market or pioneering different ideas to theories that were fast becoming the norm, more established manufacturers looked for growth markets for their increasingly reliable products.

One market that proved to have the largest barrier to entry was the one here in the U.S., owing to the large fees that were sanctioned on imported automobiles.

However, it was not only those East of the Atlantic that searched for solutions to being priced out of the American market. Enterprising Americans recognized that the Selden patent situation, among other reasons, had put them on the back foot as far as the automobile was concerned. A number of Americans, impressed by the quality and performance of the European Mercedes, Benz, Panhards and the like looked for ways to commercially market them at home. The solution invariably came through licensing as a means to build an American equivalent of the coveted European brand here in America. Some of the cars would be imported and assembled here while others seemingly built

the majority of the product here.

By 1901 De Dion Bouton was one of the largest volume manufacturers of automobiles, nearing 20 years since Count Albert De Dion had commissioned Georges Bouton and Charles Trepardoux, brothers-in-law and jobbing engineers, to build light steam carriages for him. Latterly they had turned their attention from steam power to the internal combustion engine, first attaching them to tricycles and quadricycles before marketing a full-fledged voiturette, or small automobile, in 1899. Owing to its center facing seating arrangement for its passengers, the voiturette quickly became known as the 'vis-à-vis' a name which has stuck to this day. A light four wheeled automobile with a high-revving single cylinder motor of roughly 3½ horsepower, these machines were good for 20-25 mph.





Chassis 128 crossing the podium at the 2012 Pebble Beach Concours d'Elegance after receiving its 2nd in Class trophy. Photo credit: Steve Burton

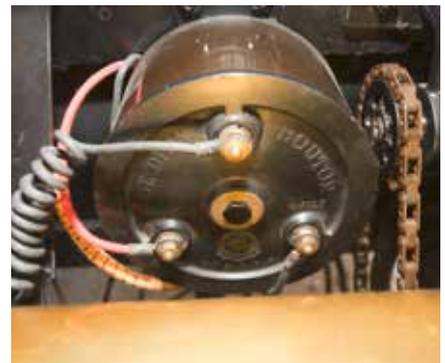
Tucked at the back of the voiturette was an invention that would ensure De Dion's relevance to this day, being the way in which the power from the motor was transferred to the road through 'universal' type joints with cardan shafts. This would allow constant drive to the rear wheels, while the engine and gearbox sat rigidly in the chassis frame. It enabled the car more versatility in the terrain that it covered and provided enhanced driver comfort. Naturally, as the financier rather than the engineer, this was not actually De Dion's device. It is generally attributed to Trepardoux who had already by then parted company with the organization, now named De Dion Bouton.

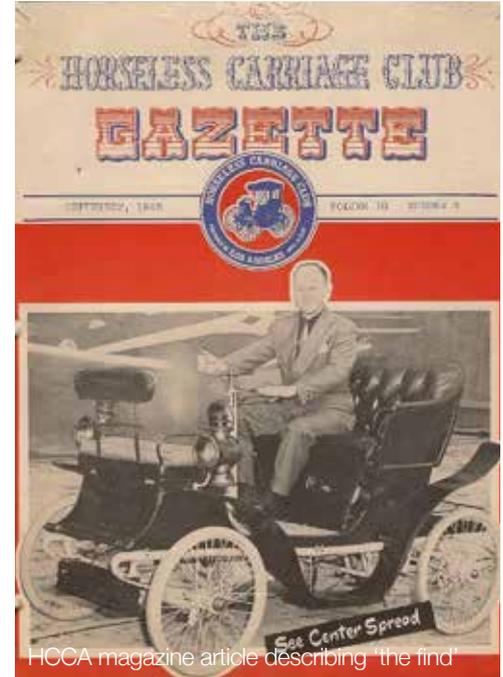
Kenneth Skinner was the enterprising man behind the inevitable marketing of a De Dion Bouton inspired product in America. Sensibly he translated the french 'voiture' as motor and marketed the cars as 'Motorettes'.

Close inspection of the cars today reveal that with this particular venture a very large percentage of the car was built here. Many of the components are cast with 'NY' next to their part numbers and most of the aluminum castings have 'Motorette' cast into them. Built on Church Street in Brooklyn and sold in Manhattan on West 66th, sadly, the home appetite was not as strong as that in Europe, and the company seemed to have failed within a year.

Despite widespread marketing among contemporary publications, the six-month to a year production span wouldn't have supplied the American market with nearly as many automobiles as were churned out in Puteaux in Paris, so it is thought that the numbers built must have been hundreds rather than thousands. There are a few survivors dotted around the States, belonging to prominent

collections such as the Henry Ford Museum in Dearborn, Michigan, Harrah's Collection in Reno, Nevada and the Seal Cove Auto Museum in Maine, perhaps testifying to the relevance of the De Dion name and its ubiquitous 'floating rear axle' device that in concept has been fitted to millions of automobiles ever since.





The wife of long term owner Dr. Crothers with Alton

HCCA magazine article describing 'the find'

THE MOTORCAR OFFERED

This exquisitely restored De Dion appears to be an example of the 'Improved' New York Type Motorette which Skinner offered in response to early criticism of his product and has a 'beefed up' 5 hp motor. The car has been extensively researched by its current owner, tracing its history back to its earliest days. Much of this was triggered by the discovery that car enthusiast and first Chairman of the world-renowned Pebble Beach Concours d'Elegance, Alton Walker, was a former owner. Walker, who was in airplane sales and had moved from Kansas to California in the mid-1930s, was a dynamic man. He had owned a Ford Trimotor airplane which he flew around the country, with his wife paying for their trip with daytime sightseeing flights. He would settle in Monterey and live the rest of his life here, remaining an integral part of the community. He ran his Walker Aircraft from the Monterey Peninsula Airport, which many Monterey week visitors pass through.

In the mid-1940s, motor cars became a keen passion of Walker's alongside aircraft. As he would report in the bulletins of the Horseless Carriage Club of America and the Antique Automobile Club of America, he had discovered the Motorette in a hay loft – a literal barn discovery – a little up-state in Campbell, near Los Gatos, California.

"He was Doctor W.H. Crothers, formerly of San Francisco, and had purchased the car, used from a party in Philadelphia and had used it several years around the hills of San Francisco and had driven it twice to the Del Monte, Calif, races in 1903 and 1904, 125 miles south of San Francisco." - *The Antique Automobile*. "...the Doctor used it for about ten years, including valuable service to the city during the earthquake when he rushed medicine all over the hills of the town. The people laughed at him in his car around 1908 to 1910, so he stored it and then retired to Campbell, where it was for 34 years on

that second floor" - *The Horseless Carriage Gazette*.

Along with a full story, there are numerous photos of the car being winched down from the hay loft, by Walker's crew of friends along with Dr. Crothers' widow. Both publications chose to feature the car on their cover. The current owner's research has led us to believe that Crothers' original San Francisco address was 2992 Pine Street, where he had lived and or practiced from just after the turn of the 20th century.

Walker subsequently sold the Motorette as well as other cars in his collection to M.G.M. Studios so that they could use them in their Red Skelton movie *'Excuse my Dust'* – a jaunty musical of early 1950s simplicity and humor. By this stage, possibly for theatrical effect, the car had already received a quick change to fabric red upholstery. Although not driven by Skelton on screen, a contemporary





image sourced by the owner shows him posing with the car.

Whether or not the car had been featured in any other film has not been ascertained, but a recent-ly discovered press photograph (as illustrated) shows Dianna Welles and Adelle August, displaying the car at a Santa Monica event in 1955, suggesting it was used again. Either way, it remained in M.G.M.'s possession until 1970, when the company underwent a change of ownership. This transition precipitated a massive auction of movie props by David Weisz Co., including the De Dion Bouton.

At this point, the car crossed the country into New Jersey ownership, then to a Delaware collector, arriving in its current ownership in 2010. By this time, although running and remaining complete in all major respects, the car was in poor cosmetic order and a decision was made to restore it. As an indication of it

seemingly having had a relatively simple life in terms of use, the car still retained its original inlet and exhaust valves, which are numbered to correspond with the engine number. Most parts of the bodywork were found to be stamped with the number '128' which is thought to be its car number, showing that it was both original and had always been complete.

When multiple layers of paint were lifted from the body to reveal an original base of dark olive green color, the current owner chose to return the car to that original color scheme which was matched perfectly. The paintwork was carried out by Don Stewart of Manchester, Connecticut. The upholstery was completed by Interior Motives also of Manchester. In removing the existing trim, remnants of grained leather upholstery were found and matched with similar leather, and its scheme was carefully matched to period patterns for these cars. All nickel was

removed and re-plated. A correct high tension De Dion Bouton coil was sourced so that the ignition would be original. All other work was carried out by Evan Ide or supervised by him and was finalized in the summer of 2012.

Shortly after its completion the car was exhibited at the 2012 Pebble Beach Concours d'Elegance, where it was awarded with second in class, behind a Harrah-restored Packard. It passed to the currently owner in 2013. It has not been shown or used since, just cherished within a private collection.

This Motorette is by definition eligible for the famed British London to Brighton Veteran Car Run, being comfortably within the 1904 boundary of date (there is no evidence of Motorettes being built or sold after early 1902). Combining this desirable aspect with its long and well documented pedigree makes this a very individual and appealing veteran automobile.

\$150,000 - 180,000

THE AMELIA ISLAND AUCTION | 123



281.

1971 DE TOMASO PANTERA Coachwork by Ghia

Chassis no. THPNLJ02150

351ci OHV Ford V-8 Engine
Single 4-Barrel Autolite Carburetor
310bhp at 5,400rpm
5-Speed Manual Transaxle
4 Wheel Independent Suspension
4 Wheel Disc Brakes

- *Less than 8,000 original miles*
- *Desirable first year Pantera, build in the Modena Factory*
- *Long term California ownership*
- *Dazzling yellow paint*



THE DE TOMASO PANTERA

Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alessandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. The Ford Motor Company was De Tomaso's partner at the time of its conception and thus the Pantera, like the Mangusta, relied on Ford V8 power. The 351ci (5.8-liter) engine varied in output depending on the destination market and in European trim came with 330bhp, or 350bhp as installed in the Pantera GTS. With either option the Pantera could sprint to 60mph (97km/h) in a little over six seconds and touch 160mph (257km/h) flat out. Most Panteras were sold with automatic transmission, though the GTS was available with a ZF five-speed manual gearbox. Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was, in fact, built by Vignale, both companies being part of the De Tomaso's empire in the early 1970s.

THE MOTORCAR OFFERED

Presented here is a very low mileage, highly original example of the De Tomaso's enduring creation, the Pantera. Built in September of 1971 in De Tomaso's Modena factory, this Pantera was delivered new in Nebraska only to spend the better part of its pampered life in California. The vehicle was delivered new with a plethora of features as listed on the window sticker: Air conditioning, magnesium sport wheels, dazzling yellow paint, power windows, tinted glass, full instrumentation and a 351-4V engine.

Its owners have used the car very sparingly, as confirmed by less than 8,000 miles appearing on the odometer, and have more importantly, kept the car running through routine maintenance and recurrent short drives. Both inside and out the car presents very well.

Being sold with the car are the stock silver Campy magnesium 15" wheels mounted

on original Michelin tires which have been kept safely stored for preservation. The car also comes with a Marti Report, tool kit, and window sticker.

Now is a wonderful opportunity to get behind the wheel of a highly desirable early iteration of the Pantera. Sure to attract attention wherever it goes, this low mileage car will be a fine addition to any stable.

\$120,000 - 140,000



282.

1983 RENAULT 5 TURBO HATCHBACK

Chassis no. 130000636

1,397cc OHV Turbocharged 4-Cylinder Engine
Bosch K-Jet Fuel Injection
210bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Low mileage 1980s icon*
- *Tour de Corse engine specification*
- *Desirable Turbo '1' model*
- *Refurbished and presented in beautiful condition*



THE RENAULT 5 TURBO

Not to be confused with the conventional front-wheel drive Renault 5 Gordini Turbo or GT Turbo, the Renault 5 Turbo was a mid-engined homologation special built in limited numbers for Group 4 and Group B rallying between 1980 and 1986. 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 under seven seconds.

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 3

year Ragnotti won the Tour de Corse again. Faced with increasing competition from teams running four-wheel drive cars, Renault responded with more powerful 5 Tour de Corse and 5 Maxi Turbo variants, Ragnotti adding another Tour de Corse win in the latter in 1985. At the end of the season the works team retired the 5 Turbo from competition. Had Renault chosen to contest a full international program with the 5 Turbo rather than concentrating on French national events, then its record at the highest level would surely have been even more impressive.

THE MOTORCAR OFFERED

This 5 Turbo has had only five owners, the third of whom owned it for some 26 years: 1986 to 2012. Being a 'Turbo 1', it has that model's unique dashboard and aluminum doors, roof and rear hatch not found on the all steel, cheaper and more plentiful Turbo 2. The vehicle benefits from a full mechanical overhaul completed by John Price Rallying in 2014: the engine, transmission, suspension and brakes all received attention, while the engine was upgraded to Tour de Corse specification, with a Renault Sport camshaft and inter-cooler, and now produces 210bhp. Re-sprayed in the 1990s, the Turbo retains its original interior, seats and wheels (including spare) and is described as in generally excellent condition, with very good paintwork. This rare and collectible pocket supercar is offered with restoration invoices.

\$110,000 - 130,000



283.

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

Chassis no. 312

Engine no. 839D

275ci Air-Cooled Opposed 2-Cylinder Engine

16bhp

Knox Carburetor

2-Speed Manual Planetary Transmission

Longitudinal Full Length Leaf Springs with Front and Rear Beam Axles

Rear Mechanical Brakes

- *An impressive and imposing American "Brighton" car with a proven track record*
- *Former London to Brighton Veteran Car Run entrant and finisher*
- *Motor rebuilt in recent years and with starter motor fitted for easy use*
- *Five seats and a proper top*
- *Known history from new*



THE MOTORCAR OFFERED

The story of this particular Knox begins with its purchase by Mr. Gilmartin of Neligh, Nebraska, a small town about 140 miles northwest of Omaha. This may have been James Gilmartin who was a warehouse inspector for the milling industry in the area, a job that would require reliable transportation. Mr. Gilmartin used the car for many years and is reported to have had the larger-than-original Standard Universal rims installed on the car for extra clearance on the perilous Nebraska roads. By 1940 the old Knox was being used to power farm machinery.

Early collectors and farm equipment dealers Herb and Bob Horn found the Knox on jacks being used to power a cement mixer. They were able to buy the car for their antique auto collection in Fort Dodge, Iowa. However, Mr. Gilmartin would not let them have the original wooden roof panel until the Horns

provided a new cover for the grain bin. The first restoration was immediately begun and the car was driven around town to the delight of the local populace upon completion in the spring of 1941. The Horn Brothers moved their business and collection to Sarasota, here in Florida in the Fifties, taking the Knox and about 70 other cars with them to open Horn's Cars of Yesterday. There the car remained for several decades. The museum was sold to Walter Bellm in 1967, a native of St Louis, MO and founder of Bellm Freight Lines, who had also moved to Sarasota. Around 1980 Mr. Bellm sold the Knox to fellow St Louis enthusiasts Fred and Dave Webber. It is believed that cosmetic restoration was performed by the Webbers before selling it on to Norman Buckhart in California. Mr. Buckhart, a founding member of the Locomobile Society and a noted authority on early cars, entered the Knox in the London to

Brighton Veteran Car Run in 1987 and 1988. Shortly thereafter, in 1989 Mr. Buckhart sold the Knox to John Bertolotti, another west coast brass car collector of note. Mr. Bertolotti had more restoration work performed, using the car sparingly in his dozen years of ownership. In 2012 the Knox was once again sold to California collector Mr. Barry Hon. Recognizing the significance and usability of the Knox Mr. Hon entered the car once









again and participated in the 2013 London to Brighton Veteran Car Run. During Mr. Hon's ownership, significant work was carried out, including an engine rebuild with a new counter balanced crankshaft, new pistons, installation of an electric starter and the building of a nice quality folding top, done at Chris Kidd's Tired Iron Works in Monrovia CA.

The former owner purchased the Knox from Mr. Hon at a Bonhams sale in 2015. With the intention of taking the car to England once again, the Knox was sent to Chris Charlton's Classic Car Services in Oxford, Maine. Preparation for driving the car from London to Brighton involved work on the suspension, transmission, back axle, valve timing, rebuilding the ignition timer, exhaust system and engine oiling system among other things. The intent was to make the car as reliable as possible. After reassembly, the Knox was

driven on several local tours and shown at local events in Maine where it won a Best in Show Award. During the testing period, the advertised top speed of 35 miles per hour was attained and it was determined that it cruises happily at 25-28 miles per hour. It handles very nicely; steers easily once it's moving and tracks totally straight. The brakes work remarkably well and the 6' springs give a smooth ride. Many of these features are significantly superior to some of its lower priced contemporaries.

The Knox was sent off to England for the 2016 Bonhams London to Brighton Veteran Car Run, which it completed without any issue and cruised up some of the toughest hills with a full complement of four passengers. Although setting off with the start number that year of 399, which was toward the back, the finish in Brighton was easily mid-pack and

the magnificent Knox ran and drove just like it is supposed to. Following this success, the car passed to the present owner, in whose custody it has continued to have been exercised on occasions and required no further maintenance.

On the basis of its proven performance and the significant restoration work done on the car in past years, it is anticipated that this should be a reliable car for 1 & 2-cylinder tours and easily capable of more drives from London to Brighton. The original wood top is supplied with the car, although it does need to be restored. The "Touring Box" rear container also is included, along with miscellaneous hardware, and an extra set of "Non-Skid" tires. A file on recent work, some historical documents and factory literature goes with the car.

\$250,000 - 300,000



284.**1906 STEVENS-DURYEA MODEL U
5-PASSENGER TOURING**

Chassis no. 13027

Engine no. 575

5,507cc Side Valve Engine
 Approximately 35bhp
 Single Carter Carburetor
 3-Speed Transmission
 2-Wheel Mechanical Brakes

- Rare Model U Touring Car
- From the estate of Mr. Robert Randolph
- Great car for HCCA events
- Fitted electric starter

**THE STEVENS-DURYEA**

The Duryea name is as important as any in the history of the American automobile. The first American gasoline automobile rolled out of their small workshop in Springfield Massachusetts. Not just tinkers, the brothers Duryea formed the Duryea Motor Wagon Company and began production of their ground-breaking automobile soon after. The brothers fell out before the close of the century and went off in their own direction. Frank, arguably the superior engineer, wisely teamed with the Stevens Arms Company. The superb capabilities the Stevens company possessed allowed Frank's designs to quickly take form.

First generation Stevens-Duryea cars were produced between 1901 and 1906. Built on a 69-inch wheelbase, they were powered by a

horizontally opposed two-cylinder engine originally rated at five horsepower. The cars featured an unusual mechanism that permitted the driver to start the engine while seated instead of by direct cranking. Steering was by tiller. After 1903, a three-speed sliding gear transmission was used and the 1904 model, with its engine now rated at seven horsepower, boasted a new three-point engine mounting.

In 1905, Stevens-Duryea produced its first four-cylinder; and a huge six-cylinder model, priced at \$5,000, followed in 1906. That same year, Stevens-Duryea became a separate company from J. Stevens. In 1907 to bridge the gap between the 20hp Model R Touring and massive 50hp model S, Stevens-Duryea brought out the 35 hp 6-cylinder Model U.

During the years that followed, Stevens-Duryea cars became increasingly impressive and expensive. Then, in 1915, the Westinghouse Corp. bought the company and used the factory to produce war material. After the Armistice, a group of former executives bought Stevens-Duryea and resumed car production. The new six-cylinder models that they offered were priced as high as \$9,500...right up there with Pierce-Arrow's most expensive cars. The company would be sold again at least twice before the final Stevens-Duryea was built in 1927.





THE MOTORCAR OFFERED

The early history of this particular Stevens-Duryea remains unknown, but in 1954 the vehicle was sold at a Henry Austin Clark Auction. At this time, it was purchased by a Pennsylvania based collector Mr. James Staatz who intended to conduct a full restoration on the car. Unfortunately, he never got around to putting it back together. It would remain in Mr. Staatz's ownership for the next 40 years and in the late 1980s, Mr. Robert Randolph heard about the car and began to pursue it. It would take him 8 years, but eventually he was able to convince Mr. Staatz to part with the project. The car was then shipped back to Colorado.

The car took a number of years to put back together. This included having to search for a few missing components, but it was finally back on the road in 2001. This whole process

is extensively documented in the car's history file. During this process an electrical starter was also fitted for ease of use.

The car would remain in Mr. Randolph's ownership until his passing. According to letters from Mr Randolph, the car was greatly enjoyed on the back roads surrounding Denver.

Today, the car presents beautifully and is a large and imposing early brass era car. It is said that less than 10 Model U exist today. Currently, the car presents beautifully finished in dark maroon with black leather. The brass is in very good order and an overall very well-presented example- a testament to Mr. Randolph's careful stewardship and restoration.

Not many Stevens-Duryea Model U have survived, making this a rare and charismatic early brass car. Made by one of the great American manufactures of automobiles, this is a great car for HCCA events or other brass tours, and a welcome entrant on the Concours field.

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



285.**1913 STUTZ SERIES B BEARCAT**

Chassis no. 911
 Engine no. 5855

389ci Wisconsin T-Head 16-Valve 4-Cylinder Engine
 Single Updraft Carburetor
 60bhp
 3-Speed Manual Transaxle
 Front and Rear Leaf Spring Suspension
 Rear Drum Brakes

- From the estate of Mr. Robert Randolph.
- Comprehensive restoration by Stutz expert the late Paul Freehill.
- Regularly serviced and updated for touring
- One of America's first sports cars
- The Car That Made Good in a Day

**THE STUTZ BEARCAT**

In the world of antique cars, few names resonate like the Stutz Bearcat. Images of young gentlemen in raccoon coats racing around the countryside with a col-lege pennant attached to the car often come to mind, and for the era, there were few cars as sought after and mythical in stature.

The Stutz Company and the Bearcat model were famous from day one. Soon after completion, Harry C. Stutz sent the prototype Bearcat racer to compete in the 1911 inaugural Indianapolis 500 race. The untested car did remarkably well, finishing the race and beating many established brands, earning the Stutz the slogan, "The Car That Made Good in a Day."

First offered to the public in 1912, the Bearcat was essentially a road-worthy version of the

highly successful Stutz racers that followed the original Indy car. A radically designed sports car through and through, the Bearcat had just two bucket seats and no convertible top or windshield. Like the Stutz racing cars, the Bearcat was constructed around a low-slung chassis, ensuring a lower center of gravity and good handling characteristics in addition to its lightweight design.

The first production models were closely based on the successful Indianapolis car and featured proprietary Wisconsin engines and Stutz's own rear three-speed transaxle. A 50hp four, the 6.4-liter Wisconsin engine was of the twin-camshaft 'T-head' type, with inlet valves on one side of the block and exhausts on the other. It would be used up to 1917 when Stutz began to manufacture its own power units.

Although small by American standards - Stutz built a mere 759 cars in 1913 compared with Chevrolet's 5,987 - the Bearcat's competition successes en-sured that the company enjoyed a disproportionately high-profile reputation.





THE MOTORCAR OFFERED

The early history of this particular Stutz Bearcat is unfortunately not known. It was advertised in *Hemmings Motor News* as a project car in the 1991. At this time, it garnered the attention of Mr. Robert Randolph. After a few discussions and reaching an agreed upon price, the disassembled project was delivered form to the shop of Stutz Legend, Paul Freehill in Indiana.

Mr. Randolph was very impressed with Paul and his knowledge of the Stutz marque and decide it was best to have Mr. Freehill assemble the car. Included in the project that Mr. Randolph purchased were many original chassis com-ponents, a genuine Wisconsin engine, and a transaxle. Luckily Mr. Freehill also processed many of the missing parts that were needed to complete the pro-ject.

The car was restored and assembled into a rolling chassis by Mr. Freehill be-fore the car was returned to Colorado. It was then disassembled and painted in its current color scheme by a local restoration shop ran by Rick Babb and Tim Stadler.

After its completion, it quickly became Mr. Randolph's favorite car. It was used extensively by him and was consequently the veteran of many brass car tours. Unfortunately, Mr. Randolph's eyesight began to fail, so he recruited a fellow enthusiast, Anthony Gonzales, to drive the car for him.

As a result of many miles of touring, the car was thoroughly sorted, and certain upgrades were installed to ensure reliability. These improvements included the fitment of an electronic ignition and 12 volt electrical

system. The steering box ratio was changed to give a lighter feel, and the clutch was also updated.

Very few cars from the brass era are as charismatic as a Stutz Bearcat. They represent one of the first attempts by automotive designers to create pure, un-adulterated sports car that could be used both on the track and on the road with little to no modification. Sitting high up in the driver seat, staring through the monacle screen, and feeling the massive torque from a Bearcat's engine as you accelerate is a motoring experience not to be missed. Ready to tour, the opportunity to acquire this very well sorted Bearcat should surely be taken ad-vantage of.

**\$250,000 - 350,000
WITHOUT RESERVE**



286.**1930 CORD L-29 CONVERTIBLE SEDAN**

Chassis no. 2927299

Engine no. FDA 2221

298ci L-Head Inline 8-Cylinder Engine

125bhp at 4,000rpm

Single Carburetor

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- From the collection of Mr. Bob Randolph.
- *Elegant Convertible Sedan coachwork*
- *Beautifully presented inside and out*
- *Innovative front-wheel-drive chassis*
- *Full CCCA Classic*

**THE FRONT DRIVE L-29**

Errett Lobban Cord introduced the L-29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines, the latter being totally redesigned that year. Powered by a straight-eight 'flat head' engine built by Lycoming – another one of Cord's companies – the L-29 featured front-wheel drive, then much in vogue at Indianapolis. An avid race fan, Cord had been impressed by the performance of the Harry Miller-designed front-wheel-drive Junior 8 Special, and in 1926 purchased the passenger-car rights to Miller's fwd designs. Cornelius Van Ranst was hired to assist with development, and by November 1927 the first prototype was ready for testing and assessment by Fred Duesenberg, Cord's Chief Engineer. Staff designer Al Leamy contributed the stylish coachwork, which was

underpinned by Van Ranst's X-braced chassis frame – the world's first.

Production of the new car, now dubbed 'L-29', commenced at the Auburn, Indiana plant in April 1929 with a two-day press launch in June. The advantages conferred by the L-29's front-wheel-drive layout, chiefly, a low center of gravity and increased passenger space, were immediately apparent; while the freedom its low-slung frame gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic. Indeed, many connoisseurs consider the L-29 to be the most stylish American car of the period.

The L-29 was offered initially in Sedan, Brougham, Convertible Coupé and Phaeton

versions, at prices ranging from \$3,095 to \$3,295. Unfortunately for Cord, just as his new baby was reaching dealers' showrooms the Wall Street Crash of October 1929 blew away a huge proportion of his intended clientele. Despite a program of price cuts, sales never took off and the world's first practical front-wheel-drive production car was discontinued in 1932. Including cars supplied in chassis form to independent coachbuilders, only 5,010 L-29s were built, of which it is thought that around 300 of all types exist today.





THE MOTORCAR OFFERED

According to records from the Auburn Cord Duesenberg Club, this particular L-29 was manufactured in 1930 and was bodied as a convertible sedan by the Limousine Body Company and painted emerald green. Unfortunately, the grander early history remains unknown.

In 1977 the car appeared in Oklahoma and was owned by a Mr. William F. McDuff Junior. According to documents from Robert Randolph in the Cord's history file, he met Mr. McDuff at the prewar swap meet in Chickasha, Oklahoma and was asked if he would be interested in a Cord. Mr. Randolph made an appointment to go see the Cord at Mr. McDuff's shop. At this stage, the car had been disassembled in preparation for a restoration project and putting it back together would've been too large of cost to

bear for its owner. After agreeing on a price, Mr. Randolph purchased the car and returned it to Colorado.

The restoration of this car was entrusted to a local shop run by Rick Babb and Tim Stadler. This was a very comprehensive restoration as much of the wood in the body needed replacement and all mechanical systems were gone through. It was decided to paint the car to a color scheme of red with maroon fenders and tan top. The car was completed and on the road in 1997.

This delightful Cord would remain with Mr. Randolph until his passing. It was carefully maintained and driven on local tours in the Denver area. Today, the car presents very well and the restoration that was completed over 20 years ago has held up remarkably well.

The L29 Cord is one of the iconic American car designs from the prewar period. Few other cars built in that period have low slung looks, and even fewer could stake the claim of being some of the first front wheel drive American road cars. Representing the pinnacle of American Motorcar technology and timeless styling, a L29 Cord is a must for any serious collectors stable.

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



287.

1911 STODDARD-DAYTON MODEL 11A FIVE PASSENGER TOURING

Chassis no. 334
Engine no. 11-A-324

432ci OHV Inline 4-Cylinder Motor
40bhp
3-Speed Sliding Gear Manual Transmission
4-Wheel Leaf Springs with Live Axles Front and Rear
Rear-Wheel Mechanical Drum Brakes

- From the estate of Mr. Robert Randolph
- Impressive 40hp over-head valve motor
- Four speed transmission
- A very useable touring car



THE STODDARD DAYTON

The Stoddard family of Dayton, Ohio were successful entrepreneurs with interests in paint and varnish manufacturing and farm equipment. The patriarch's son, Charles Stoddard, became convinced of the future of the automobile and, being a logical, progressive businessman from a successful family, carefully investigated the then competing technologies, gasoline, steam and electric. After deciding that gasoline had the best chance of success, he contracted with the Rutenber company in Chicago for a supply of engines and began to manufacture the Stoddard Dayton automobile.

After a few years of experience with the Rutenber-built fours, Charles Stoddard designed a T-head four rated at 35 horsepower for the 1907 models. One of the new 35hp Stoddard Dayton finished

the Glidden Tour with a perfect score and it was a Stoddard Dayton that not only won the first race held on the Indianapolis Motor Speedway in 1909 but separate car also paced the event.

In 1908 H.J. Edwards, an experienced engineer from England, was hired and given a free hand to design Stoddard Dayton's next engine, a powerplant which has forever secured the company's place in automotive history. Introduced in 1909, the next Stoddard Dayton was a 4.75 x 5 inch 36hp four, a configuration that was in itself not unusual. Its valve layout, however, set it apart. Edwards' design for Stoddard Dayton was a true cross-flow head with inclined overhead valves and hemispherical combustion chambers.

The early Stoddard Dayton layout was efficient in terms of moving parts, but imposed large friction loads on the valve gear which had to constantly work against the pressure of the intake valve opening springs. The rubbing loads on the camshaft and tappet were severe and quickly wore out the valve gear. After a year of experience, Stoddard Dayton redesigned the engine to separate the valve gear, placing a second camshaft on the other side of the engine and duplicating the pushrods and rocker arms for conventional valve operation against springs which held the valves closed.

Stoddard Dayton's experiments with engines were not over, either, although the hemispherical head engines continued to be produced. In 1912 Stoddard Dayton added a huge 70hp Knight sleeve valve six-cylinder to





THE MOTORCAR OFFERED

its catalog—but the Stoddards had sold out to Ben Briscoe in 1911 and the company succumbed when U.S. Motors went under in 1913.

The earliest known history of this particular 1911 Stoddard begins in 1963 when it was discovered laid up in Idaho by a Mr. Eugene Le Febre. According to photos within the history file, it appears that the car had been converted into a pickup. At the time the car was found the radiator had been damaged, and it also appear the rear section of the original bodywork was sitting in the pickup bed. Mr. Le Febre decided to restore the car and extensively documented this restoration with photos and letters. It is believed that Mr. Le Febre would retain the car until his passing when it was sold by his wife Arlene Le Febre to Robert Randolph in 1986.

Mr. Robert Randolph retained the car in his collection until his passing. Today, the car presents beautifully in its current color scheme of cream with light beige leather. The car was repainted in 1990 by Tim Stadler and Richard

Babb. Overall, the restoration has aged remarkably well, and the years of careful use have resulted in a charming patina.

Under the engine cover, however, is the prime attraction. The hemispherical combustion chamber, inclined valve cross-flow 40hp Stoddard Dayton engine with its abundance of brass and bronze exposed valve gear is a display that will fascinate and captivate anyone who loves intricately timed and coordinated machinery whether its stationary or in motion. It is a masterpiece and an important example of the creativity that the Stoddard nurtured at their automobile company. When shown, it will attract favorable attention from concours organizers, tour participants, and casual spectators. For the new owner it will offer an opportunity to impart a sense of the significant accomplishments of the Stoddard Dayton automobiles on themselves and others.

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



288.

Formerly in the collection of Don C. Boulton

1907 BUICK MODEL G ROADSTER

Chassis no. 4289
 Engine no. 7592

159ci, 2-Cylinder Horizontally-Opposed Engine
 Single Updraft Carburetor, 22bhp at 1,200rpm
 2-Speed Transmission
 Leaf Spring Suspension
 2-Wheel Mechanical Brakes

- Offered from long term private ownership
- Beautifully presented
- Renowned quality restoration by Don C. Boulton



THE BUICK MODEL G

David Dunbar Buick's main claim to posterity will be his invention of a means to porcelain-coat cast iron bathtubs, but his name is perhaps better associated with the motor cars that bore his name. It was a fairly shaky start at the turn of the century when Buick focused his attentions on petrol engine manufacturing, and it was not until 1903 that the first Buick production model appeared. William Crapo Durant took the helm of Buick in 1904 and provided the necessary financial backing. Later when DeWaters joined the company in 1905, his influence greatly assisted the fledgling company which was later to grow into the world's biggest motor manufacturing concern, General Motors. Early models were powered by twin-cylinder, inline engines with two-speed and reverse planetary transmission with chain final drive. Production in 1904 was just 37 cars but by 1907 this had grown

to a substantial 4,641 units, second only in production terms to Ford that year. The Model G was powered by a two-cylinder in line engine with bore and stroke of 4.5 x 5 inches, displacing 159cu.in. (2.6 liters.) Some 535 Two-Passenger Roadsters were built in 1907.





THE MOTORCAR OFFERED

The present owner of this automobile is a long-term collector of the finest examples of brass era automobiles. Through the majority of his collecting period, he was able to share his passion with local aficionado and renowned restored and collector Don C. Boulton, who sadly passed in 2018 and whose collection we offer earlier today. Over the course of many years, Mr. Boulton educated and assisted in the development of this collection, and from time to time, they would trade cars among themselves. In this case, that is precisely what occurred. The arrival of this Buick into the stable was exchanged for a Rambler which was in need of restoration.

The history of the Buick is not well recorded, but it has clearly been the subject of one of Mr. Boulton's exceptional and well detailed

restorations. From 'top to tail' the car looks every bit the catalogue model that Buick offered in those days. It is equipped with very fine accessories including Gray & Davis torpedo headlights, scuttle mounted side lights and even a rather charming flying bird hood ornament atop its bold Buick radiator.

Carefully displayed in a private museum setting, the Buick has seen only modest use in the course of the last few years, yet on recent inspection started and ran easily and has subsequently been fully detailed and recommissioned in preparation for its sale.

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



289.**1962 LANCIA FLAMINIA COUPE**

Chassis no. 823024290

Engine no. 5874

2,458cc OHV V6 Engine

Single Weber Carburetor

126bhp

4-Speed Manual Transmission

4-Wheel Independent Suspension

Vacuum-Assisted Front Disc and Rear Drum Brakes

- A well persevered, largely original example
- Beautifully presented, untouched interior
- Recent engine overhaul
- A marvel of quality design and engineering

**THE MOTORCAR OFFERED**

This Flaminia has had only three owners in the last three decades. Maintained by the father of the current owner in the mid-1980s, it was purchased by the previous owner in the late '80s. A careful custodian of the elegant Italian coupe, he kept it regularly serviced at the same shop as the previous owner. Painted silver when he acquired the car, it was repainted in the 1990s to the more understated black that it carries today.

Outside of the repaint, however, the car presents and largely original with the glass and brightwork looking nicely mellowed 56 years after leaving the factory. The original interior, however, is truly stunning. Very original and beautifully preserved, it shows not just the quality of the materials and craftsmanship, but also the carefully thought out design that made this car an ergonomic masterpiece.

Extremely comfortable and beautiful to behold, it is little wonder that Lancias of the 1950s and 60s are so well regarded for their excellent design and supreme quality of workmanship.

In the last five years, the car has had the brakes and carburetors rebuilt and the fuel system cleaned out. Last year, a burned piston resulted in the engine being overhauled with new JE piston, valves, and bearings. Described as a very smooth runner, this is a truly stunning machine that will provide comfort and driving enjoyment beyond most anything else from the period.

\$35,000 - 45,000
WITHOUT RESERVE



290.

1972 JAGUAR E-TYPE SERIES III V12 2+2 COUPE

Chassis no. UC1S73228BW
Engine no. 7S6788SA

5,343cc SOHC V12 Engine
4 Stromberg Carburetors
275bhp at 5,850rpm
3-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- Largely original and beautifully preserved example
- Elegant and appropriate Fawn exterior over Biscuit leather interior
- Plenty of V-12 Grunt
- The final iteration of the legendary Jaguar E-Type



THE SERIES III E-TYPE

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-liter XK six, the new all-alloy, 5.3-liter, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorized ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a

luxury Grand Tourer than out-and-out sports car. Flared wheel arches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar, and the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

THE MOTORCAR OFFERED

This beautifully preserved Series III V12 E-Type 2+2 was completed at the Browns Lane Jaguar factory in April of 1972. The powerful Coupe would form part of the prominent Swiss-based collection of Mr. Claude Imhoof for decades, before being acquired by the consignor in 2017. Today the Jaguar remains in largely original condition, retaining much of its original Biscuit leather interior, brightwork, and possibly parts of the Fawn exterior color as well. The powerful 5.3-Liter V-12 engine pulls the sporting 2+2 Coupe forwards through the optional 3-speed automatic transmission, ideal for effortless touring. This Jaguar's charming patina and originality deserves a close look and serious consideration.

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



291.**1907 CADILLAC MODEL K 10HP TULIP ROADSTER**

Chassis no. 24306

98.2ci L-Head 1-Cylinder Engine
 Single Updraft Carburetor, 10bhp
 2-Speed Planetary Transmission
 Leaf Spring Suspension
 2-Wheel Mechanical Brakes

- Offered from long term private ownership
- Formerly in the renowned Protsman Collection
- Older restoration, now mellowed

**THE CADILLAC MODEL K**

Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, and the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first specialty - soon established it as the foremost builder of quality cars in the USA. Cadillac's first automobile was a simple runabout powered by a single-cylinder engine - known as 'Little Hercules' - that was an exemplary performer by the standards of its day. Horizontally positioned and driving through a two-speed planetary transmission, the Cadillac could maneuver itself with ease through good and bad roads alike. Rated at 10 bhp, the powerplant was a tough rugged motor that could deliver 25-35 MPH, top speed and faster downhill. Additionally, spark advance could be controlled from the steering wheel, a feature that appeared in 1905.

The 'Tulip' body styles proposed by Cadillac Motor Company of Detroit Michigan were the most elegant of all their coachwork offerings. Stylishly designed, the two and four-seater bodies were the ultimate touring coachwork that any manufacturer could offer. Their curvaceous lines accented the simple yet practical mechanics that propelled it along. Almost all European manufacturers offered similar designs and Henry Leyland was quick to incorporate this design into his already successful lineup.





THE MOTORCAR OFFERED

The current owner had long been an admirer of these Tulip bodied Cadillacs. While visiting the C.T. Protsman Collection on display at the Antique Auto and Music Museum in Stone Mountain Memorial Park in Virginia, he was asked which car he might be most interested in purchasing, and this was an immediate target of his affections. In acquiring Mr. Protsman's Cadillac Roadster he bought a particularly nice example, with a known history that stretched back many years.

The Cadillac had been discovered by Protsman in the late 1940s in a tired condition but complete with original bodywork in place. Photos of the find exist on file. A typically thorough restoration ensued, and it seems that the car was back on the road by 1952 when it is registered again. Photos from this period show the car fresh from restoration, and there is even a period holiday card from

the Protsmans featuring the husband and wife aboard the car!

The Cadillac has been carefully displayed in a private collection where it was routinely checked over and occasionally run for a number of years. Equipped with its 'buggy' top and accessories such as E & J headlamps, this car looks every bit the catalog model of the day. Latterly its use has been more limited, leading to the decision to sell.

Always appreciated for their reliability and quality of build, more than 110 years on these early Cadillacs continue to provide usable mounts for Horseless Carriage Club Tours and other such events. After a number of static years, it has recently been recommissioned and will no doubt be welcomed back to those circles.

\$55,000 - 70,000



292.

1924 AMILCAR CGS ROADSTER

Chassis no. CGS 7385

1,074cc Side-Valve Inline 4-Cylinder Engine
Single Carburetor
Approximately 35bhp at 3,800 rpm
4-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Mechanical Brakes

- *Beautifully presented example*
- *Former Pebble Beach Concours Exhibit*
- *A delightful miniature Bugatti for small, twisty roads*



AMILCAR

One of France's foremost exponents of sporting voiturettes, Amilcar was founded by Andre Morel and engineer Edmond Moyet to build cyclecars with sufficient performance for Morel to realize his dream of competition success. Emile Akar, a Paris businessman, and Joseph Lamy, an executive at cyclecar maker Le Zebre, backed the partners' prototype, which was enthusiastically received. Production of the CC, Amilcar's first model, commenced production in 1921.

Designed by Edmond Moyet, the CC featured Amilcar's own four-cylinder 904cc side-valve engine, a three-speed gearbox, and quarter-elliptic springing, and would develop into the Types CS and 4C. The CC was praised for its excellent, responsive handling and adequate power, attracting a large and loyal following and setting the pattern for future

models. It also provided Morel with his desired competition success when he became the 1100cc Class Champion of France in 1922.

The successor Amilcar CGS was by far the marque's most successful model, effectively establishing its reputation worldwide. Production began in 1924 and continued through 1929 with continuous improvement to a design of proven performance and reliability. Mostly fitted with two-seat bodywork (in aluminum at extra cost), the CGS encouraged owners to enter local competitions, in which it proved highly successful. So popular was the Amilcar CGS that it was built under license in Italy, Germany, and Austria, and sold in the USA by no less than Maybach Motors in New York City.





THE MOTORCAR OFFERED

Epitomizing the French sports car of the 1920s, this exquisite Amilcar sports a charming torpedo body with 'boat decking' to its rear, two comfortable passenger seats and an additional one for in its tail.

It is a car that has been known in the collector car community for many years, the seller reporting that it was once part of one of the pioneering collections in this country, that of Harry Resnick of Ellenville, New York. While in that collection it was photographed and encapsulated in its then condition for the series of post cards that Henry Austin Clark had made for sale at his Long Island Auto Museum, as displayed here.

Resnick's collection was eventually disbanded and it seems that the Amilcar remained on the East Coast. It was restored in the mid-2000s

and subsequently shown at the famed Pebble Beach Concours d'Elegance in 2004. Shortly after this it was acquired by the present owner as part of a design focused collection.

Over the course of the ensuing years its use has been modest, yet it has always been carefully stored and displayed in the owner's home. Offering a delightful snapshot of this era of sporting French motoring and noted provenance, an Amilcar is a rare sight on these shores and this would surely be welcomed at show or touring events.

\$80,000 - 95,000



293.**2000 BMW Z3 M COUPE**

VIN. WBSCM934XYLC61257

3,200cc DOHC S52 6-Cylinder Engine
 Electronic Fuel Injection
 240bhp at 6,000rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- Fewer than 16,100 miles from new and immaculate original condition
- Striking Imola Red exterior
- Offered with CARFAX report
- Extremely fast and sporting BMW M Coupe

**THE BMW M COUPE**

A brilliant exercise in “retro” styling that recalled its fabulous “328” sports car of pre-war days, BMW’s Z3 was introduced in 1996. The original four-cylinder 1.9-liter Z3 was more of a stylish boulevard cruiser than out-and-out sports car. A successful concept perhaps best exemplified by Mercedes-Benz’s old 230/250/280SL family and would prove equally appealing to both men and women drivers.

Commencing in the early 1980s with the limited edition “homologation special” M3, BMW Motorsport GmbH went on to create its own distinctive “M-Power” brand of performance-enhanced luxury models. The first M-Power Z3 appeared in January of 1998. The fastest-accelerating BMW ever at the time of its introduction, the Z3 M Coupe boasted a generous specification

including: electric windows, ABS, PAS, air conditioning, heated seats, driver/passenger air bags, six-speaker stereo system, alarm/immobilizer, heated exterior mirrors, 17” alloy wheels, and a limited-slip differential as standard. Combining outrageous looks and performance with impressive practicality, the Z3 M Coupe was not replaced within BMW’s line-up after its deletion in 2002 and is surely destined for “highly collectible” status in the future.

THE MOTORCAR OFFERED

This exceptional example of the rare Z3 M Coupe was built for the US market and is believed to have found its first owner in Arizona. The new BMW was finished in Imola Red, just as it appears today. Believed to be a 3-owner car from new, the M Coupe has covered fewer than 16,100 miles, and remains in original, well-preserved condition throughout. The BMW is offered with CARFAX report, and many factory accessories such as the owners handbooks. Running and driving beautifully, the little pocket-rocket Z3 M Coupe is a spectacular “young-timer” collectible, which many believe will continue to appreciate as it ages.

\$45,000 - 55,000
WITHOUT RESERVE



294.

1967 AUSTIN-HEALEY 3000 MK III BJ8

Chassis no. HBJ8U/42311 G
Engine no. 29K/RU/H16897

2,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
150bhp at 5,250rpm

4-Speed Manual Transmission with Overdrive
Front Independent Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

Without Reserve

- *The final iteration of the iconic 'Big Healey'*
- *Lovely and factory-correct British Racing Green color*
- *Beautifully restored inside and out*
- *Offered with comprehensive history file and Heritage Trust Certificate*



THE AUSTIN-HEALEY 3000

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

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the fully civilized 3000 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 also provided performance worthy of its sporting heritage.

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

THE MOTORCAR OFFERED

Completed at the Austin-Healey works during August of 1967, this lovely 'Big-Healey' 3000 Mk III BJ8 was finished as it appears today, in British Racing Green over a black interior and weather equipment. It was further equipped with wire wheels, heater, and other desirable extras. The car's destination per the Heritage Trust Certificate was Los Angeles, and the Healey is believed to have stayed in the mild SoCal climate until 2015. A comprehensive restoration was performed on the car in recent years, and a look through the history file clearly shows the detail of the job. This lovely example of the end-of-the-run Austin-Healey 3000 is ready to be enjoyed on Sunday drives or displayed at local car shows.

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



295. Ω

1950 VERITAS SCORPION CABRIOLET

Chassis no. 5095
Engine no. 73095 4

1,988cc OHV Inline 6-Cylinder Engine
2 Solex Carburetors
Estimated 90bhp at 4,750rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- *Extremely rare post-war German coach-built sports car*
- *Elegant custom coachwork in aluminum*
- *BMW 327 powerplant*
- *Supplied with a comprehensive file of recent BMW Classic service*



THE VERITAS SCORPION

Veritas-Arbeitsgemeinschaft für Sport und Rennwagenbau (Veritas-Joint Venture for the Construction of Sport and Racing Vehicles) was launched in March of 1947 in the village of Hausen am Andelsbach, near Hockenheim. Its principals were Ernst Loof, the former head of BMW's racing division when the BMW won the Mille Miglia in 1940; long-time sales manager Lorenz Dietrich; and former BMW motorcycle champion and pre-war Auto Union Grand Prix racing driver Georg "Schorsch" Meier. Their goal was to build a new sports and racing car to succeed the hugely-successful pre-war BMW 328. It was an idea they'd been discussing since meeting in Paris during WWII.

Their first prototype racer was built in a corner of BMW's Allach factory, which was being used for vehicle maintenance by the allies. Disallowed from building any sort of

new car or engine in the American Zone of Occupation, the project moved to the French zone, and the team concentrated on what it knew best, the Type 328, with its unique overhead-valve six. Right from the start the Veritas Rennsport was competitive, winning the German 2-Liter sports car championship three years on the trot from 1947 to 1949..

Desirous of building a road car, Veritas introduced the Comet in 1949, followed by a two-seat convertible with the interesting name of Scorpion, and then the Saturn – a coupe with three-abreast seating. The Scorpion and Saturn were both built on a 2600mm wheelbase and featured fully-independent front suspension with upper and lower control arms, longitudinal torsion bars, and telescopic shock absorbers. The rear drive and suspension comprised a deDion axle with triangular links, longitudinal torsion bars, and

telescopic shock absorbers. Steering was by rack-and-pinion. Brakes were four-wheel hydraulic drums. The engine was a BMW 328 of 1988 cc with overhead valves operated by a quite effective system of transverse rocker arms that gave the motor the appearance of having overhead cams. The five-speed transmission was of the company's own design.

Veritas contracted with Karosseriebau Spohn of Ravensburg to clothe these chassis. Spohn had built elegant auto bodies for such prestigious chassis as Bugatti, Steyr, Mercedes Benz, and Maybach through the 1920s and 1930s. However, compared to some of the coachwork that emerged from Spohn in the late 1940s and early 1950s, the Veritas Scorpion and Saturn would have to be described as mainstream and conservative.





THE MOTORCAR OFFERED

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

An intriguing fusion of pre-war mechanical components and post-war style, the BMW-based Veritas model dates from the late 1940s, a period when the scarcity of readily available competition cars led to the creation of numerous interesting 'specials'. This Veritas Scorpion received a restoration in the early 1990's where it was finished in the beautiful blue exterior and tanned leather interior it is presented in today. More recently this motorcar was recommissioned by BMW Classic. With BMW Classic, the Scorpion received a sympathetic cosmetic restoration retaining as much of the originality from its 25-year-old restoration as possible. The body was repainted where necessary while the chrome, glass, and interior were kept intact and renewed to functional cosmetic standards.

BMW Classic sorted through the mechanical

components of this Scorpion to bring it to road worthy condition, successfully registering and TÜF approving the car in December 2017. The car is equipped with a modern radiator, electric fans, and updated oil cooler, installed during previous ownership to accommodate regular road use.

Due to prevailing economic conditions forcing a continual lack of resources and organization with Veritas, BMW cannot date chassis 5095 to its delivery specifications and ownership history. This car is presented with updated German registration, invoices listing the work completed by BMW, and a thorough inspection report received April 2018. Today, this magnificent example of post-war German design and coachwork presents beautifully throughout, and would make a fine addition to any pre or post-war collection.

\$350,000 - 450,000

THE AMELIA ISLAND AUCTION | 149



296.**1991 ACURA NSX COUPE**

VIN. JH4NA1154MT001707

2,977cc DOHC VTEC V-6 Engine
 Electronic Fuel Injection
 270bhp at 7,100rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- *Stealth black over black color scheme*
- *Meticulously documented and maintained from new*
- *Just over 39,000 miles recorded on the odometer*
- *Fine example of a next generation collector car*

**THE ACURA NSX**

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

Just as Honda began rewriting the rules when it launched its Acura brand in the United States for the 1986 model year, it also changed those rules with the mid-engined NSX. First shown in Chicago during the 1989 auto show, the NSX debuted in mid-1990 as a 1991 model. It looked a lot like a 308 or 328 Ferrari, but it had a big difference—the build quality and reliability of a Honda. None other than the late Formula One World Champion and motoring legend, Ayrton Senna, had helped develop the NSX and drove one himself.

The sleek all-aluminum body had a drag coefficient of 0.32. Suspension of the monocoque body-chassis unit was fully independent. Capable of 0-60 in less than 6.0 seconds, the NSX could dispatch a quarter mile in fewer than 14 seconds. Today, these exceptionally well-handling, low-production and very reliable sports cars fit the “young-timer” collector car category perfectly well, and express 1990s car culture very appropriately.

THE MOTORCAR OFFERED

This stealth NSX was completed at the purpose-made NSX plant in January of 1991 and equipped for the US market. The first owner took delivery in Akron, Ohio in March of 1991, and the car is believed to have remained in the Buckeye State until 1997. The CARFAX report on file indicates that the NSX has resided in Florida ever since, and that the mileage of just over 39,000 miles is in fact genuine. This exceptionally well-preserved NSX retains its factory, no-nonsense black over black livery and is one of very few low mileage NSXs in such beautifully maintained and documented shape.

**\$55,000 - 75,000
 WITHOUT RESERVE**



297.

1967 JAGUAR E-TYPE SERIES 1 ½ 2+2 COUPE

Chassis no. 1E77750
Engine no. 7E53844-9

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

Without Reserve

- Matching numbers example with manual transmission
- Beautifully presented and well-performing example
- Roomy 2+2 Jaguar Sports Coupe restored to its factory livery
- Offered with Heritage Trust Certificate and restoration receipts



THE JAGUAR E-TYPE

Introduced in its 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a 150mph top speed. The first significant upgrade occurred in October of 1964 with the launch of the 4.2-liter displacement engine. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo.

The Series 1 ½ and 2 E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide in 1968. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper. Power steering and air conditioning became available as options.

THE MOTORCAR OFFERED

This striking E-Type is a fine example of the more practical 2+2 version. Built on the 14th of November 1967, the left-hand drive 2+2 Coupe was sent stateside for delivery by its first owner, an entity by the name of 'Lakewood Homes, Inc.' Specified with an Opalescent Maroon exterior color over a black leather interior, this E-type was equipped with a 4-speed manual transmission- just as it appears today. This lovely E-type is reported to drive very well, and presents beautifully throughout, with glossy Opalescent Maroon paint, fine brightwork, and a smart black leather interior. Plenty of restoration work was performed on the car in 2018 including a full bare-metal repaint and fitment of five new tires on new Dayton chrome wire wheels. Accompanied by the sale of the car are many restoration photos and receipts totaling tens of thousands of dollars, a Jaguar Heritage Trust Certificate, tools, jack, and the car's old air conditioning system in boxes, should a future owner wish to install it.

This fine Jaguar retains its matching numbers engine and transmission and would be a great driver for rallies such as the Copperstate 1000 or to use for a Sunday picnic with the family.

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



298.**1964 JAGUAR E-TYPE SERIES I 3.8 ROADSTER**

Chassis no. 880937

Engine no. RA5177-9

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

- *Exquisite nut-and-bolt restoration to factory specifications*
- *Matching numbers example presented in the factory livery of Opalescent Dark Blue over Light Blue*
- *Stunning Series I E-Type Roadster ready to be shown at Concours events or driven on rallies*
- *Accompanied by Jaguar Heritage Trust Certificate, owner's manual and tool kit*

**THE JAGUAR E-TYPE**

In 1958, Jaguar technical director, William Heynes, and designer, Malcolm Sayer, convinced their boss, Sir William Lyons, that a new production sports model was needed. Thus, the E-Type was born; one of Jaguar's longest-running and most revered models.

Actually, the E-Type already existed conceptually. Developed from the racing D-Type in 1956, it had been put aside when Lyons abruptly canceled the competition program. Dusting off the prototype, an aluminum-bodied roadster with 3.4-liter XK engine and independent front and rear suspension, Heynes and Sayer reengineered it for steel, and a 3.8-liter engine as used in the Mk IX saloon.

The engine and transmission aside, the production E-Type was all new. It combined

a multi-tube front chassis with a monocoque center section. Front suspension was similar to the XK 150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshafts, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disk brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the

E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.





THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane works on January 20th, 1964, this lovely Series I 3.8-Liter Roadster was originally finished in Opalescent Dark Blue, with matching blue soft top, and a neatly contrasting light blue leather interior (grey) with a darker blue accent piping - just as it appears today. As noted on the Jaguar Heritage Trust Certificate, the factory left hand drive configured E-Type Roadster was dispatched from the Jaguar facilities on January 31st, 1964, and destined for the booming North American sportscar market, where a person by the name of E. M. Toscauo became the first owner. The E-Type is believed to have made its way to California before 1969, where it received a black and yellow California state license plate.

In recent years, this spectacular Jaguar has been subject of a comprehensive restoration. Noted Jaguar specialist, Richard Jenkins, of Atlanta, Georgia completed this fine

restoration, while David Ferguson of Images Auto Body in Campbell, California handled the body and paint. Some of the finer details of the restoration include a refurbishment of the engine and an overhaul of the transmission with new bearings, seals, and gaskets. The body was brought down to bare metal and received a fresh coat of the original factory color of Opalescent Dark Blue; a color very suitable for the elegant and sporty E-Type body. Additionally, the chassis was media blasted and the suspension components received equal attention. Far more work was carried out than can be fully detailed within this brief description, but it is reported that the work done to bring this Series 1 E-Type Roadster into excellent condition was thoroughly comprehensive, and the important post-restoration sorting and tuning has been carried out by Mr. Jenkins as well. Most importantly, the original engine and cylinder head have remained with the car since leaving the factory.

The car will be accompanied by an owner's hand book, tool kit, jack, and Jaguar Heritage Trust Certificate. Expertly restored E-Types, like the one presented here, are highly sought after by collectors all around the world. With the vehicle on offer being in such fine condition, there is no better opportunity to put yourself behind the wheel of one of the most iconic sports cars of the 20th Century.

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



299.

Ex-Dale Earnhardt

1977 CHEVROLET NOVA GRAND NATIONAL

Chassis no. 179

358ci OHV V8 Engine

Single Holly 4-Barrel Double Pumper Carburetor

750bhp at 4,500rpm

4-Speed T-10 Gearbox

Independent Front Suspension with Solid Live Rear Axle

4-Wheel Disc Brake

- Restored to race-ready condition
- From a noted private collection
- A rare opportunity to acquire a piece of Earnhardt history
- Enormously charismatic piece of Americana

**THE MOTORCAR OFFERED**

Dale Earnhardt's prowess as a racer made him one of the most respected and revered of any NASCAR competitor. His relentlessly aggressive driving style propelled him to the top ranks of the sport and the nickname given by other drivers, "The Intimidator". Dale Sr.'s talent behind the wheel was complemented by an intimate relationship to the machinery that came only from long hours spent in the racing shop.

This particular car was first fabricated in 1982, and the car's bodywork was first styled as a Pontiac Ventura. By the 1980s the era of Nascar being a stock series in any way was long gone. Cars were typically rebodied after every race, with body panels being fabricated on English wheels. This car and other team Venturas were clad in the blue and yellow livery of major sponsor Wrangler Jeans and

were campaigned by Earnhardt in the 1982 and 1983 seasons.

In 1984 and 1985, Earnhardt put the Venturas aside, racing only six times during each of those seasons in other cars, and winning once, while competing full time in the Winston Cup, where he won twice in 1984 and four times in 1985, finishing 8th in the final standings. Despite his growing success in NASCAR's top tier, Earnhardt's effort in the Busch series continued in 1986.

According to Earnhardt lore, these car's transformation from Pontiac to Chevrolet began after the 1985 season, when Earnhardt decided to alter the Ventura's bodywork to that of Chevy's Nova, which was thought to have better aerodynamics. Dale Earnhardt was legendary in his ability to quote on quote





“See the air” and find the fastest way through the air currents that were created by a pack of racecars on an oval circuit. On the faster tracks such as Daytona and Talladega, the more slippery shape provided a decided advantage.

In the 1980s it was quite common for racing drivers, like Earnhardt, to also work within the racing shop. Earnhardt with his race shop crew along with Robert Gee, Jr., son of the car’s first fabricator, converted this and other Ventura’s to Nova’s, replacing the Ventura’s nose, quarter windows, hood, grille, and bumper with parts styled after the Chevy Nova. All cars were readied for the 1986 season. At the season opener, the Goody’s 300 at Daytona, Earnhardt qualified eighth in a Chevy Nova, but in a classic Earnhardt charge, rallied to win the race in the last laps. This was also the first time that

Earnhardt ran cars with the GM Goodwrench livery that would become synonymous with his race team and also with the number 8 made famous by Dale’s father and racer, Ralph Earnhardt, and later by his son Dale Earnhardt, Jr.

Today’s beautifully restored Chevrolet Nova clearly demonstrated Earnhardt’s feel for the nuances of racing, for the strategies to victory that extended beyond planting his right foot to the floor. Earnhardt competed in nine of 29 rounds in 1982 and in five rounds in 1983 of the junior series, yet he came away with wins at Daytona and Caraway in 1982 and at Rockingham and Charlotte in 1983, in the process garnering eight top-tens and a pole

After retirement, this car first appeared in vintage races in 1998 and has competed at the Goodwood Festival of Speed as well as

being class winner at 2009’s Celebration of NASCAR-Daytona’s 50th Anniversary. In 2012 it underwent restoration to race-ready status by a noted racing shop in preparation for the invitation-only Rolex Monterey Historic Races, where it thrilled the crowds with its familiar paintwork and roaring NASCAR 358 Chevy engine. Other notable restoration touches included a period MSD Ignition system, a glass windshield, and a driver’s seat said to have been used by Earnhardt himself.

It is common to find ex-race cars for sale. It is rare to find one that was driven by Dale Earnhardt. To have the opportunity to own an ex-Dale Earnhardt team car that he also helped develop is unique.

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



300.

1971 INTERMECCANICA ITALIA SPYDER

Chassis no. 50367414

351ci OHV Ford V8 Engine
Approx. 300bhp at 6,000rpm
5-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Disc Brakes

- *Rare Italian-American hybrid sports car with V8 powertrain*
- *Beautifully restored in Portofino Blue Metallic*
- *One of just over 350 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 just over 350 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 beautiful example of the rare Intermeccanica Italia Spyder offered here was completed at the Torino-based works near the end of the limited unit production run. A lovely example indeed, this Italia was treated to a comprehensive restoration some years ago, and it is evident that the job included both the mechanical and cosmetic aspects of the rare car. The body was stripped, meticulously examined, and refinished in the elegant silver blue metallic seen on the car today, while the chrome and bright work were refurbished to show its absolute best. The interior was redone in a nicely matching dark blue, with a light blue piping. The Intermeccanica Italia's comprehensive history file contains many restoration, maintenance and ownership records, as well as a rare owner's manual, adding to the provenance of this rare Italian

sports car. Chrome wire wheels are fitted, adding a great period-looking finishing touch, and a factory air conditioning system, keeping its occupants cool on a sunny day. A Tremec 5-speed transmission has been substituted for the traditional 4-speed Ford unit, adding to the drivability of the car, and enabling one to really utilize the massive torque and power of the 351 cubic inch V8 engine.

Only a small number of Intermeccanica Italia Spydery are known to survive. This handsome example presents very well and would be a great candidate for local concours judging, or touring on high-speed rallies such as the Copperstate 1000. 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 just over 350 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.

\$130,000 - 180,000



301.

Ex-Michael Andretti Newman/Haas Texaco-Havoline
1999 SWIFT/FORD-COSWORTH 010.C
SINGLE-SEATER RACING INDYCAR

Chassis no. 008

2,650cc DOHC V8
Cosworth Fuel Injection
829bhp at 14,500rpm
Hewland 6-Speed Transmission
4-Wheel Coil-Over-Shock Suspension
4-Wheel Disc Brakes

- CART race winner, St. Louis, 1999
- Competed in all twenty races in 1999
- Five podium finishes
- Final iteration of Swift Indycar chassis



THE MOTORCAR OFFERED

It seemed a match made for the 1997 winner's circle: A powerhouse team, Newman/Haas; a champion driver, Michael Andretti; a powerful engine from Ford-Cosworth; and a newly engineered chassis from California's Swift Engineering, a newcomer to CART but a frequent visitor to victory lane with its Formula Ford and Formula Atlantic chassis.

And the match was indeed ignited in brilliant fashion. Just six weeks after the Swift/Ford-Cosworth was first tested, the combination took driver Michael Andretti to the fastest lap and checkered flag in the initial race of the season at Homestead — though perhaps it would be more appropriate to say it was Andretti who pushed the Swift 007.i chassis to the win. Swift was a new name to the top of the Indycar podium, but Andretti had been a very racy driver since his CART debut in 1983, and it was no fluke that he'd been

invited to drive for McLaren's F1 team in 1993. In the 1995 CART season he'd won five races while finishing runner-up to champion Jimmy Vasser, so there was every reason to think Andretti could repeat the kind of run that had led to his 1991 CART championship, when he won eight of 17 races while taking eight poles.

Newman/Haas's decision to switch from longtime chassis partner Lola to Swift was compelling. As team co-owner Carl Haas was no longer the Lola importer to the U.S., the team felt free to shop around and liked the idea it would be Swift's only client, hastening development and future refinement. Swift already boasted a stellar reputation in open-wheel racing's minor leagues from its early days as Swift Cars, founded in 1983. The firm's first effort, the DB-1 chassis for Formula Ford 1600, won the SCCA National Championship in its racing debut. Swift's rise

to prominence, and dominance, included Formula Atlantic constructor's championships from 1989-92 and winning the British Formula Renault series in 1990. But the big step was its purchase by race driver and Panasonic executive Hiro Matsushita in 1991, which brought increased funding for chassis development, including the building of a moving-plane wind tunnel in 1993.

So, Swift it would be...unfortunately just for three seasons. Although Swift continued to evolve its chassis, Newman/Haas managed only three more victories, two by Andretti and one by Christian Fittipaldi. For 2000 the Newman/Haas team went back to Lola for its chassis, while Swift's CART effort soldiered on that year without much effect before disappearing from the series. Although Swift built chassis for the Newman/Haas, Patrick Racing, Gordon Racing, and Della





Penna teams in 1999, success was elusive and Swift withdrew from the series. It was by no means through with racing, though; it had become the only supplier for the Toyota Atlantic Championship in 1998 and would do the same for Japan's Formula Nippon series in 2009.

The racecar on offer today was driven by Michael Andretti for all twenty races of the 1999 season and was never involved in a crash. It made a single contribution to Andretti's tally of CART victories, in the sixth round at St. Louis's Gateway Motorsports Park. (He is currently fourth, with 42 wins, on the all-time North American open-wheel record books behind A.J. Foyt, Mario Andretti, and Will Power.) The season's results were especially frustrating because the car was very quick when it wasn't plagued by minor ills. Overall it earned five podium finishes

and for Andretti a fourth in the 1999 driver's championship.

Sitting within the Swift 010.c chassis was the latest development of the Ford-Cosworth V-8 turbo, an engine Newman/Haas knew intimately, as the team had been a primary development partner with the engine supplier since 1992. This XD iteration was introduced in 1996, powering Andretti to those five wins in the Lola and overall taking Newman/Haas cars to the podium in 16 of the 48 races it was used. Major updates to this 1999 engine included a revised valvetrain design to accommodate a higher 14,500rpm redline; enhanced fuel management for increased driveability and top-end power; and measures to reduce high-speed friction. At the time it boasted the highest output of any Ford-Cosworth, exceeding even the CR-1 V-10 Formula One engine, and could power the

Indycar beyond 240 mph.

After its retirement from CART, this car was campaigned in Europe's 2004 BOSS SuperCup Series by American Mike Biangardi, twice reaching the podium before being put into protective storage by its current owner, a noted collector of significant automobiles. Spares are limited but include: rear driveshafts and a complete set of wheels (for details related to included spares, see a member of the Bonhams team).

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



302.Ω

1926 MINERVA AF TOWN CAR

Custom Coachwork designed by Paul Ostruk Inc.

Chassis no. 56543

Engine no. 56544 AI

5,952cc, Sleeve-Valve Inline 6-Cylinder Engine

Zenith Dual Barrel Carburetor

70bhp at 2,800rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes with Dewandre Servo Assist

Leaf Spring Suspension

- Rare American delivery Minerva
- Believed to have covered only 20,000 miles from new
- Carefully maintained older restoration
- Long term ownership



THE MOTORCAR OFFERED

Swiftly back on its feet following the German occupation, Minerva returned to making large, luxurious motor cars and in the 1920s enjoyed considerable success in the United States where it found favor with film stars, politicians and industrialists alike. One key component of that success was Paul Ostruk of New York who maintained a strong agency for the marque as part of his 'The Consolidated Foreign Motor Car Co.' in the mid to late 1920s.

A Czech émigré who had arrived in America in 1908 he quickly learned both the craft of coachbuilding and the tastes and whims of the wealthy. While working at the coachbuilder A.T. Demarest he met with and subsequently teamed up with Emerson Brooks. Brooks, was a respected designer for another prominent coachbuilder, J. M. Quinby & Co, he was also the treasurer for the Automobile

Club of America, the New York institution which had begun its days in the infancy of the horseless carriage and could count the great and the good among its membership. Brooks was extremely well-connected, and the partnership was well founded for he could tap the elite for sales while Paul Ostruk would organize hand tailored coachwork for their cars.

Early activities by the Brooks-Ostruk company commonly consisted of taking Pierce-Arrow or Packard frames and building bodies of a more European flavor for them, even disguising the radiator with their own design. It was a recipe which was rather popular in the inevitable culture of one-upmanship, and when their custom bodied cars debuted the New York Auto Salons they sold for considerable premiums.





With a background of these concepts, Ostruk also found that he could acquire Minerva chassis for relatively favorable terms compared with some of their American contemporaries, and when clothed with the coachwork he organized they too proved rather popular with his clientele. The unashamedly bold stance of the Minerva, with its Art Deco beacon of a Goddess on its radiator must have cut quite a dash in East Coast high society! Ultimately this would lead to an agency for Minerva, until the depression set in and challenged both companies. By 1923 the coexistence with Brooks had run its course, and Ostruk would form Paul Ostruk & Co., New York.

Predating the famed eight-cylinder AL, the majority of Ostruk Minervas were built on the largest horsepower six-cylinder cars, such as the AF presented here, with its 5,343cc

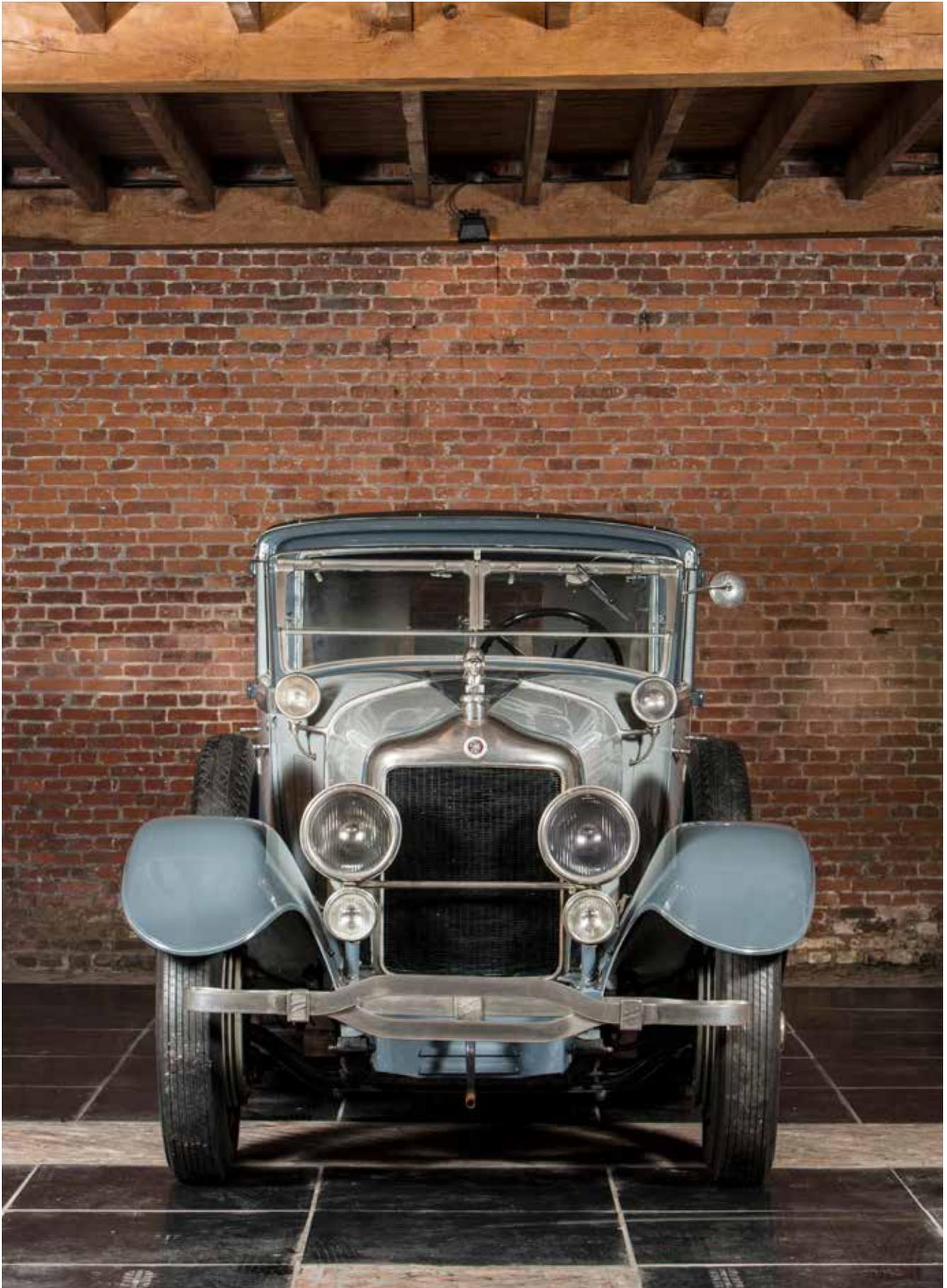
power plant. Its coachbuilding plate proudly proclaims, 'Custom Coach Work Especially Designed for Paul Ostruk Co Inc., New York, USA', but what this disguises is the fact that by this time most of his coachwork was being handcrafted at some of the finest coachbuilders in the New York area. Firstly Locke & Co. and later with Raymond Dietrich and Tom Hibbard's LeBaron plant. Not surprisingly they incorporated the latest in design styles and were of very high quality.

Jacques Vander Stappen purchased the AF from Seymour Rappaport of Teaneck, New Jersey roughly 30 years ago in May 1988, as detailed in the extensive file of correspondence with the car. On its sale Mr. Rappaport wrote to its buyer stating, "The car has 17,000 original miles, was driven only by a chauffeur (sic) for the first year and thereafter only by me". He did not record whom the

chauffeur's master was, but it was likely one of Ostruk's typical high-brow clients, who perhaps laid it up after that modest mileage and moved on to another upper crust automobile.

Mr. Rappaport's tenure would seem to have begun in the 1970s, as an old title document lists him as its keeper already by 1973 and photos depict him retrieving it from a garage where it may well have slumbered for more than 40 years. Notes on file detail minor water damage from the leaking garage roof to one rear quarter panel as the only more major aspect that required his attention when he restored it. In the rebuild the car's two tone grey livery that the car had been found in was replicated returning it to its former glory of the Roaring Twenties. Post restoration and through these two last owners that mileage has risen to a still modest 20,000 according to its speedometer reading.







In Mr. Vander Stappen's ownership the car has continued to be cherished and displayed in his private museum, albeit in recent times it was not regularly used and should be properly recommissioned before road use.

In new ownership it would surely be welcomed to Concours lawns in Europe or America.

\$150,000 - 200,000

Clearly owing much to European coachwork of its day, and with marked similarities to the D'leteren AL in this same collection, Paul Ostruk's tailored American rendition of this style is an undeniably regal motorcar. Particularly appealing details of the car are its polished aluminum dashboard, and hammered door handles and trim pieces. Its rear compartment features occasional seating stowed behind marquetry panels, as well as a plethora of wooden cappings and trim all surrounded with tasteful mottled grey fabric upholstery.



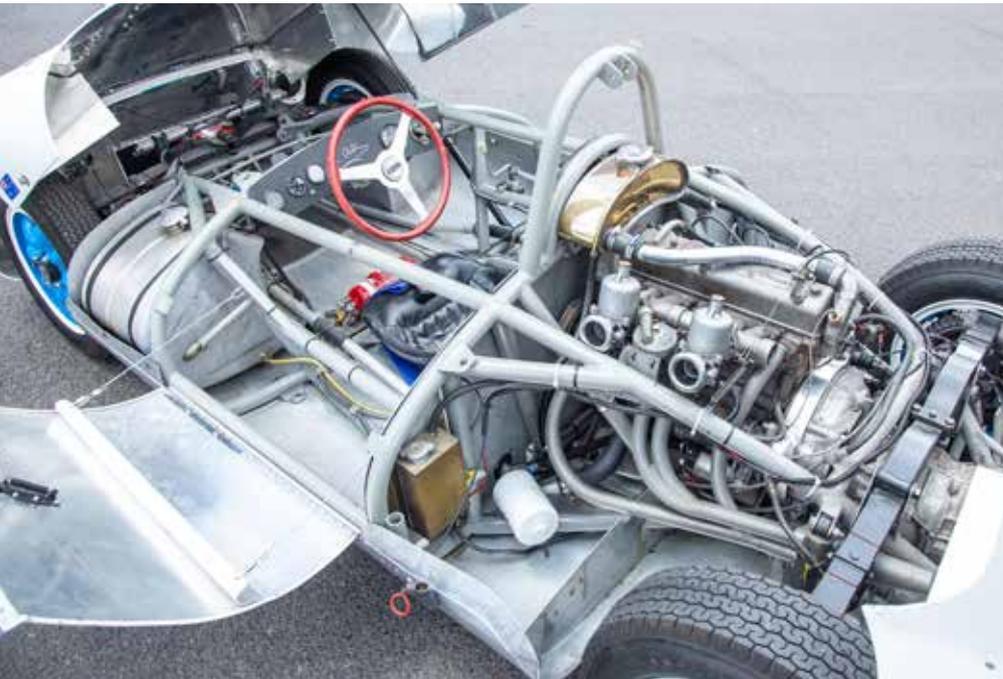
303. Ω

The Ex-Bill Paterson/Peter Briggs 1956 COOPER-CLIMAX 1.5 LITER T-39 'BOBTAIL' SPORTS-RACING, CENTER-SEATER

Chassis no. CS11-12-56
Engine no. FWB 400/86877

1460cc SOHC Inline 4-Cylinder Engine
Twin SU H4 Carburetors
108bhp at 6,400rpm
4-Speed Manual Transmission
4-Wheel Drum Brakes
4-Wheel Independent Suspension

- Imported to Australia by Jack Brabham, 1956
- 1957 Victorian Tourist Trophy class winner
- 1958 Victorian Hill Climb class winner
- Extensive Vintage Racing History



THE MOTORCAR OFFERED

Postwar England struggled with crippling shortages, but the privation often led to adaptation, innovation, and revolution. John and Charles Cooper followed that path to success, building up Cooper Cars into one of the most accomplished and revered motorsport enterprises. In the process, utilizing Owen Maddock's innovative 1954 chassis design, Cooper Cars forged a new revolution in sports-car racing with the Cooper T39 "Bobtail" of 1955-56.



The initial T39 was powered by a Coventry-Climax FeatherWeightAutomotive 1100cc four-cylinder engine nestled within a tubular chassis. The lack of purpose-built racing parts forced Cooper to adapt components from various sources, but innovation is clearly displayed in the driver's center seating and in the aluminum alloy body's truncated rear, fashioned by Maddock in response to Kammback aerodynamic theory. Hence, the nicknames of Manx tail or Bobtail. Total production is unknown but is accepted to be less than fifty. Fewer than fifteen are thought to exist today.

Ivor Bueb was first to race a T39, at Brands Hatch in 1955, finishing 3rd. The "Bobtail's" first appearance of two at Le Mans was in that year's ill-fated race; in 1957 Jack Brabham and Ian Raby placed 15th overall, 3rd in class.

In 1956 Charles Cooper asked Brabham to ship a T39 to Australia and introduce the model to the country's racing scene in November's Australian Tourist Trophy. Brabham's friend Bill Patterson, an accomplished amateur racer (1954 Australian Hill Climb champion), knew of the plan and asked Brabham to bring him a T39 as well, equipped, like Brabham's, with the more powerful Coventry-Climax FWB 1460cc engine. According to Brabham in a 2008 conversation with the car's current owner, T39s were in short supply, so to get Patterson's car Brabham deftly intercepted a T39 that had been destined for America. Indeed, when the two T39s arrived in Australia, the car on offer today sported the white and blue-striped livery meant for the Briggs Cunningham team. Stirling Moss won the race in a Maserati 300S, leading a host of the heavy, front-engine machinery then dominating sports-car racing; Brabham finished 11th but first in class,





undoubtedly attracting the desired attention with his foot-to-the-floor driving style. Patterson DNF'd after rolling his car on the first lap but returned on the meet's second weekend for a class win, 3rd overall. Patterson next entered the 1957 Australian Grand Prix but failed to start after gearbox problems in qualifying.

This T39's next race was the 1957 Victorian Tourist Trophy. Patterson took a well-earned third and a class win, and then placed second in the 1957 NSW South Pacific Championship at Mount Panorama. In 1958 Patterson competed only three times, notably taking a class win and second overall at the Victorian Hill Climb Championship, obliterating the class record by a full four seconds.

Patterson then sold the car to Alan Jack, who ran it sparingly in both the 1959 and 1961 seasons but finish 5th at the 1959 Australian Grand Prix. At the 1961 Australian GP at Mallala,

Jack finished 7th as Coopers captured six of the first seven slots. Jack's final race in the car was the Australian Tourist Trophy, where he took 4th overall and 1st in class.

After Jack retired the car, it passed through several more owners before ending up in a rural auto museum in western Australia, where it was discovered as a heavily campaigned old racecar, by the present owner. It did have the original chassis plate attached; lower arms; magnesium brake hubs, drums, uprights and rims; driver's seat; steering wheel; instruments; undertrays; tank and more. The original, fragile ERSA gearbox had been replaced by a Volkswagen unit. The extensive restoration included many parts supplied by Crosthwaite and Gardiner (new rims, steering box, tie rods, brake and clutch master cylinders, brake pads, rear uprights, bronze bushings, wheel bearings, the correct chrome moly tube steering column;

removed original components are supplied with the car.) The engine and cylinder head were completely freshened; a new generator was fitted; the carburetors were rebuilt by Australian SU specialists; and new lower wishbones were manufactured with adjustable turnbuckles to aid correct wheel alignment. Vintage racing rules dictated a roll cage, so a custom arrangement was built using the same chrome-moly tubing as for the chassis.

The car was campaigned regularly at Australian vintage meets from 2009 to 2015, when the Cooper was involved in a shunt. The owner had a new body made to exact specifications, using another T39 for patterns, and the result is a spectacular achievement (the original is included with today's sale). This beautifully reconstructed T39 was racing as recently as December, 2018, and it is ready to return to the track, eligible for numerous vintage race meetings including the Goodwood Revival and Le Mans Classic.

\$190,000 - 230,000



304.

1969 NISSAN SKYLINE 2000 GT-R

Chassis no. PGC10-000565

1,990cc DOHC Inline 6-Cylinder Engine
Triple Webber Carburetors
160bhp at 7,000rpm
5-Speed Manual
4-Wheel Independent Suspension
Front Discs with Drum Rear Brakes

- *Incredibly rare in the United States*
- *The Beginning of the legend*
- *Period correct Modifications*
- *Well maintained and ready to run*



THE HAKOSUKA

Introduced in February of 1969, the PGC-10 Skyline 2000 GT-R was the culmination of the former Prince Skyline's first foray on the racetrack. During this launch, the GT-R was marketed together with the Nissan R380 racecar to exhibit the Skyline's motorsport history. This new body style, still a traditional 3 box saloon, inspired the car's enduring nickname- 'Hakosuka,' a portmanteau of the box and skyline in Japanese.

Under the hood and meaningfully mounted low is a true jewel of a motor. Displacing 2 liters with dual overhead cams, and a stratospheric 7,500rpm redline, the 6-cylinder, S-20 heart of the GT-R beats with enthusiastic power delivery and a signature wail known by anyone who has ever seen the car pass by in anger. This glorious S-20 engine was derived from the popular Nissan R380 racecar which gained fame when it beat the Porsche 906 at the 1966 Japan Grand Prix. This powerplant was only

featured in GT-R's and Fairlady Z 432's, making it a rare and highly sought after race engine. Sure footed, the competition tuned suspension features double wishbones up front with an independent trailing arm system in the rear- both with a confidence inspiring level of stiffness and rigidity not often found on cars of this vintage. Furthermore, unassisted brakes and a lack of power steering add to a high level of connection, albeit with some added effort being necessary. In summation, the original GT-R offers a driving experience that can only be described as pure.

Much like its kin, the PGC-10 GT-R was a force to be reckoned with on the racetrack. The sedan alone secured an unbroken streak of 33 straight victories on racetracks around its home nation, the synonymy with competition is indebted to the progenitor of the nameplate. Being that the Nissan factory installed a de-tuned race engine from the R380 directly into the GT-R speaks wonders of the ability to win so many races.

The immense quality of the PGC-10 GT-R as a driver's car cemented the very beginnings of this legend. The lack of official importation and limited production have furthered this hallowed status among stateside Japanese car enthusiasts and as a result the Hakosuka exists as a keystone of the far east collector market.





THE MOTORCAR OFFERED

Of the 2,029 GT-Rs produced between 1969 and 1972, the sedan model, like the one on offer, presents as the rarer of the two body styles with only 832 exiting the factory doors. Since so many PGC-10 GT-R's were used for racing, not many examples have survived and left in such great condition for street use, making this example a rare specimen.

Prior to the vehicle entering the United States, it had remained under the ownership of a famous car collector in its home country. It is reported that all of the original bodywork is present and matching numbers, but a series of period medications have been affixed to the car along with a restoration of the exterior paint. These alterations include: racing cams, racing manifold and stainless-steel exhaust, triple Weber 45mm carburetors, an aluminum radiator, 15" Watanabe magnesium wheels, a Nardi classic steering wheel, and a rear-view mirror from a factory works GT-R race car.

This previous owner took diligent care of his GT-R and it is further reported that the car was inspected and serviced before importation. In 2017, it was entered in the Hokkaido Classic Car Rally and unsurprisingly finished with no issues. This Nissan truly presents in wonderful condition and is ready to be enjoyed by its next owner carving up roads across the country. This vehicle comes with books and tool kit, along with an assortment of used spare parts including the factory Mikuni-Solex carburetors, clutch, camshaft, pulley, replacement belt and hose, brand new set of Yokohama tires, and more miscellaneous extras.

Rarely do Hakosuka's escape their home market, as they are heavily desired commodities, and considered historical motorsport heritage. When this particular example arrived to the United States, well known car collector and celebrity, Jay Leno, featured it on his popular series, Jay Leno's Garage, where he gleamed about the enjoyment

of the driving experience, stating "This is probably one of the best kept secrets for car enthusiasts" and "This is just a fascinating automobile." Bonhams is proud to offer this excellent example and provide the opportunity to get your hands on one of the finest cars to ever come out of the land of the rising sun.

\$150,000 - 180,000



305.

2001 ROLLS-ROYCE CORNICHE

VIN. SCAZK29E31CX68509

6,750cc Turbocharged V-8 Engine
Electronic fuel injection
325bhp at 4,000rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Long term enthusiast ownership from new
- 1 of only 374 examples built
- Fewer than 7,000 original miles
- Incredibly maintained and presented example
- The last Rolls-Royce manufactured at the Crewe factory



THE CORNICHE

The original Corniche convertible had been a major success for Rolls-Royce, so the revival of the model in 1999 after a gap of five years caused considerable excitement. By this time, Rolls-Royce was owned by BMW, but the Corniche V had been developed while the British firm belonged to Volkswagen, which would keep both the Bentley brand and the Crewe factory. It is historically significant as the new Rolls-Royce developed under the auspices of VW, and the last built at Crewe. Thus, the Corniche used the 'old' Rolls-Royce / Bentley 6.75-liter pushrod V8 in its turbo-charged form with an astounding 544 ft. lb. of torque. A stiffer body shell, new hydraulic engine mounts, lighter steering, softer suspension and special Avon tires all contributed to characteristics more at home on the boulevard, which is exactly what its target market expected. At the time of its release, it was the most expensive Rolls-

Royce on offer, with a base price of \$359,900. When the last Corniche was rolled off the production line in August 2002, it marked the end of Rolls-Royce manufacture at the Crewe factory, which would henceforth only produce Bentleys. When production ceased in 2003 a total of only 374 Corniches had been built.

THE MOTORCAR OFFERED

Of the 374 examples produced, this stunning drop top Corniche is one of the select few that made its way stateside. The car was purchased new at Manhattan Motor Cars in New York, NY in March of 2002. The car would remain in the care of its original owner for the next 17 years. Over those 17 years, the car would spend its time in the tri-state area as well as many of the colder months in southern Florida. At the time of cataloging, the car has covered fewer than 7,000 miles from new. Despite the extremely low mileage, the car was routinely serviced at the recommended intervals. A Carfax report documents the extensive mechanical care that the vehicle received throughout its life. Accompanying the car are its original manuals, service book, tools, gloves, extra fluids, and jack. The sale of this Corniche presents an opportunity to acquire a significant Rolls Royce at a fraction of its original price.



306.

1939 BSA SCOUT TWO-SEATER SPORTS

Engine no. A4363

1,075cc Sidevalve Inline 4-Cylinder Engine
Single Solex Carburetor
3-Speed Manual Transmission
Front-Wheel Drive
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes

Without Reserve

- *Innovative front-wheel-drive British Roadster*
- *Charming two-tone livery*
- *Desirable late-production example with Roadster bodywork*
- *Rare BSA motorcar with much club support*



THE BSA MOTORCARS

BSA (The Birmingham Small Arms Company Limited) resumed post-hostilities car production in 1921 with a 10hp light car powered by a 1,075cc Hotchkiss v-twin engine. The model sold well, only disappearing in 1925 when rivals Morris bought Hotchkiss, though BSA later acquired rights to the engine for use in its front-wheel-drive three-wheeler. In 1933 a version of the latter appeared powered by a 9hp, four-cylinder, sidevalve engine of 1,075cc, which was also used in the four-wheel, though still front-drive, 'T9' model introduced that same year. Restyled but retaining essentially the same engine and running gear, the second of these four-wheel designs – the Scout two-seater sports car - debuted in 1935. Described by Autocar magazine as 'undoubtedly one of the best-looking small cars in existence,' the Scout progressed through a further four series but did not re-emerge after WW2, BSA having decided to concentrate on producing motorcycles only.

THE MOTORCAR OFFERED

This particular Scout formed part of the prominent Swiss-based collection of Mr. Claude Imhoof for decades before being acquired by the consignor in 2017. Some restoration work has been performed over the years, and today the rare British sports car presents in lovely condition with some patina in places. The body is the desirable two-seater sports variant, and the steering arrangement is on the right. Featuring the late-production pressed steel wheels, this front-wheel-drive BSA would be a nice addition to any collection of British motorcars.

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



307.

1984 PORSCHE 911 RUF RSR

VIN. WP0AB0919ES121843

3,800cc Twin-Turbo 6-Cylinder Engine
700+bhp at 6,800 RPM
RUF 6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- One-off build modified by RUF
- Built for RUF's US importer of the era
- Fewer than 10,000 miles covered
- Beautifully presented coachwork as finished in 1985



THE MOTORCAR OFFERED

This Porsche was purchased new in 1984 from a dealer in Elk Grove Village, Illinois, sporting paint-to-sample Tornado Red from Audi's catalog. Upon delivery, the new owner/collector immediately desired to increase the performance of his 911 and soon called upon Tore Johnson, the U.S. RUF importer and builder in Long Beach, California, to upgrade this new Carrera 3.2 to RUF BTR specification. A thoroughly comprehensive project, the car's mechanicals were overhauled as follows: Engine displacement increased to 3.4-liters, conversion to twin-plug ignition, installation of a turbocharger, quad-pipe exhaust system, RUF 5-speed manual transmission, Recaro leather seats, RUF instrument clusters and steering wheel, Simpson race harness, and RUF 5-spoke 17-inch alloy wheels.

The vision for this build didn't simply end with power upgrades from RUF, however. When the car left the US based RUF workshop, it was sent to Alan Johnson Racing in San Diego. Well known for his competition focused Porsche builds and racing program, Johnson was contracted to craft an alloy body for the BTR inspired by the Porsche 935. In the hands of Alan Johnson Racing, the BTR received full custom coachwork finished in red; paintwork which still appears on the car today.

With nearly 400HP and a body resembling a 935 LeMans racer, this Carrera is a far cry away from its original delivery specifications. Once completed, the car rolled 2,000 miles on the odometer showing at events and mildly being used at track days around Illinois and Wisconsin. Identified as the RUF RSR, the

car would be road tested and recognized in the book *The World's Fastest Cars* in 1989. Shortly after the build was completed, the owner of this Porsche would become the U.S. distributor for RUF parts and components.

With direct access to RUF, this project remained at the leading edge of RUF Automobile RmbH's innovations. Upon the introduction of the company's new 3.5L motor, it was decided that the old 3.4L unit would be pulled out after only powering the car for 2,000 miles. The search for ever increasing power outputs comes with its own gambles unfortunately. Upon the new platform's first track outing, the engine failed, and the car was left immobile. The project remained dormant from this point on, sitting for over 20 years.





In 2015, the car was purchased by the current owner, who was eager to continue the legacy of this fabulous Porsche and return the car back to running order. Being an Illinois resident, today's seller put the RUF RSR in the hands of Perfect Power, a shop widely known in the Porsche community for their history of high performance road cars and successful racing efforts. Although many of the original engine parts for the car are still present, including the crank case, it was decided that the project would be best served by sourcing an entirely new engine. As such, a twin-turbo 3.8L engine built by Protomotive found its new home in the back of the 911 mated to RUF's later 6-speed transmission. This fire breathing motor now puts out over 700BHP to the wheels at full boost. The staggering power output provides insane performance on

track while remaining reliable and usable for regular road use. The proven success of this RUF RSR was exemplified in a cross-country drive from Chicago to Los Angeles for the Luftgekühlt Porsche show in 2017 where the car made the trip effortlessly.

Today, this imaginative project presents magnificently, with the chassis having covered less than 10,000 miles since its delivery in 1984. The custom alloy body and paint work remain untouched since being modified by Alan Johnson Racing and the interior still wears its RUF gauge cluster. The car also comes with its original, numbers matching crank case and other miscellaneous engine parts from its progression from a 3.2L to 3.4L and then 3.5L engine.

The RUF RSR has been in constant development since new to become the highly developed and powerful road car that it is today. Early RUFs are eminently hard to come by, and this one-off example offers a chance to own a part of the company's early development history.

\$175,000 - 225,000



308.

1975 FERRARI DINO 308 GT4

Design by Bertone

Chassis no. 10196

2,926cc DOHC V8 Engine

4 Weber Carburetors

255bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Lovely Dark Blue over Blue color scheme*
- *Recent mechanical refurbishments performed including belt service*
- *Era-evoking, razor-edge Bertone design*
- *Offered with maintenance records, books and tools*

**THE 308 GT4**

Ferrari's family of immensely successful V8 road cars began in 1973 with the 308 GT4, a model badged until 1977 as a Dino, thereafter as a Ferrari. The Maranello factory's first V8-engined road car and first mid-engined 2+2, the 308 GT4 was the work of Bertone rather than the customary Pininfarina. By placing the front seats well forward Bertone made room within the 100" wheelbase for two children or one sideways-seated adult in the rear, while the compact engine/transaxle package left space behind the engine bay for a 5cu ft luggage compartment. Although the newcomer's wedge-shaped styling was controversial, the performance of its quad-cam 3.0-liter V8 did not disappoint, the latter's 255bhp proving sufficient to propel the 308 past 150mph, with 60mph coming up in under 7 seconds. All-round independent suspension and a stiff chassis ensured that the handling was what one would expect

from a Ferrari, and disc brakes were utilized in all four corners. *Road & Track* magazine was most impressed by the 308 GT4's blend of speed and civility when they tested one in 1974. 'Apart from the performance, which you take for granted in a Ferrari, and the aforementioned remarkable flexibility of the engine, perhaps the most outstanding feature of the Dino 308 is the excellent ride it provides. The progress, compared to earlier Ferraris, is enormous.'

THE MOTORCAR OFFERED

This Ferrari Dino 308 GT4 was constructed at the Ferrari factory during the Spring of 1975. The car is believed to have been equipped for the US market from new and is said to have spent many years in South Western ownership in the mild-climate states of California, Arizona and Texas. The Dino has recently received a belt service and comprehensive mechanical maintenance, yet remains in largely original cosmetic condition, retaining its original, factory installed dark blue interior. The odometer reading of less than 37,000 miles is indeed believed to be genuine and is consistent with the age shown on the interior. Offered with service records, books and tools, this 308 GT4 is an increasingly sought-after 1970s Ferrari.

\$45,000 - 65,000
WITHOUT RESERVE



309.

1968 MEYERS MANX DUNE BUGGY

Chassis no. 118744375

VW Air-Cooled 4-Cylinder Engine
Single Carburetor
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

Without Reserve

- *Authenticated by the Meyers Manx Registry*
- *Striking Golden Metallic exterior paint*
- *Iconic American recreational automobile*
- *A most groovy addition to any collection*



THE MEYERS MANX

Starting with the Meyers Manx in the early Sixties the dune buggy craze took off in America. Bruce Meyers' original concept was simple: take a Volkswagen Beetle, throw away the body leaving the floor pan which contained virtually all the components needed to make it run and drive, shorten the wheelbase and install a simple, one-piece fiberglass 2-seat body. Meyers named it Manx for its stubby tail with the engine exposed, like the breed of cat. Even the buggy's stance, low at the front and high at the rear, emulated its feline namesake. Bruce F. Meyers, a Californian engineer, artist, boat builder and surfer, produced the Manx at his Fountain Valley, SoCal-based facilities from 1964 through 1971. Used up VW Beetles were abundant in California and the surf culture was at its peak in the Sixties. The dune buggy epitomized the California lifestyle, as the concept was so simple, and so inviting,

that it spread quickly.

The Meyers Manx appeared in several movies, including Elvis Presley films, and the 1968 *The Thomas Crown Affair*, which contains a lengthy beach driving scene in which Steve McQueen drives a Manx with Faye Dunaway at his side.

THE MOTORCAR OFFERED

This jolly and sporting Meyers Manx is based on a Volkswagen Beetle platform and fitted with an appropriate 4-cylinder, air-cooled boxer engine. The fiberglass exterior is finished in a typical 1960s era Gold Metallic paint, perfectly matching the Manx's loud appearance. Chrome headlights are fitted out front, while comfortable black seats and a roll bar is mounted inside the open cockpit. The dashboard is trimmed with white-faced, retro-like instruments, and an appropriate EMPI wood rimmed steering wheel is fitted to hang onto through the dunes. This Meyers Manx has been inducted and authenticated by the Meyers Manx Registry with number 610. A fun and iconic Meyers Manx which invites adventure on the road or through the dunes.

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



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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.
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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 7, 2019.
- 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. 186 to 190) 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 9, 2019. 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 for more information.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

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

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

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

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

Please mail or fax 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

Bonhams

Sale title: The Amelia Island Auction	Sale date: Thursday March 7, 2019
Sale no. 25219	Sale venue: Fernandina Beach, Florida
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your 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 9 <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 Auction on March 7, 2019.

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 7, 2019.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder.
Third party payments will NOT be accepted.

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A collection of approximately 15 vintage cars of various makes and models, including a red sports car, a white classic coupe, a blue convertible, and a yellow open-top car, parked on a paved area in front of a large building and greenery.

GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars

Chichester, Sussex | 7 April 2019

Bonhams are delighted to return to the Goodwood Members Meeting to begin our UK auction season. There are already a number of quality consignments including select Motor Cars from the Keys Collection in the auction. Should you be considering selling please contact the Motoring Team.

ENQUIRIES

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[bonhams.com/cars](https://www.bonhams.com/cars)

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**OVER 30 CARS ARE TO BE OFFERED
FROM THE KEY MUSEUM COLLECTION**
(a small selection are illustrated)

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GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | 5 July 2019



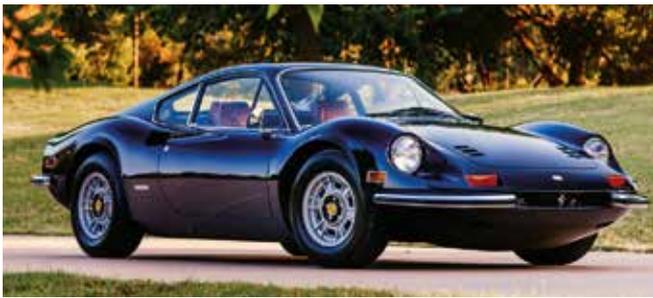
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Bonhams is delighted to announce the 26th annual auction at the world-renowned Goodwood Festival of Speed. Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and this year will continue that tradition with these magnificent motor cars.

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*The Ex-Nigel Mansell, Riccardo Patrese,
five time Grand Prix-winning,
Adrian Newey-designed
1992 WILLIAMS-RENAULT FW14B
Chassis no. FW14-08*



1972 FERRARI DINO 246 GT
Sold for \$373,500



1929 BENTLEY 4 1/2 LITER SPORTS TOURER
Sold for \$1,435,000



2015 PORSCHE 918 "WEISSACH" SPYDER
Sold for \$1,407,500



1956 FINA SPORT CONVERTIBLE
Sold for \$775,000



1948 TALBOT-LAGO T26 RECORD SPORT COUPE DE VILLE
Sold for \$962,000



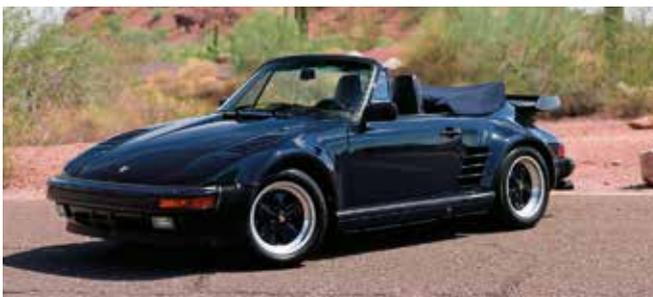
1953 SIATA 208S SPIDER
Sold for \$1,655,000



1958 PORSCHE 356A T2 1600 SPEEDSTER
Sold for \$577,000



1960 FERRARI 250 GT SERIES II CABRIOLET
Sold for \$1,682,500



1989 PORSCHE 930 TURBO SLANT NOSE CABRIOLET
Sold for \$456,000



1955 MERCEDES-BENZ 300SL GULLWING COUPE
Sold for \$1,875,000

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QUAIL LODGE AUCTION

Carmel, California | August 16, 2019

**CONSIGNMENTS
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**1948 ALFA ROMEO 6C 2500
COMPETIZIONE**
Sold for \$3,525,000

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AUCTIONEERS SINCE 1793



Greenwich, Connecticut | June 2, 2019

**CONSIGNMENTS
NOW INVITED**

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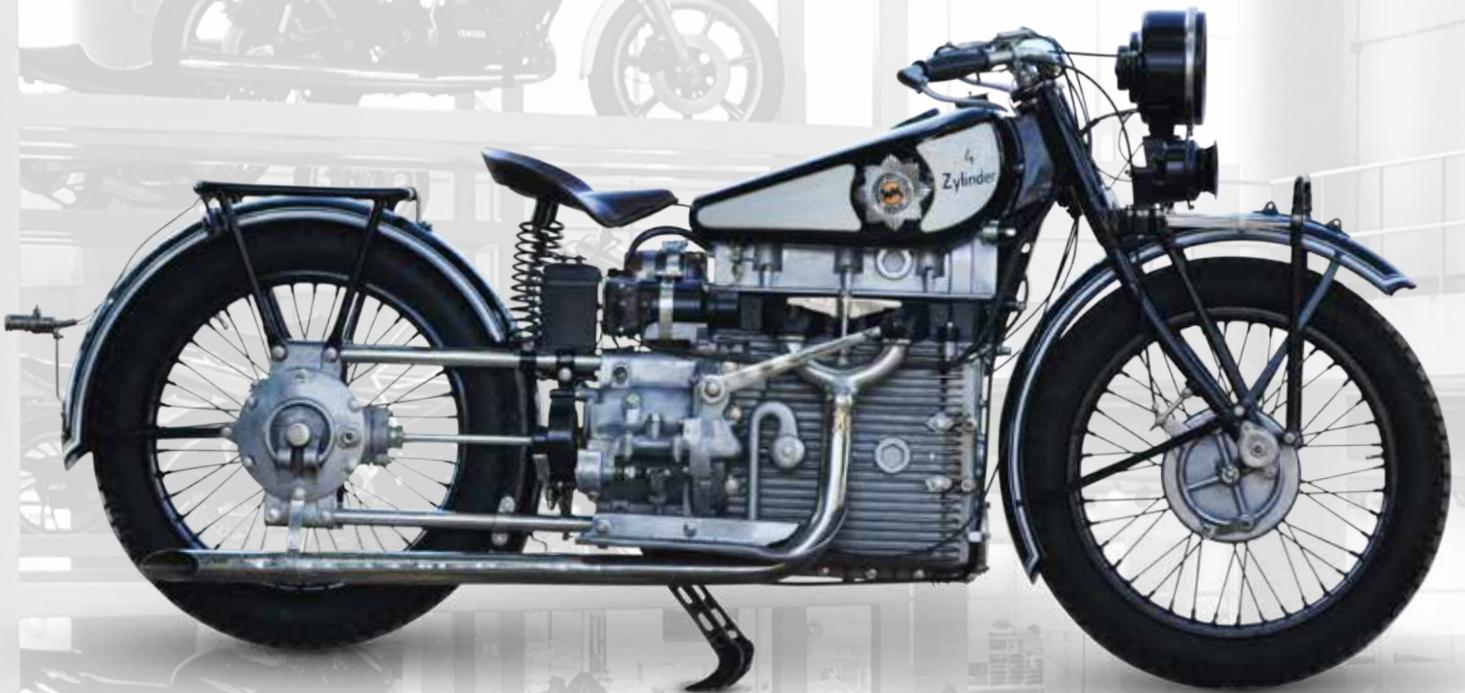
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+1 (415) 391 4000, West Coast
motors.us@bonhams.com
[bonhams.com/greenwich](https://www.bonhams.com/greenwich)

1965 ASTON MARTIN DB5 CONVERTIBLE
Coachwork by Touring
Sold for \$1,450,000 inc. premium

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ENTRIES NOW INVITED | *CONSIGN TODAY*



COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama | October 5, 2019

COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the LA or London office or visit [bonhams.com/motorcycles](https://www.bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

ENQUIRIES

Craig Mallery
+1 (323) 436 5470
craig.mallery@bonhams.com
[bonhams.com/motorcycles](https://www.bonhams.com/motorcycles)

1928 WINDHOFF 746CC FOUR
Sold for \$230,500

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Collectors Motorcars and Automobilia Auction

Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania | October 7, 2019

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1910 CADILLAC RACER
Sold for \$56,000

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The Tupelo Automobile Museum Auction

April 26 and 27, 2019

SAVE THE DATE

The Collection of Frank Spain, comprising more than 170 automobiles from the turn of the century through to the 1970s and of American, British and European marques all to be offered without reserve.

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Originally delivered to Mrs. Potter Palmer, ex-Tom Monaghan, Herbie Livingston, Al McEwan, Jim Stickley

**1928 HISPANO-SUIZA H6B
CABRIOLET DE VILLE**

Coachwork by Fernandez

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Warren Barnes will be on site
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The Quail
A Peninsula Signature Event

Adam Swords Photography

CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 16, 2019 • 10am to 4pm • Quail Lodge & Golf Club in Carmel, California

The 17th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* 2019 Featured Classes are: 100 Years of Bentley Motors, 25th Anniversary of the McLaren F1, and A Tribute to the Electric Car Movement. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

To enter a vehicle from your private collection, obtain an application by

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Concours d'Elegance

May 31st – June 2nd, 2019



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Pre-War Supercharged Cars & Orphan Marques

Charitable Beneficiaries – Americares and The Hometown Foundation

For more information please visit: www.greenwichconcours.com

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292	1923	Amilcar CGS Two Seater	232	1997	Lamborghini Diablo VT Roadster
215	1955	Austin-Healey 100/4 BN1	271	1951	Lancia Aurelia B20GT Pre-Series Coupe
294	1967	Austin-Healey 3000 MK III BJ8	289	1962	Lancia Flaminia Coupe
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290	1972	Jaguar E-Type Series III V12 2+2 Coupe	206	1974	Volkswagen Type 181 - Beach Thing
202	1995	Jaguar XJS 4.0 Convertible	203	1963	Volvo P1800S Coupe



LOT 214 - 1998 RUF TURBO R



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