

# Bonhams



..... THE .....  
**SCOTTSDALE**  
.....*Auction*.....

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The Westin Kierland Resort & Spa | January 21, 2021





LOT 120  
2018 ASTON MARTIN VANQUISH ZAGATO VOLANTE



January 21, 2021 at 1pm MST  
Live and Online from Scottsdale, Arizona

..... THE .....  
**SCOTTSDALE**  
.....  
..... *Auction* .....

**BONHAMS**

7601 W. Sunset Boulevard  
Los Angeles, California 90046

580 Madison Avenue  
New York, New York 10022

601 California Street, Suite 150  
San Francisco, California 94108

**bonhams.com/scottsdale**

**PREVIEW**

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

Tuesday January 19, 9am to 6pm  
Wednesday January 20, 9am to 6pm  
Thursday January 21, 9am to 1pm

**AUCTION**

The auction will take place live online without  
a public audience. Please see bidding  
options on page 2.

**AUCTION NUMBER:** 26617

Lots 101 - 136

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VEHICLE DOCUMENTS**

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**BIDS**

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motors.us@bonhams.com

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

Please see pages 2 to 4 and 73 to 75  
for bidder information including Conditions  
of Sale, after-sale collection and shipment.

**AUTOMATED RESULTS SERVICE**

+1 (800) 223 2854

**FRONT COVER**

Lot 115

**HISTORY FILES AND CONDITION REPORTS**

History files are available for review in digital  
format. Please contact motors.us@bonhams.com  
for either a written condition report or to schedule  
a video review of a car on offer. Additional  
photographs of all lots can be viewed online at  
bonhams.com/scottsdale.

Bonded pursuant to California  
Civil Code Sec. 1812.600;  
Bond No. 57BSBGL0808



# General Information



## THE WESTIN KIERLAND RESORT & SPA PHOENIX-SCOTTSDALE

### PREVIEW BY APPOINTMENT

The Scottsdale Auction preview is open to the public by appointment with no admission fee. Lots on offer are being shown at The Westin Kierland Resort and Spa on the Pittman Lawn. Bonhams strongly encourages interested bidders to attend an in-person, preview by appointment or to schedule a virtual preview appointment with a specialist. Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412 or [gordan.mandich@bonhams.com](mailto:gordan.mandich@bonhams.com).

### Appointments Available On:

Tuesday January 19 9am to 6pm  
Wednesday January 20 9am to 6pm  
Thursday January 21 9am to 1pm

The Westin Kierland Resort and Spa  
6902 E Greenway Parkway  
Scottsdale, Arizona 85254

### PARKING

When entering the Westin parking lots, a parking ticket will be issued. Please keep the ticket and Bonhams will provide you a validation card to exit the lot free of charge.

### SCOTTSDALE ACCOMMODATIONS

The Westin Kierland Resort and Spa is Bonhams' chosen hotel for clients traveling to Scottsdale to preview by appointment. Please contact [christi.osborne@bonhams.com](mailto:christi.osborne@bonhams.com) for rate inquiries and assistance with reservations.

### AUCTION

The live and online Scottsdale Auction will be conducted at the Westin Kierland Resort without a public audience. We will assist bidders with all other bidding methods as listed on this page.

### COVID-19 REQUIREMENTS

In accordance with government guidelines, masks are required at in-person preview appointments. Bonhams will have protective masks, hand sanitizer and gloves available for client use. Social distancing guidelines will also be followed.

### BIDDER REGISTRATION

Registration for the Scottsdale Auction is complimentary. Registered bidders may bid in real time online and via telephone or absentee bids.

Our Client Services team is available to assist prospective buyers with the registration process in advance of the auction. All registration requirements must be met and documentation provided timely prior to the auction in order for bidding to be authorized with an assigned bidder number. Registration requirements include completing our Registration Form, providing a current driver's license or passport identification, a secondary article with matching name, proof of residence, a bank reference and dealer license, if applicable. Examples of bank references can be found at the back of this catalog.

By registering to bid at auction, registrants agree to be bound by Bonhams' Conditions of Sale provided in the back of the auction catalog and online on Bonhams' website. Auction catalogs are available for purchase by contacting Client Services or by purchase during a preview appointment at the Westin Kierland Resort.

### BIDDING METHODS

Online Bidding: Watch the auction online and submit real time bids. Please see the Legend on Page 3 for additional information.

Telephone Bidding: Bid via telephone during the auction with a Bonhams representative. To ensure availability, telephone bids must be arranged up to 24 hours prior to the auction. Bonhams will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, also called a commission bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

To reach our Client Services Department for more information and for registration, please call +1 (212) 644 9001 or email [bids.us@bonhams.com](mailto:bids.us@bonhams.com). To view the auction live, please go to [www.bonhams.com/scottsdale/live](http://www.bonhams.com/scottsdale/live).

# 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.

Bonhams strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending an in-person preview by appointment or to schedule a virtual preview appointment with a specialist. Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412 or [gordan.mandich@bonhams.com](mailto:gordan.mandich@bonhams.com).

## TITLE DOCUMENTS

Some of the motor vehicles in this auction 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 registrable vehicles, following the auction, historical documents and accompanying items may ship with the vehicle or from Bonhams' offices. Titles will be mailed via FedEx from our Los Angeles office within 30 days. Titles that are announced as 'in transit' at the time of auction may take additional time. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Aleksandra Krypciak, +1 (415) 503 3322, [aleksandra.krypciak@bonhams.com](mailto:aleksandra.krypciak@bonhams.com).

## BUYER'S PREMIUM

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.

## TAXES AND LICENSE FEES

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

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

Purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Virginia, Washington DC, Washington State, West Virginia, Wisconsin and Wyoming.

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

## LEGEND

**Ω Import Duty:** Motor vehicle import 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. If the purchased lot is exported within certain criteria, the duty may be refundable.

**♦ Online Bidding Note:** Special formalities are required to bid on this lot. Contact Client Services at +1 (212) 644 9001 or [bids.us@bonhams.com](mailto:bids.us@bonhams.com) at least 48 hours in advance of the auction. Please also note Online Bidding is not available for this lot.

## PAYMENT & LOT COLLECTION DETAILS

### PAYMENT DEADLINE AND VIRTUAL CASHIERING HOURS:

Payment Deadline:	3pm MST on Friday, January 22
Cashiering Hours:	
Thursday	January 21 during auction and up to 6pm MST
Friday	January 22 from 9am to 3pm MST
Monday through Wednesday	9am to 5pm EST

"For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer or certified check (bank draft). Credit cards are not an accepted method of payment for motorcar lots. Lots will not be released to buyers until full and final payment is received by Bonhams. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Cash payments are not accepted. Bidders may also prearrange suitable check or credit approval with Client Services."

For payments made by bank transfer, Bonhams' bank details are below. Please include your client identification number on the wire transfer instructions.

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

## LOT COLLECTION DEADLINE:

3pm MST on Friday, January 22, 2021.  
Please contact Gordan Mandich for inquiries and scheduling: +1 (323) 436 5412 or [gordan.mandich@bonhams.com](mailto:gordan.mandich@bonhams.com)

If no lot collection arrangements are made by the deadline, Passport Auto Transport will automatically collect and store the lot(s) at the Passport Auto Transport storage location that is geographically closest to the Bonhams lot preview location.

Uplift and storage shall be at the buyer's sole risk and expense. Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and ultimate destination of the vehicle(s) For applicable charges, please consult with Passport in advance of purchase.

Purchased lots become the buyer's risk once the hammer falls. Storage, collection and uplift for paid and unpaid lot removal is at the buyer's sole risk and expense. Overseas buyers are strongly advised to make collection arrangements with Bonhams in advance of the auction.

Buyers may have an authorized agent collect their purchases according to the collection deadline. It is the buyer's responsibility to ensure that their designated agent has the auction venue details, bill of lading showing where the lot will be transported and proof of the buyer authorization for collection of the lot(s).

Bonhams will release the lot only once all payment requirements have been met including payment of taxes and any applicable fees. Buyers and/or their agent are responsible for collecting all available parts, logbooks, title, keys and any other accompanying documents.

## Transport Arrangements

Representatives of Bonhams' preferred carriers are available to provide shipping quotes and transport information.

## Domestic Motorcar Transport

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

## International Motorcar Transporters

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

Schumacher Cargo Logistics  
Schumacher Secure  
Contact: Warren Barnes, +1 (310) 626 7117  
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Europe



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Gregory Tuytens



Paul Gaucher



Gregor Wenner



Paul Darvill

# Happy New Year

Welcome to our 10th year in Scottsdale! Running the course of a decade, Bonhams is very proud of the achievements we have made at our Scottsdale Auction with the support of our venue, The Westin Kierland Resort. We have greatly enjoyed partaking in the opening of the industry's auction season where we have seen many multi-million dollar cars sold.

We have fond souvenirs of selling glitterati such as a Ferrari 275 GTB/C and the famed 'Tailor's car' 166 Berlinetta, Lightweight Jaguar E Type, Porsche 550A Spyder and records for pre-war icons like the Alfa Romeo 6C 1750 Gran Sport by Zagato.

As 2021 begins, we will miss the camaraderie of the hobby and industry that normally brings us all together in Scottsdale, but nevertheless we present a tightly curated selection of collectors' cars for you which we hope will draw your interest. We thank you for the support of our business and look forward to being back together at events later this year.

We look forward to helping you with questions and bidding!

wwThe US Motoring Team



WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2021 SCOTTSDALE AUCTION CATALOG:

CARS USA  
 Checkered Flag 200  
 Ed Brown The Tow Guy  
 Ed Watts and Passport Transport Dave Nicholas  
 Jaguar Heritage Trust  
 Jonathan Sierakowski

Mercedes-Benz Classic Center  
Motorcar Studios  
The Petersen Automotive Museum  
Warren Barnes and Schumacher Cargo Logistics

## Photography Credits

**MOTORING PHOTOGRAPHER PAWEŁ LITWINSKI**  
After more than a decade of specialization in this field, Paweł's work is easily recognized. His photos show 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 he shoots.  
[www.litwinski.com](http://www.litwinski.com)

Pawel Litwinski: Lots 104, 106, 109, 111,  
113, 115, 117, 119,  
123, 126,

Alex Bellus	Lots	121
Clint Davis	Lots	125, 130
Greg Keysar	Lots	112
Jeremy Cliff	Lots	128
Keiron Berndt	Lots	124, 133
Lane Skelton	Lots	103
Motorcar Studio	Lots	120
Nick Z	Lots	118
Rasy Ran	Lots	110
Theo Civitello	Lots	107
Robin Adams	Lots	101, 131
Steve Temple	Lots	134
Ted7	Lots	105, 129
A.T. Willett	Lots	122



**101.****1990 JAGUAR XJ-S V12 CABRIOLET**

VIN. SAJNW4840LC171290

5,344CC SOHC V12 Engine  
Electronic Fuel Injection  
262bhp at 5,000rpm  
4-Speed Automatic Transmission  
4-Wheel Disc Brakes  
4-Wheel Independent Suspension

- ★ *Just one owner for several decades*
- ★ *Beautifully preserved original car with less than 45,500 miles from new*
- ★ *California car in elegant and period-appropriate livery*
- ★ *Top-down motoring with adequate 5.3-Liter V12 power*

**THE JAGUAR XJ-S**

Conceived as a comfortable and long-legged Grand Tourer, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered 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 XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Essentially an exercise in niche marketing to test public reaction, the Cabriolet was entrusted to outside specialist contractors for construction, with 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 Cabriolet models lasted until the end of XJ-S production in 1996.

**THE MOTORCAR OFFERED**

This beautiful Jaguar XJ-S V12 Cabriolet was completed at the Jaguar factory during February of 1990 and delivered new to the North American market. The car is believed to have been sold to California from new and remained here in the care of just one owner for several decades. Today the Jaguar remains in largely original and well-preserved condition, still sporting its original livery of a clean white exterior over a blue interior and convertible top. Just 45,467 miles are recorded on the odometer at the time of cataloging, and factory accessories such as the original Jaguar radio remain in situ. Recently serviced, the refined looks of this elegant V12 Jaguar are sure to continue to gain collectability and offer an effortless cruising experience for decades to come.

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





102.

## 1993 LAND ROVER DEFENDER 110 NAS

VIN. SALDH1288PA917784

3,946cc OHV V8 Engine  
Multi-port Electronic Fuel Injection  
182bhp at 4,750rpm  
5-Speed Manual Transmission  
Front and Rear Coil Spring Suspension  
Front Disc - Rear Drum Brakes

Without Reserve

- ★ *Just one enthusiastic California-based owner since new*
- ★ *The 34th of just 500 US-market examples made*
- ★ *Just 80,000 miles from new; equaling around 3,000 annual miles*
- ★ *Meticulously serviced and maintained in climate-controlled storage*



## THE LAND ROVER DEFENDER 110 NAS

When Land Rover brought the Defender to the U.S. for the 1993 model-year, they did it through their existing Range Rover dealerships. Land-Rover and the newly formed Land Rover North America (LRNA) had new models coming to the USA, and to draw attention to the brand they came out with a limited run of 500 Defender 110s. They were big, had a massive roll cage, a powerful 3.9-liter EFI V8 engine, a 5-speed gearbox, and came in any color you wanted, as long as it was White. Imported to be an "image car," and the launching point for the new Defender 90 and Discovery line in North America, the NAS Defender 110s are highly sought after today.

## THE MOTORCAR OFFERED

This particular Land Rover Defender 110 is the 34th of the limited 500-unit US market production run and was produced in June of 1992 as a 1993 model-year vehicle. The new Land Rover Defender 110 was completed just as it appears today, in Alpine White over a black interior with grey houndstooth seat upholstery. The car was delivered new to Southern California, and remarkably, has remained there with just one owner from new. Delivered new in October of 1992, the Defender's history and original mileage is neatly documented on the Carfax report and maintenance records from factory authorized Land Rover agencies. Today Land Rover Defender 110 NAS number 34 presents in beautiful condition inside and out and gives one the impression of a one-owner car, which has been kept in a mild climate. Serviced and pampered, the car has just around 80,000 miles on the odometer today, equaling around 3,000 miles per year.

The Land Rover is accompanied by the original spare keys and key fob, owner's manuals and factory paraphernalia, its massive roof rack with ladder, and the optional Land Rover camping chairs. The bodywork is in beautiful condition, as is the original interior with the six, fold-down seats in the back. The color-coded wheels are shot on beefy Michelin tires, giving the Defender a very purposeful look. This is an outstanding opportunity to obtain a highly sought after, limited production example of what is perhaps the best 4x4x4.

**\$60,000 - 90,000**  
**WITHOUT RESERVE**



**103.****1956 CONTINENTAL MARK II**

Design by Gordon Buehrig

Chassis no. C5691256

368ci OHV V8 Engine

Single 4-Barrel Carburetor

285bhp at 4,800rpm

3-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Comprehensive restoration by award winning Mosier Restorations
- ★ In same ownership for over 32 years
- ★ Exceptionally well-presented Continental Mk II
- ★ Only 2,550 Continentals manufactured for 1956

**THE LINCOLN CONTINENTAL**

Lincoln's new Continental debuted at the Paris Salon in October 1955. The supremely elegant model was the work of a team which included American styling icon Gordon Buehrig, William Clay Ford and John Reinhart and manufactured in Allen Park, Michigan. Under the lovely skin lurked a powerful 300 horsepower overhead valve engine mated to an automatic transmission. Front suspension was independent, with a live axle bringing up the rear. Standard equipment included power steering, brakes and front seat, as well as a radio, heater, and whitewall tires. Maybe the most astonishing feature of the Continental Mk II was its \$10,000 price tag. To put things in perspective, top of the line Packards had cost around \$6,000, with a Cadillac Eldorado Seville selling for about \$6,500. The trouble was that even at \$10,000 Lincoln lost money on each car.

**THE MOTORCAR OFFERED**

This exceptional example of the luxurious Continental Mark II was purchased in 1988 by its current owner and lived in California ever since. In 2003, the Mk II was treated to a comprehensive restoration in which both the car's mechanical, exterior and interior was completely refurbished by award winning Bob Mosier of Mosier Restorations in Inglewood, CA. The vehicle was finished in striking black exterior with a two-tone beige and light brown leather interior.

Today this Continental presents exceptionally well throughout, and must be among the finest examples available anywhere. Having only completed approximately 500 miles since the complete restoration, it remains in excellent overall condition. This Mark II features many great details including air conditioning, bumper exit exhaust, hideaway

fuel filler Coker whitewall tires and more. The interior shows little to no wear, the paintwork is in fantastic shape and the brightwork has a deep shine. This Continental does include a nice array of spare parts as well as some records including receipts from the restoration.

Although the Continental Mk II is a big car, weighing 4,800 pounds and rolling on a 126-inch wheelbase, its perfect proportions effectively disguise its size. With simple lines and restrained (for the period!) use of chrome, the Mk II looks as elegant today as it did 50 years ago.

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





## 2008 PORSCHE 911 CARRERA 4S COUPE

VIN. WP0AB29978S731472

3,824cc DOHC Flat 6-Cylinder Engine  
Direct Fuel Injection

355bhp at 6,600rpm

6-Speed Manual Transaxle - 4-Wheel Drive

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Desirable 6-speed manual shift 997 Carrera 4S
- ★ One-owner until 2019, and just over 22,500 miles from new
- ★ Well-optioned example in impeccable condition
- ★ Classic Grand Prix White exterior with black Fuchs-type wheels



## THE PORSCHE 997

The sixth generation of the legendary Porsche 911 was dubbed the 997 and introduced in 2005. It retained the previous model's basic profile but drew on the 993 for detailing. In addition, the new headlights reverted to the original bug-eye design. The interior was similarly revised, with strong links to the earlier 911 interiors while at the same time looking fresh and modern. Initially, two versions of the 997 were introduced - the rear-wheel-drive Carrera and Carrera S. In late 2005, Porsche introduced the all-wheel-drive versions to the 997; while the Carrera 4 models (both Carrera 4 and Carrera 4S) were announced as 2006 models. The 997 remain a worthy model of one of the most celebrated cars ever produced

## THE MOTORCAR OFFERED

This stunning Porsche 997 Carrera 4S Coupe features the desirable 6-speed manual gearbox, making it a thrilling more analog-type car to drive and enjoy, while its loaded with options and creature comforts as would only be expected from a Porsche. The car was sold new from Carlson Porsche of Palo Alto, California, and has remained in the Golden State ever since while in the care of just two enthusiastic owners. The car left the Stuttgart-based Porsche factory as it appears today, finished in classic Grand Prix White over a black leather interior, loaded with options and equipped with the aforementioned 6-speed manual gearbox. The first owner took delivery in March of 2008, and would retain the car until 2019, while putting just over 20,000 miles on the clock, and treating the sporty stick-shift Carrera 4S to regular service at Carlson Porsche. The black Fuchs-type

wheels shod on Michelin Pilot Sport tires suits the car very well and draws on the legendary 911-model's heritage, while red brake calipers give the livery just enough pop. The stock radio head unit has been swapped for a Pioneer multifunction piece, but the stock unit is offered with the car, along with books and other factory accessories. Purchased by the consignor in 2019 - a friend of the original owner - the car remains in very close to showroom condition, and just over 22,500 miles are recorded on the odometer at the time of cataloging.

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





# 105.

## 1969 CHEVROLET CAMARO SS RESTOMOD

Chassis no. 124379L506417

376ci LS3 OHV V8 Engine  
Electronic Fuel Injection  
Approximately 550bhp at 6,200rpm  
4-Speed Automatic Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Performance Disc Brakes

- ★ *Expertly prepared Camaro Restomod by RMD Garage of Long Beach, Calif.*
- ★ *Tastefully customized exterior and interior*
- ★ *Powerful Chevy LS3 V8 engine and performance chassis upgrades*
- ★ *A real showstopper and confident performer*



### THE CHEVROLET CAMARO

Ostensibly an answer to Ford's sensationally-popular Mustang, Chevrolet's Camaro has roots that date back to 1962, when then-Chevy design chief Irv Rybicki suggested a small 'personal car' based on the Chevy II. General manager Semon 'Bunkie' Knudsen, however, was unconvinced, feeling that Corvair, Chevy II and the upcoming Chevelle had bases well covered. Rybicki, however, continued to work on proposals, and his 'Super Nova' made it to the 1964 New York Auto Show, a few weeks before Mustang's introduction. Once 100,000 Mustangs had been sold, however, GM management gave the Super Nova a more favorable glance. The rush was on to develop a pony car in less than two years.

Mechanically derived from the second-generation Chevy II, the Camaro was similarly a unibody design, with a stub frame ahead of the cowl. Exterior trim could be augmented with a Style Trim Group consisting of stripes and chrome, or one could choose the Rally Sport option to add disappearing headlamps and special taillights. Introduced on September 12, 1966, the Camaro was available either as a coupe or a convertible. Of nearly 221,000 sold about a quarter were soft tops; three quarters were V8s.

### THE MOTORCAR OFFERED

The Camaro offered here is no standard muscle car. This Camaro blends classic with new and has been restored and upgraded to be both extremely fast on the road and striking cosmetically. Starting out with a 1969 Camaro Coupe, Long Beach, California based RMD Garage took this car to the next level in a 3-year restoration and customization process. RMD's motto is 'Classic Lines and Modern Muscle', which couldn't be a more appropriate tagline for this powerful Camaro. The work was ordered by the consignor; actor, singer and television personality Jaime Camil.

RMD's work included a strip and repaint of the Camaro, and the result is a mirror-like black finish on the exterior today, with flat black rally stripes. The bumpers were color-coded to match, giving the car a very clean look.





American Racing custom alloy wheels was fitted and wrapped with Toyo performance tires. Custom Halogen head and fog lights was installed, to add to the package. Underneath, the chassis received high-performance suspension parts and cross-drilled disc brakes with upgraded calipers were fitted in each corner. To make the car go - and go fast - a new Chevrolet LS3 376 cubic inch (6.2-Liter) was acquired and fitted with electronic fuel injection and several other modern performance and reliability parts. The engine is reported to put out 550 horsepower, which is about twice as much as the base-model Camaro would have in 1969! A 4-Speed 4L60 automatic transmission was fitted to put the power to the rear wheels. The engine compartment was stripped for unnecessary ancillaries, and a beefy high-performance exhaust was fitted.

The cabin was trimmed with a custom black leather interior, accented by a custom console harboring the electric window switches, and Sport-comp gauges in the dashboard. A proper sound system was fitted as well, to match or outplay the car's incredible engine sound.

Today the Camaro presents extremely well throughout and would be a welcomed participant in Hot Rod or Street Rod shows. YouTube videos can be found of the car, while being prepared at RMD Garage. Recently completed and ready to go, it is arguably a better machine now than anything one could have gotten off the dealership floor in '69. This impressive Camaro Restomod by RMD Garage blends classic Camaro looks with modern drivability and reliability.

Fans of the classic muscle car can enjoy the best of both worlds with this incredible pro touring build completely sorted and ready to cruise or show.

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

# 106.♦

## 1956 MERCEDES-BENZ 300SC ROADSTER

Chassis no. 188015.5500016

Engine no. 199.980.5500019

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

175bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ One of only 53 examples built
- ★ Matching numbers example retaining original bodywork
- ★ Highly exclusive, top-of-the-line 300Sc Roadster
- ★ Offered with Mercedes-Benz factory records



### THE MERCEDES-BENZ 300 SERIES

More expensive than the 300SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300S was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front ranks of prestigious car manufacturers, marking a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers

in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favored by businessmen, financiers and politicians. The conservatively styled 300 Saloon was soon joined by the 300S (Super), a model that succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater Coupe, Cabriolet and Roadster forms on a shortened 300 saloon chassis. The top offering of the series was the 300Sc. The 300Sc featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted a revised rear suspension with single-pivot swing axles similar to that of the 300SL Roadster, a development that enhanced both road holding and handling. Coachbuilt in the traditional manner by Sindelfingen, the 300S family represents a standard of excellence that

has rarely been equaled; only materials of the finest quality were used for the hand finished interiors, which were comparable with those of the contemporary Rolls-Royce. The 300Sc is widely regarded by discerning collectors as the most desirable of all Mercedes-Benz's post-war luxury models. Only 200 examples of the 300Sc were built and survivors are both rare and highly sought after. Ownership of such an exclusive automobile was necessarily restricted to a wealthy few, among them film stars Cary Grant and Gary Cooper, and the Aga Khan.

These exquisite top of the line 300 models represented the true transition from the pre-war era to the 1950s. The spiritual successor to the era of the 'kompressor' Mercedes, it was perhaps not surprising that in house designer Hermann Ahrens was entrusted to bring the concepts and styling into the modern day.







## THE MOTORCAR OFFERED

"Comfort plus high performance for sporty drivers" - was how Mercedes-Benz described the ultra-rare 300Sc Roadster model, in their sales brochures and shows the market that they positioned it towards. Over the course of 4 years of production, there would be mere 200 of the ultimate specification 300Sc models built, and of those only 53 Roadsters were built.

So modern are they in design that it seems incredible that this very car was ordered just over 60 years ago in February 1956. Always popular with the American market it is not surprising that this car would have headed here new, and its destination was New York. According to copies of its original factory build card, in sequence this the 16th of 53 Sc Roadsters was delivered in their DB50 designated white paintwork and upholstered in

black leather hides. As such it must have cut a striking vision in Manhattan or its locale where it was likely sold.

Approximately 25 years ago the Mercedes received a restoration which brought it to the spectacular condition in which we see it today. A color switch of the paintwork now places it in that ever-desirable scheme of triple black top, interior and exterior, which naturally draws greater contrast with the plethora of chrome trimwork which are unique to the 'Sc' models and is clearly a success. With an odometer reading of a little over 500 miles, its use since the rebuild has been extremely light and owing to sympathetic care it shows only light aging.

As noted, these cars truly were the zenith of production from the creator of and perpetual luxury market leader of automobile production.

They were coveted when new and owing to their limited numbers are real collectible automobiles, so opportunities to buy them are rarely presented. The benchmark catalog example of the model, in all its splendor, the car is deserving of close attention.

**\$775,000 - 875,000**



# 107.

## 1954 KURTIS 500KK SR-100 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 originally 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. Mostly recently, the gas tank was replaced at the end of 2020.

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.

**\$130,000 - 160,000**





# 108.

## 1969 TRIUMPH GROUP 44 GT6+ MK II RACING CAR

Design by Giovanni Michelotti

Chassis no. KC57687L

1,996cc OHV Inline 6-Cylinder Engine

104bhp at 5,300rpm

Twin Stromberg Carburetors

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

★ 1969 National Championship Winner for SCCA E-Production class

★ Driven in 1969/1970 SCCA Seasons by Mike Downs, Brian Fuerstenau, Bob Tullius

★ Beautifully restored and documented by Classic Motorsports Magazine

★ Award winner at 2009 Amelia Island Concours d'Elegance



### THE TRIUMPH GT6+

Triumph extended its commission the legendary designer, Giovanni Michelotti, to design a GT Fastback variant of Triumph's Spitfire in the early 1960s originally called the GT4. Due to the Spitfire's small output 4-cylinder engine, the added weight of the GT bodysell resulted in poor performance, shelving the GT4 project for Triumph. Triumph used the design of the GT4 in their racing programs for the 1964 and 1965 seasons resulting in a 13th overall and a 1st in class at the 24 Hours of Le Mans in 1965. Due to its racing success, Triumph reconsidered the project of the GT Spitfire. The new GT6 for 1966 now featured a 2.0-liter, six-cylinder engine from the Triumph Vitesse producing 95bhp.

### THE MOTORCAR OFFERED

This lovely 1969 Triumph GT6+ Mk II was one of the great accomplishments to come from Group 44 Inc. Equipped as a left-hand drive car, the car lead the 1969 season of the SCCA E-Production class and was also a force to be reckoned with in the 1970 D-Production class. As one of America's most well known racing teams, Group 44 Inc. had gathered the respect of many in the racing industry as being one of the most recognized leaders in the SCCA field.

This particular car dominated the field in the 1969 E-production class and took home the national championship for that year. Throughout the 1969 and 1970 season of the SCCA championships Mike Downs, Brian Fuerstenau and Bob Tullius drove this very car to many first place podiums, while securing the 1969 championship.

This GT6+ was discovered in 2005 as a "barn find" where it was confirmed by the former crew chief of Group 44 Inc., Lanky Foushee, to be the exact car that won the 1969 SCCA national championship. Upon the confirmation of this, the car was treated to an extensive restoration which was documented by Classic Motorsports magazine as one of their great project car restorations. When the restoration was completed in 2009, the car was taken to the Amelia Island Concours d'Elegance where it proceeded to win the Cars of Group 44 award. This true championship winning car is eligible for many vintage racing series and would be an excellent compliment to any collection.

**\$50,000 - 70,000**



# 109.

## 1971 ALFA ROMEO 1750 GT VELOCE

Design by Giorgetto Giugiaro

Chassis no. AR1532080

Engine no. AR00551.05796

1,779cc DOHC Inline 4-Cylinder Engine

Spica Fuel Injection

120bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes



### THE ALFA ROMEO GIULIA

First introduced in 1962, the early Giulia differed from the outwardly similar 101-Series Giulietta by virtue of its more powerful and much less fussy 1,570cc engine, which continued when the new 105-Series Giulia was introduced later that same year. Despite its boxy, unitary construction body the newcomer was a paragon of aerodynamic efficiency and possessed a distinctly sporting nature, the 92bhp produced by its classic twin-cam four-cylinder engine making the Giulia TI a genuine 100mph car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - apart from early cars - disc brakes all round, a formula that carried over into the Coupe version, the Giulia Sprint GT.

Launched in 1963, the Sprint GT was clothed in beautifully balanced four-seater coachwork penned by Carrozzeria Bertone's Giorgetto Giugiaro but now manufactured at Alfa's new Arese factory. It represented a successful attempt to produce a typically sporting Alfa Coupe for the young family man, a modestly priced four-seater combining the elegance of a Bertone-designed body with the performance of a twin-cam engine. Introduced in 1967, the 1750 GT Veloce (or GTV) came with many improvements. Most significantly the all-alloy Twin Cam engine was upgraded to 1,779cc, and the in-house SPICA fuel injection system was fitted to US-market cars, improving the performance stats. These lovely Italian Coupes were purpose-built for spirited, high rev driving and offer great performance and beautiful Bertone design in an approachable package.

### THE MOTORCAR OFFERED

This stunning Alfa Romeo 1750 GT Veloce presents beautiful with the exterior finished in the vibrant Olive Green Metallic color, and the original black vinyl interior is still in lovely condition. Much mechanical refurbishment work has been performed, including a rebuild of the fuel injection system, new carrier bushings, tie rod ends, shocks, brake lines, exhaust, door check straps, various gaskets, and a retro sound system. The twin-cam, all-alloy engine is a delight, and the 5-speed box enables the driver to stay on the power band. The timeless Giorgetto Giugiaro for Bertone design suits these little Italian jewels perfectly, and the classic Panasport alloy wheels fitted is a perfect match. A great companion for spirited backroad drives or participation in a car rally, this striking 1750 GT Veloce deserves serious consideration.

**\$50,000 - 65,000**





# 110.

## 1958 PORSCHE 356A 1600 T2 SPEEDSTER Coachwork by Reutter

Chassis no. 84140

Engine no. 67739

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

- ★ *Exquisite award-winning restoration by marque experts of desirable T2 Speedster*
- ★ *Retains matching numbers engine, gearbox, and original body panels*
- ★ *Offered with owner's manual, jack, tool kit, COA, Kardex and restoration file*
- ★ *Presented in the factory-delivered livery, and fitted with desirable, period correct and date coded Rudge Wheels*



### 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', like that it employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.

The 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. For the 1958 model-year production, the 356 received numerous upgrades, making these end-of-the-run Speedsters the most desirable of the limited model run. Referred

to as the T2 models, they benefitted from an improved transaxle and steering box design, among other refinements. 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 November 25th, 1957, this spectacular Speedster was built as a 1958 model-year car, to the desirable T2 specification incorporating the mechanical and cosmetic upgrades introduced for the now legendary model during the production run. The new T2 Speedster was completed with a Ruby Red exterior over a Tan leatherette interior, just as it appears today. The Porsche was destined for the North American market, where Max Hoffman's famous Porsche agency is recorded as having been the importer, and the Speedster is noted to have been fitted with a miles per hour speedometer and sealed beam headlights.

The original ultimate US destination for this Porsche is unfortunately unknown at this time, but the Speedster is recorded to have been owned by Wichita, Kansas resident

Mr. David G. Crockett by the mid-2000s. The current owner, a Dallas, Texas based sportscar collector and enthusiast, purchased the car in 2015, and would soon embark on a comprehensive, nut and bolt restoration, returning the desirable Porsche to its former glory.

Over the course of 54 months, and hundreds of thousands of dollars spent, no stone was left unturned and no detail ignored in an effort to bring this Porsche into a state of excellence. A great deal of the 100-point restoration was carried out by 356-expert Roy Smalley of Eurowerks in Campbell Texas, while a handful of other specialist shops conducted supplemental work. Original parts were kept and restored instead of replaced, and where possible, new old stock Porsche parts were used where needed. The original VDO gauges was restored by North

Hollywood Speedometer of North Hollywood, California, while chrome and bright work was restored by the renowned specialists at Christensen Plating Works of Vernon, CA. The matching numbers transaxle and engine were both rebuilt with the former receiving attention from 356 Enterprises in North Branch Michigan, while the latter was sent to Competition Engineering of Lake Isabella California. Finished in the color combination it left the factory in more than 60 years ago, the comprehensive restoration was completed during the Summer of 2019.

As mentioned previously, the original gearbox and engine have remained with the Porsche since new. In addition, stampings on the front hood, engine lid, and both doors confirm that the body panels are original to the vehicle. A set of five period correct and date coded Rudge wheels and hubs was sourced and











fitted, giving this Speedster an even more racy look as when fitted with the stock hubcaps. These items were fully restored by Bob Schortmann of Phoenix, Arizona. Accompanying this spectacular Speedster is the Porsche-issued Certificate of Authenticity, a copy of the original factory build sheet (Kardex), restoration records, jack, owner's manual, and a restored tool kit by Victor Miles of Ventura, California.

The 356 Speedster was Porsche's ultimate expression of the raw sports car, and this example exist as a prime example of one of Stuttgart's most beloved models. Serving as evidence to the quality of this Speedster are numerous impressive awards from Concours events across the country, including winning the Best Porsche Award at the 2019 Hilton Head Island Concours d'Elegance and People's Choice Award at the 2020 Porsche Club of America North Texas Region show.

This spectacular Speedster would be welcomed and highly competitive at future Concours d'Elegance events, or a superb participant in any number of significant rally events, such as the Copperstate 1000 Road Rally. With its original matching-numbers drivetrain and body panels still intact, its comprehensive restoration and desirable T2 specification and Rudge wheels, this Speedster checks all the boxes.

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





# 111.

## 1966 JAGUAR E-TYPE SERIES I 4.2 COUPE

Chassis no. 1E32420

Engine no. 7E7367-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Exceptionally well presented Series I E-Type*
- ★ *Mechanical and cosmetic restoration performed by marque experts*
- ★ *Low-mile, California black plate car*
- ★ *Presented in the original livery, and offered with extensive history file*
- ★ *Best in Class Awards at the San Marino and Palos Verdes*



### THE JAGUAR E-TYPE

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

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

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

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

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





## THE MOTORCAR OFFERED

This exceptional E-Type Coupe was finished at Jaguar's Coventry works on December 22, 1965, benefiting from the upgraded, fully synchronized transmission and the larger 4.2-liter XK engine. It was built just like it appears today, a left-hand drive model painted in the striking Opalescent Silver Grey metallic color and trimmed in black Connolly leather.

Like many E-Types, this car was destined for the United States, where J. P. Herzog, Inc of Lafayette, California became the first owner in January of 1966. The grey E-Type is believed to have remained in California, where purchased by San Francisco resident Dennis Birkhimer in 1968. Mr. Birkhimer would use the Jaguar sparingly, and kept it in largely original condition, with the exception of a repaint in the early 1980s.

Mr. Birkhimer sold the E-Type to the previous owner in 2011, a well-known Jaguar enthusiast and trained technician at the San Francisco based Jaguar agency. After using the largely original and low-mile car for a few years, he began a comprehensive restoration, yet retaining as much of the car's originality as possible. The work performed included a repaint in the car's original color by noted Atlanta-based painter Machele Holloway, and a refurbishment of the car's mechanical systems by Phil O'Brien of OFI Restorations. Photos of the restoration are available in the car's extensive history file, as is a copy of the Heritage Trust Certificate, many old registration cards, photos and letters of documentation. The stunning E-Type Coupe was purchased by the consignor - a well-known Los Angeles-based collector of exceptional sports cars - in 2015, and has since been kept in his

impressive climate-controlled collection. A wonderful example of the legendary Jaguar E-Type, the Fixed Head Coupe represents the purest form of the model. This matching numbers car, having enjoyed the loving care of just a few long-term Southern California owners from new, must be one of the best examples available anywhere.

**\$160,000 - 210,000**





# 112.

## 1968 LAMBORGHINI 400GT ISLERO 2+2

Chassis no. 6318

Engine no. 2457

3,939cc DOHC V12 Engine

6 Weber Carburetors

320bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- ★ *The 104th of 125 Islero 400GTs produced*
- ★ *Striking original color scheme*
- ★ *Recently fitted with power steering*
- ★ *Excellent entry for the Copperstate 1000 or Tour Auto*
- ★ *Vehicular embodiment of La dolce vita*



### THE LAMBROGHINI ISLERO

Launched at the Geneva Salon in 1968, the Islero was a development of the 400GT 2+2, which was itself derived from Ferruccio Lamborghini's first production car, the Touring-styled 350GT of 1964. The Islero's square-tube chassis was based on that of its predecessors, though with wider track to accommodate fatter rubber, while its elegantly understated coachwork was styled by ex-Touring personnel led by Mario Marazzi. The model was named after the legendary bull that killed Spain's best matador, 'Manolete'.

Housed beneath an impressively low-slung bonnet, Lamborghini's 4.0-liter V12 engine was carried over from the 400GT and produced 320bhp initially, 350bhp in later Islero S form. The latter appeared in 1969 and could be distinguished by its flared wheelarches, vented front wings and a revised interior with more

supportive seats and improved instruments and switch gear. Improvements were also made to the suspension and brakes.

Car magazine's test Islero achieved a true 157mph back in 1969, proving to be as quiet and stable at its maximum as at 130. It was also startlingly quick off the mark, hitting 60mph in 5.9 seconds and hurtling to 100mph in 13.7, outstanding figures even today. Despite an impeccable pedigree, the Islero, 225 of which were manufactured between 1968 and 1969, is today the most overlooked of Lamborghini's early front-engined cars.

### THE MOTORCAR OFFERED

Finished just prior to the introduction of the Islero S, s/n 6318 is the 104th of 125 Isleros produced. The sleek bodywork was delivered to Lamborghini from Marazzi on October 10th, 1968 and the finished coupe, trimmed in the Argento silver over tobacco leather interior colors scheme it wears today, rolled off the line just over a month later on November 11th. From Sant'Agata the Islero was shipped to nearby Milan for concessionaire Auto Elite, arriving on January 28th of '69 and sold shortly thereafter to its first owner in the ritzy Como region. Registered under the plate "CO 288540", 6318 would remain in the country of its birth for another six years before being sold to the United Kingdom in 1975.

Upon entering the UK in July of '75, 6318 was given the registration "JYP 16N". Retained first by John Henry Lewis, it was sold to John







Theodore Barnes on August 1st, 1980. Barnes would keep the car for nearly four years. It was during his ownership, in 1982, that 6318 was sent to Russell Grove Garage in Bristol for a major overhaul that included a rebuild of the drivetrain and a respray of the car to classic Rosso Corsa. In April of '84 the car was acquired by John Yearsley of Delaware and shipped to the United States. Mr. Yearsley, a true Islero enthusiast who would own both the car here and s/n 6129, kept 6318 for 16 years before selling it on to its next owner in 2000.

About a decade later, 6318—now a resident of the West Coast—was given a substantial mechanical and cosmetic overhaul. From 2011 to 2012, extensive restorative work was completed including a rebuild of the carburetors, water pump, and cylinder heads with new valves and guides fitted. From there an additional work was completed including

service to the brakes with new brake master cylinder and servos, new pads, and rebuilt calipers; service to the clutch including new master and slave cylinders; a comprehensive rebuild of the suspension with rebuilt Koni shocks, new ball joints and bushings all around, and powder coated A-arms and springs; a rebuilt pedal cluster and new shifter bushings; a re-cored radiator and a serviced ignition system. All that, along with a repaint back to the original Argento silver that was performed sometime prior to 2011 helped carry the coupe to a 3rd in Class finish at the 2012 Concorso Italiano.

Acquired by the current owner in 2017, the car is reported by the seller to be mechanically well sorted and a pleasure to drive. In 2018, power steering was fitted to the car with receipts on file showing the work completed. The paint on

the car shows well but it is evident that it has aged to a point where it may be driven and enjoyed without worry. The interior appears to be original but well preserved.

Rarely seen but highly coveted, an Islero like this one is an opportunity not to be missed!

**\$200,000 - 250,000**



# 113.

## 1986 FERRARI TESTAROSSA

Design by Pininfarina

VIN. ZFFSA17A0G0065811

4,942cc DOHC Flat 12-Cylinder Engine  
Bosch K-Jetronic Fuel Injection  
380bhp at 6,300rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ Desirable early-production 'Monospecchio' example
- ★ US-market car retained in its factory livery
- ★ Offered with owner's manuals in pouch and tool kit
- ★ Iconic, Pininfarina-penned twelve-cylinder Ferrari GT car



### THE FERRARI TESTAROSSA

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

The gill slats feeding air to its side-mounted radiators became one of the modern era's most instantly recognizable - and copied - styling devices. The Testarossa was a larger car than the 512BB - the increase in width accommodating a roomier cabin and wider tires. The new design managed to combine high downforce with a low coefficient of drag with the absence of extraneous spoilers and

other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor. The body was made up almost entirely from strong, lightweight aluminum with the exception of the doors and roof which were constructed of steel. Luxury touches in the well-equipped cabin included air conditioning, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive - factors which when paired with its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

### THE MOTORCAR OFFERED

An early Monospecchio (single mirror) model, this well-kept Testarossa rolled off the Maranello-based Ferrari production line in July of 1986 and was destined for the US market. Finished in the popular Corsa Red over a tan leather interior, neatly contrasted by a darker brown upper interior color, the known history of this Testarossa starts in the mid-1990s, when the car is recorded to have resided in Southern California. The car appears to have remained in the Golden State ever since and is now offered from the Los Angeles owner of several years. About 82,500 miles are recorded on the odometer, and it is offered complete with owner's manuals and tools. Testarossa number 65811 is a wonderful example of these iconic twelve-cylinder flagship Ferrari GTs.

**\$65,000 - 85,000**



**114.****1954 MI-VAL TIPO MO MIVALINO**

Chassis no. 30231

171cc Motocarrozetta 2-stroke Engine  
 Single Bing Carburetor  
 9bhp at 5,000rpm  
 4-Speed Manual Transmission  
 Independent Coil Spring Suspension  
 Mechanical Drum Brakes

- ★ Exceedingly original time-capsule condition with excellent pedigree
- ★ Rare and desirable, Italian-licensed Messerschmitt microcar
- ★ One of just about 100 examples made
- ★ Offered with original Certificate of Origin, owner's manual and other paraphernalia


**METALMECCANICA ITALIANA  
 VALTROMPIA S.P.A.**

In the early 1950s, as Europe was getting back on its feet and onto motorized vehicles in both big and small fashion, Metalmeccanica Italiana Valtrompia S.p.A., of Brescia, Italy - maker of Mi-Val motorcycles - took a license to produce the German Messerschmitt KR 175 Kabinenroller. Components for the Messerschmitt variant were imported from Germany, but Mi-Val used their own 171.7-cubic centimeter Motocarrozetta two-stroke engine and production began towards the end of 1954. Nicknames "Mivalino," the charming microcar enjoyed a certain vogue, and was later used in movies such as The Adams Family due to its character. Production, however, was fairly short-lived, ending in 1955 or '56, and it is believed that no more than 100 were made.

**THE MOTORCAR OFFERED**

This highly original and exceedingly rare Mivalino must be one of the best-preserved examples of the just 100 or so made. This charming little Italian 'Bubbletop' came from the family owning the oldest Ford dealership in Rome, which was also a Mi-Val dealer. As the original owners, they drove it barely 300 kilometers, kept in their inventory for decades while never titling it, and ultimately, it has only exceeded to the 324 kilometers recorded on the odometer today. The Mivalino later became part of the famed Bruce Weiner Microcar Museum, until purchased by the consignor, a noted US collector of the finest European sports and racing cars, in 2013.

The microcar remains in outstanding original condition, and shows just a light, charming patina on the appropriate light green paint and dark green interior. The Mivalino has not been run in some time, although the drivetrain is clean and equally well preserved.

Remarkably, the bubbletop see-through canopy remains in excellent original condition as well. The Mi-Val badging is intact, as are the instruments and handlebar grips. The original spare tire is housed in the tail. The tremendous documentation includes copies of some of the original promotional literature, the original certificate of origin from Metalmeccanica Italiana Valtrompia S.p.A., tools and owner's manual, and other Italian language documents that typically do not remain with cars of any stature. This charming Mivalino is a rare find indeed.

**\$50,000 - 75,000  
 WITHOUT RESERVE**





# 115.0

## 1959 BMW 507 SERIES II ROADSTER

Chassis no. 70205

3,168cc OHV All-Alloy V8 Engine  
2 Twin-choke Zenith Carburetors  
150bhp at 5,000rpm  
4-Speed ZF Manual Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Hydraulic Aluminum Drum Brakes

- ★ *Arguably the most collectible BMW to date, one of just 253 examples produced*
- ★ *Stunningly beautiful automotive design icon by Albrecht Graf Goertz*
- ★ *In present ownership for nearly 30 years*
- ★ *Eligible for the most prestigious events around the globe*



### THE BMW 507

During the 1950s, car designers on both sides of the Atlantic produced some of the all-time greats of automotive styling, none of them more classically beautiful than the sublime BMW 507. Indeed, a measure of the 507's iconic significance may be discerned from BMW's 're-introduction' of the model, after a gap of 40 years, in the form of the Z8 roadster. In an age when it has become de rigeur for heritage-conscious motor manufacturers to incorporate styling cues from landmark models into their latest offerings, few have ventured as far as BMW in paying homage to a recognized classic.

Transatlantic in inspiration - aimed at the United States market, styled by a New York-domiciled German ex-patriot and built in Germany - the 507 reflected North American taste yet was unmistakably European in origin. The 507 saga began in 1954, when Austrian-

born entrepreneur Max Hoffman, at that time the US importer of various European makes, convinced BMW that if they built a sports car to rival Mercedes-Benz's successful 300 SL, he could sell sufficient in the 'States to make the project viable. Hoffman knew just the man to style the car too: Count Albrecht von Goertz, an independent industrial designer who had worked for the legendary Raymond Loewy on the latter's trend-setting Studebakers. Designer of everything from fountain pens to furniture, Goertz had never before styled an entire car, and post-507 would not work for BMW again until the 1980s.

The fundamental elements of BMW's proposed new sports car already existed in the 502 saloon, most notably its 3.2-liter, all-aluminum V8 engine, which was installed in a shortened chassis for the 507. Mechanical

design was handled by BMW stalwarts Fritz Fiedler and Alex von Falkenhausen, with Goertz shuttling back and forth between the USA and Germany to oversee production of the full-size clay model. The robust nature of the 502-based chassis necessitated the use of aluminum for the 507's bodywork in the interest of weight saving, the finished car tipping the scales at around 1,280kg. With 150bhp on tap, performance was adequate if not stunning, production cars being capable of around 200km/h (125mph), with 100km/h (62mph) coming up in 11 seconds. For relaxed cruising though, the 507 had few peers, its state-of-the-art V8 engine delivering ample torque over a wide rev range.

Although the prototype displayed at the 1955 Frankfurt Auto Show met with critical acclaim, the 507's reception at its New York debut two months earlier had been disappointing.





BMW had missed Hoffman's \$5,000 price target by a wide margin, the 507's initial US selling price being set at \$9,000, more than double the cost of a Ford Thunderbird or Chevrolet Corvette. In the UK, one could buy two Jaguar XK150s for the price of a single 507. Even Mercedes-Benz's 300 SL Coupé was cheaper, though the Stuttgart firm was sufficiently impressed (worried?) by the 507 to introduce a direct competitor in the form of the 300 SL Roadster.

Production proper of the 507 did not begin until 1956, the first series being built until June 1957 when the design was revised in detail. Improvements were mainly concentrated on the interior, which gained a deeper dashboard, a greater range of fore-and-aft seat adjustment, and a rear parcel shelf. There was, almost inevitably, an increase in price that only served to place the 507 even f

urther beyond the reach of ordinary mortals. For those who could afford style at any price however, BMW's svelte roadster was the car to be seen in: pop idol Elvis Presley, motorcycling World Champion John Surtees, film stars Alain Delon and Ursula Andress, skiing champion Toni Sailer, Prince Rainer of Monaco, and the Aga Khan all being owners at one time or another. Nevertheless, such a limited clientele, however exclusive, could not sustain the 507 in production, which ceased in December 1959 after only 253 cars had been sold.

## THE MOTORCAR OFFERED

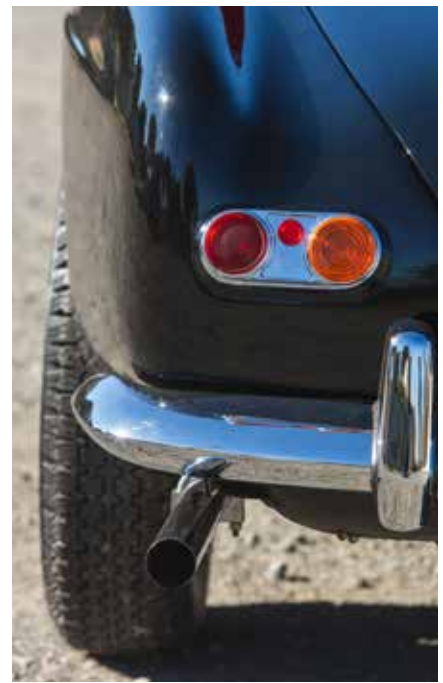
This stunning example of the fully developed Series II BMW 507 is offered from nearly 30-year custodianship and offers the next caretaker top-level entry to the world of BMW car collecting, along with an entry into some of the most prestigious events around the globe, such as the Ville d'Este or Pebble Beach Concours d'Elegance, the Colorado Grand or other exclusive driving events. 507 chassis number 70205 was most likely produced during 1958 at the Munich-based BMW factory. A second series example, it featured the increased engine capacity of the all-aluminum V8 and therefore higher performance, as well as a revised dashboard and a roomier cockpit, accommodating taller drivers. The new top-of-the-line BMW is believed to have been delivered to the US, where Max Hoffman would have been the importer. The original VDO gauges situated in the dash read in MPH and Fahrenheit, further suggesting the US market











as initial destination. On close inspection today, lovely silver blue metallic paint can be found underneath the dash area, which quite possibly would have been the color the car was finished in from new. By the 1960s, BMW 507 number 70205 is known to have been owned by a Mr. Lacklan M. Mackenzie of Staten Island, and then later, in the 1970s and 1980s, the car was in the hands of Mr. Shane O'Neil of RKO General, Inc., New York, grandson of RKO founder, the renowned Hollywood film studio. A sympathetic restoration was performed in the late 1980s, at which time the striking BMW is believed to have received its current Black exterior color. Post restoration, the 507 is known to have appeared at various Concours d'Elegance events with much success. The car was acquired by the current prominent collector in the early 1990s and has since been kept in a climate-controlled environment.

507 chassis number 70205 appears to have received a factory replacement engine early on, as no engine number is stamped on the engine block. However, the engine block is stamped '150 PS' which would indicate 150 horsepower, which is indeed the rating for a proper 507 engine. The BMW logo is also stamped next to the horsepower rating. Today this stunning 507 Series II Roadster presents in beautiful condition, and close inspection indicates that the car retains much of its originality and appears not to have been taken apart or neglected in its past. It is possible that the interior is original as well. Original components are present and in situ, including the Behr radiator, and many Bosch and Knecht ancillary components. The chrome and brightwork appear to be largely original, and still in wonderful condition. A very rare original Becker Mexico radio is fitted in the dash. The BMW 507, despite its

contemporary commercial limitations, proved to be a landmark model for the German manufacturer. Only 253 examples of BMW's now-legendary 507 were built. An exceptional and exclusive sports car indeed - rarer than the 300SL Mercedes-Benz, the 507 with its lithe and utterly beautiful design matched by the impressive sporting pedigree of the Bavarian marque, remains a truly timeless collector car, appreciated by top collectors around the world, and eligible for the World's most discerning collector car events.

**\$1,900,000 - 2,300,000**





# 116.

## 1991 LANCIA DELTA HF INTEGRALE EVO 1 'MARTINI 6'

Design by Giorgetto Giugiaro

VIN. ZLA831AB000580638

1,995cc Turbocharged 16-Valve 4-Cylinder Engine  
Electronic Fuel Injection  
210bhp at 5,750rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ *Extremely well-preserved example with just over 27,000 kms (16,800 mls) from new*
- ★ *Number 145 of just 310 'Martini 6' special edition examples manufactured*
- ★ *Thoroughly documented from new with impressive history file*
- ★ *A collector car prone to be increasingly appreciated for decades to come*



### THE DELTA HF INTEGRALE EVO 1

As a road-going, limited edition Halo-car - paying tribute to its domination of the Constructors' World Rally Championship for the sixth consecutive year in 1992 - Lancia set out to build a special Delta HF Integrale Evo 1 to commemorate the occasion; the iconic and now legendary 'Martini 6'. At a cursory glance, the new livery on the model might have looked similar to the previous model, but on closer inspection, the red-and-blue Martini stripe over its white paintwork widens over the car's bulging wheel arches in both the front and rear, giving it a very aggressive and competitive look. Furthermore, unique to the 'Martini 6', the model features three 'World Rally Champion' decals on both the front doors and front bumper, along with the appropriate numeral '6'; HF decals on each rear side panel; a large Lancia crest decal on the roof; and the famous 'Martini Racing' script on the rear spoiler.

Where the exterior details are subtle, the interior changes are more obvious. The popular high-back adjustable Recaro bucket seats and interior trim were finished in a stunning and vibrant turquoise Alcantara, with HF logos embossed on the headrests, and a new steering wheel was fitted, along with a carbon fiber trimmed 'Quickshift' gear lever, which features an individual plaque inscribed with the car's unique serial number. For an improved feel, Lancia fitted Teflon bushes to the gear linkage.

### THE MOTORCAR OFFERED

This stunningly original and well-documented example is number 145 of the 310 'Martini 6' special edition examples produced by Lancia to commemorate their 6th consecutive Constructors' World Rally Championship win in 1992. A close look at this rare and powerful Delta HF Integrale's impressive history file reveals a thoroughly documented automobile, which appears to have been cherished and preserved since it was brand new. According to its Lancia Certificato Di Origine on file, this 'Martini 6' finished production on November 30th, 1992, and was registered for road use the following month on December 21st, before being acquired new by presumably the initial selling dealer, an entity by the name of Trentinauto Srl on the 23rd of December 1992. Over the holidays, on December 28th, a Mr. Pietro Paolo Rosolen purchased the Delta 'Martini 6' and became its first private





owner. The Guanzate, Italy, native had put just 7,309kms on the odometer by 1994 and later sold the car on February 24th, 1998 to Fratelli Mariani Sas, of Milan. After being sold to a Mr. Giuseppe Cominetti in November of 1999, the car remained in the Bergamo area for 10 years, until it came into the ownership of a Mr. Giuseppe Lisa of Salerno.

After spending nearly a decade on the Gulf of Salerno, Italy, the previous owner - a UK based collector car specialist with great expertise in rally and competition cars - purchased the 'Martini 6' in early 2018. At the time, and to this day, this stunningly original and cared-for 'Martini 6' presented in beautiful condition, and was treated to a comprehensive service, including a new timing belt, by Lancia specialists in Italy.

Later in 2018, the car was purchased by a noted US collector of exceptional sports and supercars and imported to the United States. A recent service was performed by Miller Motorcars of Greenwich, Connecticut, and today this rare, 1 of 310 Delta Integrale HF Evo 1 Martini 6, remains in beautiful original and preserved condition throughout, while displaying just over 27,000 kilometers (16,800 miles) on the odometer. Factory applied decals, markings and identification plates remain intact, and inside, the original striking turquoise Recaro Alcantara seats remain in exceptional condition, reflecting the pampered life and low mileage.

Adding to the outstanding original condition are the accompanying items and documentation offered with the car, including the original Lancia tool kit, original warranty card and service booklet, owners and operation manuals in pouch, spare and master keys, and a comprehensive history file binder including the Certificate of Origin, Centro Storico FIAT documentation, copy of Automobile club d'Italia registration card, Italian road inspection records and service invoice. Commemorating Lancia's incredible six consecutive World Rally Championships, this 'Martini 6' represents a rare opportunity to own a piece of the Lancia Rally legend, and it is indisputably a collector car which will be increasingly appreciated for decades to come.

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





# 117.

## 1958 JAGUAR XK150 3.4 ROADSTER

Chassis no. S830667DN

Engine no. V4194-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission w/ Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ Restoration performed by Jaguar specialist Jeff's Resurrections
- ★ Presented in the as-delivered Old English White over Red livery
- ★ Retains matching numbers engine
- ★ Offered with Jaguar Heritage Trust Certificate



### THE JAGUAR XK150

"The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money."

- The Autocar

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and 4-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drop head coupe forms, the open roadster version not appearing until the following year. At 190bhp, the standard 3.4-liter engine's maximum power output was identical to that of the XK140, so performance was little changed. Overdrive and a Borg-Warner automatic gearbox were the transmission options,

the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.





## THE MOTORCAR OFFERED

Completed at Jaguar's legendary Browns Lane factory on the 10th of June, 1958, this Jaguar XK150 Roadster was delivered in the beautiful combination of Cream (also referred to as Old English White) over red leather with a fawn colored soft top. The car was configured as it appears today, with a left-hand drive steering arrangement and overdrive on the 4-speed manual gearbox. Being one of the 1,173 cars to be exported, the car was later dispatched to Jaguar Cars of New York on the 26th of June, 1958. The powerful Jaguar XK150 Roadster was later purchased by the late, renowned Arlington, Texas based collector Mr. Arnold E. Petsche, and would be retained in his impressive, climate-controlled collection until 2018.

This XK150 Roadster received a comprehensive restoration in recent years by the very capable hands of Jeff's Resurrections

Fine Motoring Restorations based in Taylor, Texas. Jeff Snyder is well known in the Jaguar world, and his company is very accomplished with Jaguar restorations. The car was restored to match its factory delivered livery, and even today the car presents in beautiful form. The body is in impressive condition, with good panel fitment, while the paint is still shining strong. The engine bay shows very nicely, with engine operation running smooth and the transmission shifts and functions well.

The interior is in fine condition showing very little patina since the restoration. The car did receive a special burlwood dash which replaced the leather covered dash panels, and contrasts quite nicely against the classic wood-rimmed steering wheel the red leather interior. Included with the sale of the car is a knock-off wheel hammer, jack, grease gun, and a binder

which contains photos of the restoration, an original Operation Owner's Manual and the Jaguar Heritage Trust issued Heritage Certificate.

Sparingly driven since its restoration, this matching numbers XK150 3.4-liter Roadster is in lovely overall condition and would make quite the statement in any collection, on the show field, or on a rally such as the Copperstate 1000.

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





# 118.

## 1965 FORD LOTUS CORTINA MK I

Chassis no. 424440

Engine no. S2650

1,558cc DOHC Inline 4-Cylinder Engine

2 Weber 40DCOE Carburetors

Approximately 170bhp at 5,400rpm

4-Speed Manual Transmission

Independent Front – Lotus Coil Spring Rear Suspension

Front Disc - Rear Drum Brakes

- ★ *Goodwood Revival, Silverstone, SPA and Monterey Historics Veteran*
- ★ *Winner of the 1999 Dutch Historic Saloon Championship*
- ★ *Diligently maintained and serviced*
- ★ *Competitive and collectible Lotus Cortina eligible for prominent vintage racing events*



### THE LOTUS CORTINA

Ford of England produced an amazing 2.6 million Cortinas between 1962 and 1982; nearly all of them for the home market, and Cortinas became Britain's best-selling automobile between 1972 and 1981. None of those little Fords, however, may be more famous than then one that dove down the Olympic bobsled run at Cortina d'Ampezzo, Italy, in 1963, with racing star Jimmy Clark at the wheel. That publicity stunt certainly put the Ford Lotus Cortina, to use its correct name, on the map.

This little pocket rocket came about when Lotus founder Colin Chapman began looking about for an engine to replace the venerable but expensive SOHC Coventry Climax. The solution was provided by Climax designer Harry Mundy, who came up with a neat little twin-cam head for the Ford Kent 1.5-liter

four-cylinder motor. Enlarged to 1.6-Liters for the Lotus Elan, the motor so impressed Ford executive Walter Hayes that he asked Chapman if he could outfit 1000 small two-door Ford saloons with the new engine in order to homologate the model for Group 2 racing. With the addition of lightweight body panels and lighter transmission and differential cases, close-ratio gearing, Girling front disc brakes, an extensively modified suspension, the Lotus Cortina was soon dominating Group 2 competition. Soon, the Lotus Cortina was available virtually world-wide.





## THE MOTORCAR OFFERED

This pedigreed and competitive Lotus Cortina Mk I was manufactured in November of 1965 as a left-hand drive European market model and finished in the classic Ermine White with Sherwood Green flash and blue vinyl seats. The car is reported to have been used as a road car in Europe until the late 1990s, at which point the owner at the time decided to use the competitive Lotus Cortina for vintage racing. The car then received the necessary track upgrades, was painted in the Red and Gold Alan Mann Racing livery it wears today, and then went on to win the 1999 Dutch Historic Saloon Championship. From 2003-2008, the Lotus Cortina participated in no less than 21 race weekends, mostly Masters Top Hat Saloon races. It ran the Goodwood Revival and Silverstone Classic in 2005, the Grand Prix de L'Age de'Or at Dijon, France, in 2006, and the Six Hours of Spa in Belgium in 2007. Simon

Garrod put it on the pole at Chimay, Belgium, in 2007, and it won at Mallory Park in England in 2005. Deservedly so, this Cortina is pictured in the book "The Goodwood Revival: The First Ten Years," by Doug Nye.

The consignor - a prominent East Coast based collector of important sports and racing cars - purchased the Lotus Cortina about a decade ago and has since competed in the historic racer at many prominent North American vintage races, while maintaining the car diligently. His time in the car includes several years of participation in the Rolex Monterey Motorsports Reunion, the Coronado Speed Festival, the Lime Rock Historic Festival, the VRG New Jersey Historics, the Thompson Vintage Motorsport Festival and the Jefferson 500.

Today the car presents very well, still sporting the iconic Alan Mann Racing livery. Work performed in past years include a 2018 rebuild of the period-correct engine by Peter Marcovicci of MWE and installment of new racing seats. Importantly, the car retains the original Lotus-designed 'A-Frame' coil spring rear suspension. The Lotus Cortina is accompanied by its HMSA logbook listing the 2010-2020 races, the Historic Technical and FIA Passports, an old UK V5C registration certificate and other paraphernalia. Eligible and competitive at some of the most prominent vintage racing events around the globe, this classic Ford Lotus Cortina Mk I is ready for its next custodian.

**\$75,000 - 125,000**





# 119.

## 2018 PORSCHE 911 GT3 TOURING

VIN. WP0ACZA94JS177094

4.0-Liter 24-Valve Flat 6-Cylinder Engine  
Direct Fuel Injection  
500bhp at 8,250rpm  
6-Speed GT Sport Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ *Desirable, 6-speed manual shift, high-performance 4.0-Liter 991.2 GT3*
- ★ *Paint-to-sample Pantone Blue color, believed to be the sole US example in this color*
- ★ *Well-optioned example, retaining factory accessories and original window sticker*
- ★ *One Southern California enthusiast owner and less than 14,000 miles*



### THE PORSCHE 991

Somewhat confusingly, the seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third all-new platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Its development overseen by Porsche's Chief Designer, Michael Mauer, the Type 991 represented a logical progression from the Type 997 and was slightly larger than its immediate predecessor while retaining the classic 911 look. The most important chassis change was to the wheelbase, which increased in length by 100mm, while a new transaxle enabled the rear wheels to be relocated 76mm rearwards relative to the engine, improving both weight distribution and cornering performance. Transmission options comprised six-speed or seven-speed manual gearboxes, with Porsche's dual-clutch (PDK) shift optional on

the latter. Porsche's signature 'flat-six' engine was available in three different capacities in the Type 991 (3.4-liters, 3.8-liters, and 4.0-liters) with power outputs ranging from the entry-level Carrera's 345bhp up to the Turbo S's 552 horsepower. Following its established practice, Porsche also offered Cabriolet, Targa, GT3 and GT3 RS variants to cater for all customer demands ranging from soft-top boulevard cruiser to track-day assault weapon. In September 2015, the Type 991 was introduced in revised and restyled form for the 2016 model year, becoming the '991.2' in factory parlance. To the concern of some traditionalists, turbo-charged engines were now standardized throughout the range: a 3.0-liter unit in the Carrera and Carrera S, and a 3.8-liter one in the Turbo models. The purists did not have to wait long for their concerns to be assuaged, as in March 2016 at the Geneva Motor Show Porsche unveiled the limited

edition 911 R, featuring the 'old' GT3 RS's normally aspirated 4.0-litre 493bhp engine and a new six-speed manual gearbox.

Porsche introduced the 991 GT3 at the Geneva Motor Show in 2013, and then the facelifted 991.2 GT3 at the 2017 Geneva Motor Show. Extensive changes were made to the engine allowing a 9,000 rpm redline from the 4.0-liter flat-six engine. Porsche's focus was on reducing internal friction to improve throttle response. Compared to the 991.1, the rear spoiler was higher and located further back to be more effective. The 991.2 GT3 brought back the choice between a manual transmission or PDK dual clutch transmission. A Touring version was also introduced which came standard with the comfort package and the manual transmission along with the deletion of the fixed rear wing and employing an electronically operated rear wing instead.





## THE MOTORCAR OFFERED

This stunning Porsche 991.2 GT3 Touring benefits from having had just one caring owner from new, and its stunning Paint-to-Sample custom exterior color of Pantone Blue 296C non-metallic W50; of which this car is believed to be the sole example made for the US market. The consignor ordered the new Porsche 991.2 GT3 in 2018 to his specifications, and the car was finally completed at the Porsche factory under the special wishes program for delivery from the Riverside, California based Porsche agency in February of 2019. In addition to the \$12,830 exciting special-order color option, the 991.2 GT3 Touring was fitted with the 6-Speed GT Sport Manual gearbox to navigate the powerful 500bhp 4.0-Liter engine. Other desirable options on this car's build order included the custom Tailoring option, extended range fuel tank, heated seats, front axle lift system, fire extinguisher, Xenon headlights, Bose surround

sound system, Sport Chrono Stopwatch and Chrono package with preparation for lap trigger, white faced instrument dials, sun visors in Alcantara, fuel cap with aluminum look finish and color-coded keys.

While in the care of the current and sole owner, the Pantone blue GT3 has been meticulously cared for and serviced every few thousand miles by the specialists at Newport Auto Center, most recently in October of 2020. Today the car has less than 14,000 miles on the odometer and presents in stunning condition inside and out. Believed to be to sole US example in this spectacular Paint-to-Sample color, the Porsche is offered with its factory accessories including owner's manuals, fitted Porsche car cover, the original window sticker, Carfax report and receipts from Newport Auto Center for the service work performed.

This one-owner, Paint-to-sample 991.2 GT3 stick shift is still under factory warranty, and really has pedigree like few new cars on the road today.

**\$175,000 - 200,000**





# 120.0

## 2018 ASTON MARTIN VANQUISH ZAGATO VOLANTE

VIN. SCFPMCRZ3JGK34150

Engine no. AM27/50644

5,935cc 48-Valve DOHC V12 Engine  
Multipoint Sequential Fuel Injection  
580bhp at 7,000rpm  
8-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Vented Carbon Ceramic Disc Brakes

- ★ Number 1 of only 99 produced worldwide
- ★ Single owner from new
- ★ Driven only 1,400 miles
- ★ Well optioned, exquisite specification
- ★ Original MSRP of nearly \$900,000



### THE ASTON MARTIN VANQUISH ZAGATO

Periodically, Aston Martin has renewed its relationship with the celebrated Italian styling house of Carrozzeria Zagato, continuing a fruitful collaboration that had started back in the early 1960s with the building of 19 special competition cars on the DB4 GT chassis.

Zagato had forged its not inconsiderable reputation by building a succession of lightweight aerodynamic sports and GT cars, most notable on Alfa Romeo and Lancia chassis, so its choice as partner for the development of the somewhat more utilitarian shooting brake concept may seem surprising at first. In fact, the Shooting Brake was just one of four new Zagato-styled models to be built on the V12 Vanquish platform, the others being a Speedster, a Coupé, and a Volante. The planned production was for 99 Coupés, 99 Volantes, 28 Speedsters, and 99 Shooting Brakes, making 325 cars in all. All

four designs are the result of close creative collaboration between Aston Martin and Zagato.

First member of the family, the Vanquish Zagato Coupé had commenced production in late 2016. Next in line was the Vanquish Zagato Volante, the announcement of which on 15th August 2017 in Carmel, California marked another milestone in what is recognized as one of the most enduring creative partnerships in the global automotive industry. At the same time it was confirmed that not only would a Vanquish Zagato Speedster enter production but that it would be joined by a spectacular Vanquish Zagato Shooting Brake.

With all four designs based upon the Vanquish S, each Zagato enjoys the combination of 580bhp naturally-aspirated V12 engine mated

to the smooth, slick-shifting Touchtronic III transmission. Boasting adaptive suspension damping – fine-tuned for each model - the Vanquish Zagato family promises exceptional driving pleasure that is every bit as stimulating and memorable as their design.

Aston Martin's Chief Creative Officer, Marek Reichman, said of the Vanquish Zagato family: "We haven't released Zagato models as a family before, at least not in this way, but the idea is not without precedent. Think back to the DB7 Zagato and DB AR1, or the V8 Zagato Coupé and Volante, for example. We've simply taken things a few steps further. Why create a family of Zagatos? Well, many of our customers want different things. Some prefer the purity of a Coupé, but others love the idea of something more extreme, like the Speedster. And yes, some of them have ordered one example of each. There's





always an over demand from our clients and patrons. We could easily fulfil demand for more cars than this, but we want Zagato to remain something very special. We're creating collectibles, future concours cars. With only 325 cars worldwide, divided between 99 Coupés, 99 Volantes, 28 Speedsters and 99 Shooting Brakes - they are still the rarest of the rare."

Andrea Zagato, Zagato's CEO, said of the enduring creative partnership:  
"Zagato's relationship with Aston Martin began with my grandfather and the DB4 GT Zagato, almost sixty years ago. To have a creative "marriage" thrive for three generations is something as unique as the cars themselves. My family name is associated with all kinds of wonderful designs, but for many enthusiasts and collectors around the world

those that combine the Z of Zagato with the wings of Aston Martin are the most special. Collaborating closely on the design of four complimentary, yet completely different Vanquish Zagatos has been an incredibly exciting challenge. I'm proud to continue the story my grandfather started and thrilled that our partnership with Aston Martin continues to realize such exciting cars."









## THE MOTORCAR OFFERED

This Vanquish Zagato Volante is the very first of only 99 examples produced. Completed in December of 2017, it was finished for its first and only owner and delivered new to New York in January 2018. A copy of the original window sticker shows numerous options were selected—over \$50,000 in total including nearly \$40,000 of which were unique features only available through the “Q by Aston Martin” program—bringing the total MSRP to just shy of \$900,000. Finished in BMW Orient Blue over a full Centenary Saddle Tan leather—both Q Options that added nearly \$22,000 to the price tag—bespoke seats, walnut facia, a steering wheel from a One-77 and more made for a completely unique and special machine among and already small grouping of vehicles. Photos from the factory upon completion of the car show just how spectacular the final result was—to say nothing of how good the Aston looks in person.

Since acquiring the car, the sole owner and sparingly driven it with only 1,400 miles currently showing on the odometer. Well maintained, the car was most recently subject to its two-year inspection, which along with some cosmetic detailing, was completed in September of 2020 for a total of just over \$6,000. In a recent inspection of the Vanquish, it appeared virtually ‘as-new’.

Representing a rare opportunity for either an Aston Martin, Zagato, or supercar collector to acquire one of the automotive world’s rarest and most exclusive cars at a significant discount, this Vanquish Zagato Volante—number 1 of 99—is truly one of the best opportunities in the collector car market.

There can be none more satisfying than this latest sublime manifestation of Aston Martins greatest performance and technology with the soul of Italy’s finest coachbuilder’s craft.

**\$500,000 - 700,000**





# 121.

## RUNGE RS010

Chassis no. 72582010

Engine no. SN1685

2,300cc OHV Flat 4-Cylinder Engine

2 Twin-Choke Weber Carburetors

195bhp at 5,800rpm

4-Speed Manual 'Longbox' Transaxle

4-Wheel Independent Suspension

Koni Adjustable Shock Absorbers

4-Wheel Hydraulic Drum Brakes

- ★ Truly unique, one-off aluminum-bodied creation by Christopher Rünge
- ★ Staggering performance, with 195 horsepower on tap and just 1,350 lbs to carry
- ★ Shown at prominent collector car events including Quail Concours and Monterey Jet Center Party
- ★ Mid-engined Sports Racer with incredible detailed build of exterior



### RUNGE CARS

When visiting Christopher Runge's website, one is greeted by his company's philosophy and vision: 'The Runge RS is everything a late 1950's racer should be. Beautiful curvaceous body design flows throughout, giving way to fully functional duct and louver work. The design pulls from the RSK and Spyder racers blended with Maserati and Ferrari styling cues. The Runge RS is available both as Spyder and Coupe configurations. The 2-seat cockpit sports car utilizes a steel tube frame, mid-engine design and 4-cylinder power plant with options over 250HP'.

Runge Cars began in a rural Minnesota barn by Christopher Rünge, a former professional snowboarder. The company Christopher Rünge built specialize in producing handcrafted, bespoke automobiles. A lifelong passion for the automobile and more specifically post-

WWII German design grew as Christopher owned and modified several Porsche vehicles over the years. In 2011 he embarked upon a new journey, to hand hammer his own aluminum-bodied car. The goal was not to build a replica but capture an era through a simple yet beautiful design. Every Runge vehicle s sheathed in aluminum polished so deeply its surface reflects like a surgeon's tray. Each commission is designed to customer specifications and extremely unique. Executing traditional coachbuilding technique with bodywork that is hand-formed of aluminum over a body buck. The metal is at the end of the process fitted to the "Superleicht" (super light) aluminum tube form. Christopher Rünge is truly continuing the tradition of the handcrafted, bespoke automobiles that we no longer have around as we did back in the day.





## THE MOTORCAR OFFERED

The one-off Runge RS010 offered here, was designed and constructed between 2017 and 2019, and commissioned by the consignor, a Mid-Western collector of sports, racing and special interest automobiles. RS010 features a full steel tube frame and a potent 2.3-liter, 195-horsepower flat-four mid-mounted engine mated to a four-speed “Longbox” transmission, which puts cruising speeds in fourth gear comfortably at 80-plus mph. Interior controls and toggle switches are taken from 1950s aircraft, and a clock from a Soviet MiG jet is situated in the dash. The cockpit is even insulated and sound-deadened, with 12-volt electric air conditioning, making the drive very comfortable. The RS010 weighs about 1,350 pounds, about half the weight of an average midsize sedan. After completion Runge RS010 was shown and the prestigious collector car show; The Quail – A Motorsports Gathering,

and at the popular Monterey Jet Center Party. The unique and custom made Runge RS010 has appeared in numerous media outlets, including The Rake, Bloomberg, and has of course gotten many hits and followers on social media. Runge RS010 is registered and titled as a 1960 Runge RS Coupe and has covered very few miles since it was completed. It is offered with photos of the construction process and a lovely tool kit made to match the theme of the car. With its unique design and construction, staggering performance and handling, Runge RS010 is literally like nothing else on the road and a deserves close inspection, and the emotions to run free, to be fully appreciated.

**\$225,000 - 250,000**





# 122.

## 1955 ARNOLT-BRISTOL BOLIDE Coachwork by Bertone

Chassis no. X404-3005  
Engine no. BS1 MKII 291

1,971cc OHV Bristol 6-Cylinder Engine  
Triple Weber Carburetors  
130bhp at 4,200rpm.  
4-Speed Manual Transmission  
4-Wheel Hydraulic Drum Brakes

- ★ One of 130 Arnolt-Bristol made
- ★ Passionately owned for more than 30 years
- ★ One of Franco Scaglione design masterpiece
- ★ Eligible for some of the most prominent Tours and Concours events worldwide



### THE ARNOLT-BRISTOL

Having made his fortune during WW2, Chicago-based industrialist Stanley Harold 'Wacky' Arnolt II was able to indulge his lifelong love of automobiles, and by 1952 was a regional BMC distributor and US distributor for Bristol cars. In 1952, a visit to Carrozzeria Bertone led Arnolt to buy a stake in the Italian company and arrange manufacture of Bertone-bodied Arnolt MGs.

Arnolt's next venture made use of the Bristol connection, the UK manufacturer's 404 chassis getting the Bertone treatment in 1953 courtesy of newly arrived stylist, Franco Scaglione. Despite being based on a pre-war BMW design, the Bristol possessed one of the finest chassis of its day, and its 2.0-litre six-cylinder engine was one of the most efficient around. The 1,971cc Bristol six was based on that pre-war BMW 328, which featured an ingenious

cylinder head, designed by Rudolf Schleicher. Three open models were offered ranging from the basic competition version via the better-appointed Bolide to the fully equipped Bolide Deluxe. There was also an enclosed coupé. Arnolt charged \$3,995 for the competition model, \$4,245 for the Bolide, \$4,995 for the Bolide Deluxe, and \$5,995 for the coupé.

The Bristol engine could be tuned to produce more than 150bhp, and before long the pretty Arnolts were making their mark in production sports car races in the USA. After class wins at Sebring and Le Mans in 1955, the works team was disbanded following the fatal accident that claimed the life of driver Bob Goldich. Arnolt-Bristol production ceased in 1963 after a total of 130 cars had been sold. Twelve cars were destroyed in a Chicago warehouse fire, and it is believed that just 90 survive.

### THE MOTORCAR OFFERED

This Arnolt-Bristol Bolide serial number 3005 was the 6th example built, 5th production one if putting aside the serial number 3000 that represents the prototype of the model. Little is known from the history of the car between 1955 and the early-1980s; logical guess would be that the car was raced like most of the Bolide at the time.

Racing is exactly what the car did in the 1980s after being purchased by a gentleman called Chuck Weber in 1981. Thanks to Mr. Bill Watkins blog-writing about his personal experiences with various Arnolt-Bristol cars, it seems like 3005 was spotted in 1982 at the Monterey Historic Automobile Race with Chuck Weber at the wheel.

Mr. Weber then sold the car in 1986 to Fantasy Junction in Emeryville, CA, where it quickly





On the Copperstate 1000 Rally

found its new buyer - Mr. Marvin Johnson. During its ownership, Mr. Johnson regularly raced the car in SVRA and had the car entirely restored. The restoration that was led by Bristol specialist Steve Krinsky from St Paul, MN, especially included a full engine rebuilt as well as a chassis and body acid-dipping. Mr. Krinsky was then appointed to find a new owner to the car, which officially happened in March 1992 when the current seller acquired the car.

The current owner purchased the car in 1992 and took care of it over the past 30 years in the dry and shiny Copper State. During his ownership, the car has remained unchanged from its restored condition. No racing-miles have been put, only road miles - about 4,000 exactly. The car notably took part to the 1992 edition of the Copperstate.

From a visual standpoint, some differences are to be noted compared to the original look of the car. First, just like the trim plate shows it, the car originally came in a light green, but was repainted in red during the restoration. Same for the upholstery that was remade from brown to black, while keeping the original Italian seats, specifically known for their great comfort. Additionally, the car was fitted with additional front lights instead of the usual smaller lights located around the grill.

From a technical standpoint, the Solex carbs were replaced by Webers. Weber Carbs being slightly taller than Solex ones, the most forward carburetor was fitted with a thinner Vokes air-filter so it could properly fit under the hood. These engines being known for their fragility under cold start, decision was made to have the water jacket welded around the back-

freeze plug while the engine got rebuilt. As last services, the water pump and transmission got rebuilt, the latter one specifically received new shins and shift detents from IN Racing in Nottingham, UK. This Arnolt-Bristol has been extremely well taken care over the last 30 years being used just enough while being maintained and serviced as needed.

The car would be eligible to multiple prestigious motoring events worldwide and is expected to be equally competitive on racetracks or concours turfs.

**\$280,000 - 320,000**



# 123.

## 1966 JAGUAR E-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E12333

Engine no. 7E74609 (see text)

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Striking Golden Sand over Black livery*
- ★ *Desirable, end-of-the-run 4.2-Liter Series I E-Type*
- ★ *Among the most celebrated cars of all time*
- ★ *Eligible for many tours and driving events*



### THE JAGUAR E-TYPE

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

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

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

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose

lasting 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

Stunningly beautiful in Golden Sand Metallic over black livery, this E-Type is a particularly desirable model as it is one of the end-of-the-run Series I E-Types, featuring the larger 4.2-liter dual overhead cam engine, the fully synchronized 4-speed manual gearbox, and the iconic and characteristic faired-in coveted headlights. It also features chrome wire wheels, center console, and arm rest, full instrumentation with toggle switches, and in-dash AM/FM cassette system. A dual exhaust system as was original on the E-Type is fitted, to allow the 6-Cylinder engine to breathe and make those lovely sounds.

The new E-Type was completed at the Browns Lane Jaguar factory during the Fall of 1966 as a factory left-hand drive example and is believed to have been delivered new to the US-market. At some point in time, the original

4.2-Liter engine was replaced with another comparable unit, to same specifications. Today this E-Type Series I 4.2 Roadster presents very well inside and out, with a nice luster to chrome and brightwork, and good shine to the subtle metallic paint. The classic chrome wire-wheels are shod on period-looking radial tires, perfectly filling out the fender wells. The black canvas convertible top matches the interior, and a top boot is available to fit when the top is down on a sunny day. Inside, the black leather interior shows a light and subtle patina, which these English motorcars wear so well, and the wood-rimmed steering wheel adds the perfect touch of class and performance. The Jaguar is reported to have been well maintained and enjoyed by its previous owner, and garage kept when not used.

A recent service has been performed along with interior and exterior detail. Here is a chance to buy one of the desirable, fully developed Series I E-Types, excellent all-around classic cars. With the 60th Anniversary of the E-Type in 2021, this example continues to be a highly collectible example to own.

**\$130,000 - 160,000**





# 124.

## 1993 ROLLS-ROYCE CORNICHE IV

VIN. SCAZD02D2PCX40502

Engine no. 772061410INKN

6751cc OHV 90-degree V8 engine

Bosch K-Motronic fuel injection

215bhp at 4,200rpm

4-speed GM4L80 automatic transmission

4-wheel independent adaptive suspension

4-wheel Disc Brakes

★ One of 219 examples built

★ Same owner since 2003

★ Driven and properly maintained for the past 17 years



### THE ROLLS-ROYCE CORNICHE IV

It is often said the last of the breed is the most refined, and with over two decades of tweaking and perfecting under its belt by 1993, this is certainly true for this Corniche. Originally debuting in 1971, the elegant design by John Polwhele Blatchley proved to stand the test of time, as the exterior styling of the car went largely unchanged throughout its quarter of a century production history. The Corniche IV was the last of the breed, benefiting from the improvements of the previous three models (including ABS, airbags, better ergonomics, and minor stylistic changes) as well as receiving a glass rear window, a power top that required no latching, and an improved A/C system. Only 219 MK IV were produced, making that version the rarest, most sophisticated, and desirable Corniche.

### THE MOTORCAR OFFERED

The Corniche IV presented here was purchased by the seller in 2003 who is the second owner of the car. Using it as a daily driver in the first years of his ownership, he then used it at least once a week to run errands and mostly for Sunday drives. It is known that these cars need to be driven to keep working properly, which explains why the seller made a point to use it as much as he could. Additionally, these cars require high level and frequency of maintenance, which again, the owner did, sparing no cost and compiling a large amount of service invoices from 2003 until today. The car also got most of its upholstery remade earlier this year, including a new convertible top, front seats, armrests, and door interiors. The full invoices file as well as the three set of keys will be handed to the buyer after the sale.

The Carfax is clean and shows good maintenance even prior to the seller's ownership. Showing just under 45,000 miles, that elegant Tudor Red Corniche is ready to meet its new owner.

**\$70,000 - 90,000**



**125.****1960 AUSTIN-HEALEY 3000 MK I BT7**

Chassis no. 11BT7L/10808

2,912cc OHV Inline 6-cylinder Engine

Twin SU Carburetors

124bhp at 4,750rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

**Without Reserve**

- ★ *Classic Healey 3000 in BT7 four-seater configuration*
- ★ *Great candidate for driving events and rallies*
- ★ *A legendary sports car of the 50s and 60s*
- ★ *Accompanied by hard top*

**THE AUSTIN-HEALEY 3000**

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

**THE MOTORCAR OFFERED**

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey had by 1959 evolved into the more civilized 3000 Mk I. Equipped with Girling front disc brakes, this tourer was quite enjoyable for daily driving - while its torquey 2,912cc 124hp twin-SU carbureted six-cylinder engine provided performance worthy of its sporting heritage.

The Austin-Healey was acquired by the consigner a few years ago, and has since formed part of his impressive collection, while being enjoyed immensely. Over the years it has been upgraded for rallying and included in the sale is fitted hardtop. It has also been fitted with a 5-speed transmission to make it a very useable car on road events.

Today this lovely Healey 3000 presents very well as an older restoration and is very fetching in its current red over black color scheme, with black leather interior. It has been well maintained and would be a great car for various road rally events, from the Copperstate 1000, to perhaps an exciting trip on the New England 1000.

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





# 126.0

## 1939 MERCEDES-BENZ 540K SPECIAL CABRIOLET A Coachwork by Sindelfingen

Chassis no. 408371

Engine no. 10124019.10.408371

5,401cc OHV Inline 8-cylinder Engine

Rootes Supercharger

180bhp at 3400rpm (Supercharger Engaged)

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *The 1973 Pebble Beach Concours d'Elegance Best of Show Winner*
- ★ *Formerly part of prominent collections including Melton, Chandler, Wars and Lyon*
- ★ *Unique coachwork features including raked and 'vee'd windscreen'*
- ★ *One of the great automobiles of its day*



### THE 1930s KOMPRESSOR MERCEDES-BENZ

Together with its predecessor the 500K, the magnificent Mercedes-Benz 540K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s, representing the pinnacle of its pre-war achievements. A development of the 500K, whose independently suspended chassis it shared, the 540K was powered by a 5.4-litre supercharged straight-eight engine. The 540K was one of the first models developed under Mercedes' new chief engineer, ex-racing driver Max Sailer, successor to Hans Nibel, who had died in November 1934 aged only 54. Mercedes-Benz's flagship model, it featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been

thoroughly proven on the preceding series of Dr Ferdinand Porsche-conceived S cars that had dominated racing during the 1920s, and in effect the 540K was the last supercharged production Mercedes until relatively recent times.

Presented at the Paris Salon in October 1936, the 540K was hailed by Mercedes-Benz as conjuring up 'visions of breath-taking exploits of racing cars and drivers of international fame, but also of superlative comfort and coachwork of exquisite beauty, fine paintwork, brightly polished metal, the finest hardwoods and leather - massive and yet outstandingly attractive bodies - in short: the car for the connoisseur.' In May 1938, the 540 K was tested by UK magazine Autocar and achieved the highest maximum speed of any road-test car up to that date: carrying three passengers, the car reached 104.65mph (168.5km/h) on the race circuit at

Brooklands. 'One's foot goes hard down, and an almost demonical howl comes in,' reported test driver H S Linfield. 'The rev counter and speedometer needles leap round their dials: there is perhaps no other car noise in the world so distinctive as that produced by the Mercedes supercharger.'

Late in 1938, a revised 540K made its appearance, with oval-section chassis tubes instead of channel frame members, while the adoption of sodium-cooled valves followed the company's highly successful racing practice. The manufacturing record of the 540K reveals its exclusive nature: 97 being produced in 1936, 145 in 1937, 95 in 1938 and 69 in 1939 before the war ended series production. Since the dawn of car collecting, the rarity, style and performance of these big supercharged Mercedes have made them among the most sought-after classic cars on the few occasions they have come on the open market.





## THE MOTORCAR OFFERED

Testament to the quality of the brand over other automobiles in the 1930s era, even as the decade progressed the unapproachable supercharged Mercedes-Benz remained extremely popular with their well-established clientele around the globe. According to Mercedes-Benz factory records, the magnificent 540K offered here, chassis and engine number 408371, were delivered as a left-hand drive car under commission number 311463 to a client in Paris on April 29, 1939. The bodywork is recorded by the factory as a Cabriolet A, which indeed was at the top of the Sindelfingen coachwork lineup of the time. However, 408371 was not to be a 'standard' Cabriolet A, but was ordered with a raked vee'd windshield, a feature found on the iconic Special Roadsters of the period, which emphasizes both the length of the front end and the powerful thrust of the front fenders. Only one similar example of such

a Special Cabriolet, produced on the earlier 5.0-Liter 500K platform, is known to exist. The cockpit offers luxurious seating for two additional passengers behind the front seats, and a 3-piece fitted luggage is situated in the trunk. Having been completed near the end and fully developed production run of the 500/540K production run, this car is fitted with the desirable 5-speed manual transmission, an astonishing feature at the time when most cars on the road were 3-speed.

540K Special Cabriolet A number 408371 would make its way to the US after WW2, where the term 'car collecting' started to become known, as individuals understood the importance of automobiles of significance. Its earliest known post-war owner was American operatic tenor James Melton, probably one of the best-known American car collectors of the time. Mr. Melton appears to have

used his 540K quite extensively for much of the rest of his life. He and 540K number 408371 were photographed together many times, including at Indianapolis in 1947, at Watkins Glen in 1949, and in front of the Melton household in Weston, Connecticut. In his 1954 autobiography, *Bright Wheels Rolling*, he wrote of the fun that he had with his supercharged Beast: 'Most superchargers draw from the carburetor, but the Mercedes type blew through the carburetor. The whistle of the compressed air going past the obstructions and turnings of the carburetor made a noise that would lift the wig off a dressmaker's dummy'. Surely a cornerstone and favorite of Mr. Melton's collection, as even when he began selling his collection in the 1950s, 540K 408371 would be retained. Only shortly before his passing in 1961 was it sold, as one of the final cars in his stable.









James Melton with 408371 at Indy, next to another astonishing Mercedes-Benz. ©Jonathan Sierakowski



Otis Chandler winning Best of Show with 408371, Pebble Beach Concours d'Elegance, 1973. ©Jonathan Sierakowski

About a decade later, 408371 was purchased by Otis Chandler, another renowned pioneering car collector. The latest family member to publish the Los Angeles Times, Chandler is well remembered by his many friends in the car collecting hobby as a good-natured, conscientious enthusiast of superb integrity, known for purchasing only the finest examples for his diverse and superb collection. The 540K was restored for Chandler by renowned restorer Richard Martin in time for the 1973 Pebble Beach Concours d'Elegance. Finished in a striking two-tone green livery, it was shown by Marilyn B. Chandler along with the couple's Duesenberg Model J Tourster. Not surprisingly, the 540K won its class and went on to win the prestigious Best of Show award.

540K number 408371 was later purchased by Tom Barrett for his client, Axel Wars, a Mexican enthusiast at the time amassing one an incredible collection of pre-war automobiles. When the Wars collection was dispersed in the early 1980s, the Special Cabriolet A was purchased by General William Lyon, and formed part of one of the most prominent collections of Kompressor Mercedes-Benz motorcars ever assembled. It remained in General Lyon's famous stable for nearly a decade, meriting an appearance in the pages of Beverly Rae Kimes' 1990 book *The Classic Car*.

In the early 1990s, 540K number 408371 was restored again by the late Mike Fennel of Saugas, California, during which time it was changed to the present livery of bright scarlet, with tan leather upholstery and a tan

padded cloth top. It then joined its present owner's collection, where it has now been maintained for over two decades. With its exceptional pedigree of previous and current prominent car collector owners, 408371 can rightfully be considered one of the superlative 540Ks. It has all that all the ingredients a collector car should have in spades: stunning and quite unique coachwork design, superb engineering, and Best of Show winning history.

#### REFER TO DEPARTMENT





# 127.

## 1954 FIAT 1100/103 TURISMO VELOCE CHARMANT COUPE Coachwork by Vignale

Chassis no. 103049126

Engine no. 103000050579

1,089cc OHV Inline 4-Cylinder Engine

2 Zenith Carburetors with Abarth Intake

57bhp at 5,200rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ One of just 12 examples made with exquisite Vignale coachwork
- ★ Highly authentic and original car with great provenance
- ★ Well documented with impressive history file containing original documents
- ★ Eligible for preservation class concours or the Mille Miglia



### THE FIAT 1100

The Fiat 1100 was introduced in 1937 and built until 1953. Designed by noted engineer Dante Giacosa, it was a comfortable family car powered by an in-line 4-cylinder engine of 1,089cc displacement, and for the period, its comfort, handling, and performance were prodigious. It featured rear wheel drive with a 4-speed gearbox and unusually for a modestly priced car of the time was built with independent front suspension with a leaf sprung live rear axle.

After World War II, the car was re-introduced with a new name, the 1100E. It also received a bit more power, with 35hp in standard tune. While most of the production was of 4-door sedans, almost all Italian coachbuilders, or 'carrozzerie' created one-off and small series models on the chassis.

Premiered at the Paris Salon in 1953, the TV (Turismo Veloce) was the higher performance version of the newly introduced FIAT 1100/104 Berlina (saloon). Introduced at the Geneva Salon earlier the same year, the latter featured unitary construction of the body/chassis and was powered by an entirely new 1,089cc overhead-valve four-cylinder engine. For the TV, power was raised from 36 to 50bhp, giving the car a top speed of 135km/h. The TV was raced extensively by FIAT's more sporting customers, its most prestigious victories including class wins at the Mille Miglia in 1954 and 1955.

### THE MOTORCAR OFFERED

This sporting FIAT 1100/103-based 'Charmant' Coupe was built on the performance-oriented TV (Turismo Veloce or Fast Touring) 50bhp chassis. This very car - chassis no.103.049126 was designed by Giovanni Michelotti with coachwork by famed carrozzeria Vignale and is one of only examples 12 built. The Vignale FIAT was delivered new to its first owner, Luisa Gaetano, in Messina, Sicily on April 28th, 1954. Beautifully preserved with the odometer reading only 6,012 km since leaving the Vignale Coachworks in 1953, it was discovered in Palermo, Italy in 2012 by FIAT enthusiast Daniele Spataro.

This car was only a derivative of the FIAT 1100/103 Normale, however, the optional factory equipment selected provides performance that bests that of a Turismo





Veloce. Equipped with double Zenith carburetors on a Abarth manifold, Nardi exhaust manifold, oil cup and steering wheel, Borrani wire wheels, performance starting coil and an Autovox radio with electric antenna. Gaetano, the first owner, was a wealthy lawyer who did not like the attention the FIAT drew, and thus decided to purchase a more subtle Mercedes-Benz sedan. Gaetano, as opposed to selling the Charmant, decided rather to retain the vehicle and store it in a garage in Palermo. He attempted to preserve his vehicle by placing it on bricks and draining the fluids from the cooling system, fuel tank, oil pan, gearbox and differential. The FIAT remained in the same garage in this state until the unfortunate passing of Gaetano. The Gaetano family sold the car to Daniele Spataro, a collector committed to bringing it back to life. So exciting was the discovery of the lovely FIAT Vignale that Petrolicious made a short-film about it.

Soon after Spataro's acquisition, the Vignale FIAT was completely disassembled, and its components were inspected thoroughly. Since Gaetano had taken the steps he did when storing the vehicle 6 decades earlier, minimal degradation was present on the majority of the componentry of the vehicle. Many original finishes were found to be in strikingly good condition for a vehicle of this age and type and responded extremely well to a detailed cleaning, clear coat and thorough reconditioning. Today, the Vignale FIAT is presented as an extremely low mileage, gently used example of a rare and well-kept vehicle. The car's impressive history file includes its original factory service and warranty manuals, copies of original Italian registration documents and other period paraphernalia, as well as photos of the car when discovered and records of recent refurbishment work done, while in

the hands of a prominent US collector. The full tool kit in its original canvas bag is also with the car. The charming FIAT showed just 6,063 kilometers on the odometer at the time of cataloging, and the light patina on the surfaces combined with the slight wear on the delicate fabrics and finishes, combine to evoke a sense of time travel back to a simpler, more elegant place in time. Eligible for the legendary Mille Miglia run, this rare and highly original Vignale FIAT is a true gem which deserves serious consideration.

**\$175,000 - 225,000**





# 128.

## 1959 ELVA MK IV SPORTS RACER

Chassis no. 4L100/61

Engine no. FWA400.20.9162

1,098cc SOHC Coventry Climax 4-Cylinder Engine

2 Twin-choke Weber Carburetors

Est. 120bhp at 5,800rpm

4-Speed Manual Close-Ratio Gearbox

4-Wheel Independent Suspension

Alfin Drum Brakes - Inboard Rear

- ★ Impressive period race history including Sebring 12 Hours in 1959
- ★ Well-documented and genuine example with FIVA A/3 rating
- ★ Light and nimble vintage racer eligible for many spectacular events
- ★ Featured in many books and period literature



### THE ELVA SPORTS CAR

Brainchild of garage owner Frank Nichols, the first Elva sports car (from the French *elle va*, she goes) was built in the mid-1950s. The Elva Mk I was based on Nichols' first effort, the CSM, which had been designed by Mike Chapman, and used a spaceframe chassis showing Lotus Mk 6 influence. Like many 'specials' of the time, its power unit was the popular Ford 1,172cc sidevalve, in the Elva's case fitted with an overhead-valve conversion. A low-volume competition car, the Elva Mk I achieved a fair degree of success in amateur racing in the UK, paving the way for further models, many of which were exported to the USA where they proved immensely popular, and successful, in SCCA racing. The company branched out into the manufacture of single seaters in 1959 with the introduction of its first Formula Junior design, the Elva 100, having introduced its first road car the previous

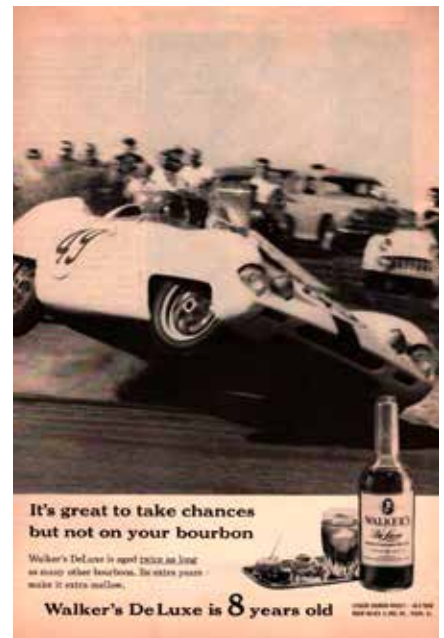
year. This was the Courier, a conventional spaceframe-chassis sports car graced by a particularly attractive fiberglass body.

By the time the Elva Mk IV was introduced, the cars had become much more sophisticated. The Mk IV had a fully independent suspension and was also the first Elva with a tubular space frame chassis. The aluminum undertray was riveted to the chassis frame, increasing rigidity and strength. Engine options varied depending on use, but a common setup was the 1,100cc Coventry-Climax engine backed by an MGA gearbox with specially made Elva close-ratio gears. Braking was by transversely finned Alfin drums, with the rear being inboard.

The engine was installed as far back in the frame as possible, providing optimal weight distribution. An alloy body was fitted with there

being very little overhang, and the entire front of the body hinges about the nose. There were curved and lightweight perspex windscreen, and in the back was the fuel tank and spare wheel. For longer races, the second fuel tank was available, mounted on the right of the scuttle. The entire package rested on Elektron wheels designed by Elva.





4L100/61 featured in period Walker's Bourbon ad



## THE MOTORCAR OFFERED

This sporting little Elva Mk IV Sports Racer is a well-known competitor in both period and contemporary vintage racing. Chassis no. 4L 100/61 offered here, had its first outing at the 1959 Sebring 12 Hours race where it was entered by Elva Engineering as a factory racer. It fared remarkable well, finishing 2nd in class, and 23rd overall at the competitive international race. Burdette Martin would race the Elva in five SCCA races in 1959, at the Regional Lawrenceville, Wilmot where he finished 3rd, the SCCA National race at Road America where he finished 17th and later that year at the same famous track where he had a DNF, but finally finished 1st at the November 1959 SCCA regional Wilmot. In 1960, Martin continued to campaign 4L 100/61, with outings at Bridgehampton, and again Wilmot and Road America, racking up two further 1st place finishes in SCCA competition.

Bob Leiss had acquired the competitive Elva Mk IV in 1960 and appears to have kept the car until 1983, when it came into the hands of Jerry Schoultz. The consignor, a prominent Mid-Western collector of sports, racing and special interest cars, purchased the car in 2017, and has since shown the Elva at events including the Amelia Island Concours. Power is from a 1,098cc Coventry Climax FWA SOHC engine breathing through two massive Weber twin-choke carburetors, which, combined with the Elva's very light construction, excellent handling and braking capabilities, makes it a very competitive sports racer.

The impressive history file accompanying the Elva contains its FIVA ID card, categorizing it with an impressive A/3 rating, old letters and paraphernalia including a period Walker's Bourbon advertisement featuring the Elva on

two wheels, and many lovely photos of the car competing in period. One of the most attractive, aggressive and aerodynamically effective front-engined, drum-braked sports racers, this Elva Mk IV Climax sports racer should prove immediately competitive and a valued entrant in the most desirable historic racing events.

**\$80,000 - 120,000**



# 129.

## 1988 PORSCHE 911 CARRERA 3.2 TARGA

VIN. WP0EB0916JS160661

Engine no. 64J02553

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

Est. 255bhp at 6,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Tasteful performance-upgrades by German specialist shops*
- ★ *Striking and appropriate cosmetic appearance inside and out*
- ★ *Mechanical restoration including engine rebuild in 2019*
- ★ *Comprehensive history file with restoration invoices totaling over 50,000 Euros*



### THE PORSCHE 911 CARRERA 3.2

Two years after the original Coupe's introduction in 1964, a convertible 911 - the 'Targa', named in honor of Porsche's numerous victories in the Sicilian classic - became available. Expected US safety legislation had prompted an ingenious approach to the first soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowable in the boot. An enormous success for the Stuttgart firm, the much loved and instantly recognizable Targa finally bowed out at the end of the 1990s, when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

Targa development proceeded in line with that of its closed Coupe cousin, the most notable advances immediately prior to the manufacture of this 1988 model having included the introduction of the 3.2-liter engine for 1984. Although it remained an air-cooled 'flat six', the '3.2' was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming. With 231bhp on tap, the new 'boxer' motor endowed the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph.

### THE MOTORCAR OFFERED

This stunningly beautiful Porsche 911 Targa offers the perfect blend of originality and tasteful cosmetic and mechanical custom features. The car was completed at the Zuffenhausen-based Porsche factory during the fall of 1987 and finished assembly on October 14th, 1987. The new Porsche was completed as a 1988 model-year 3.2 Carrera Targa, destined for the US market, heavily optioned and finished in a rare Cassis Red Metallic over a Burgundy partial leather interior. The comprehensive history file accompanying the car documents the car very well, and photos taken before the restoration reveals that the Targa was kept in quite original condition, still appearing in the Cassis Red Metallic exterior color, while clocking just over 40,000 miles from new.





In 2019, the current owner, a Los Angeles based enthusiast, embarked on giving the classic 911 Targa a bit more personality, and set out to have the car tastefully customized by marque experts. The work was carried out by craftsmen in Germany, where Sportwagen Rückert located in Düsseldorf carried out bodywork modifications, including widening the original steel fenders for a classic 'Turbo-look', and rebuilt the original, matching numbers engine to performance specifications. Auto Clees of Wülfrath carried out further bodywork, and painted the Porsche from bare metal in a stunning Dark Grey Metallic color. Clees is well-known for their expertise in Porsche restorations. Autosattlerei Adis of the Cologne retrimmed the interior in full, and added further subtle upgrades to the cabin, carrying on the theme of the car. ASK located near Wuppertal added modern electric updates to the interior, including adding a navigation system and

stereo system with USB connection. More than 50,000 euros was spent on the refurbishments of this 911 Targa, and a close inspection quickly reveals the high quality of the work performed.

Today this 911 Carrera 3.2 Targa presents extremely well, and the customizations around the car suits it tremendously well, without losing the original DNA of the classic Porsche 911. The wide-body exterior is finished in the striking Dark Grey metallic color, which is neatly contrasted by the cognac-colored interior. The oatmeal-colored German square-weave carpets match the interior very well, and the sports-type steering wheel has been leather wrapped to match. Customized color-coded bumpers are fitted, and period-appropriate BBS RS-Type 3-piece wheels shod on Pirelli P7 Corsa tires gives the car an aggressive stance. The exterior trim is finished in black,

and the Targa bar is color-coded to the interior. Just 932 miles are recorded on the odometer at the time of cataloging, which represents the miles driven post restoration. A large history file is accompanying the sale of the car, which includes old invoices and documentation dating back decades ago, receipts and invoices of the work performed by the German specialist shops, photos before and during the restoration, the Porsche-issued Certificate of Authenticity, tool kit and space-saver spare wheel. This exciting and very fast Porsche 911 Carrera 3.2 Targa offers the perfect blend of classic and contemporary styling and offers the next owner a very usable 'Youngtimer' sports car, perfect for high-speed rallies such as the Ramshorn 1000.

**\$85,000 - 115,000**





# 130.

## ALFA ROMEO-BASED 6C 2300 MONZA REPLICA Coachwork by Designcast NZ

Engine no. 823903

2,300cc DOHC All-Alloy 6-Cylinder Engine  
Roots Supercharger  
185bhp at 5,000rpm  
4-Speed Manual Transaxle  
Semi-Elliptic Leaf Spring Suspension  
4-Wheel Drum Brakes

- ★ *Exceptionally well detailed.*
- ★ *Genuine 1938 Alfa Romeo 6C supercharged engine*
- ★ *A fantastic recreation of the legendary Monza*
- ★ *Fast and exciting driving experience*
- ★ *Great for road rallies or car show events*



### THE MOTORCAR OFFERED

This stunning Alfa Romeo-powered tribute to the legendary Monza was conceived a number of years ago. The consigner while in England came across a nice selection of vintage Alfa Romeo parts and being an avid petrol head, he thought he might have a go at building these parts into a car. This began a long 4 year adventure of sourcing further parts from over 14 different countries and an exacting build, the results of which, as can be seen are truly stunning.

Naturally, owing to the rarity of an original 8C Alfa chassis, procuring one was not to be possible. So, instead, the consigner contacted well known engineering firm Design Cast in New Zealand and commissioned a new frame to be built to their exacting standards and to correct Monza specification. This new frame was constructed from spring steel and hot

riveted, the same methods used in period. To this were mounted a cast steel front axle and fabricated rear differential with correct torque tube. The brakes chosen are fully mechanical, with adjustable friction dampers on all 4 wheels, all in all making this replica chassis very much an authentic recreation.

Into this rolling chassis was fitted an original 1938 Alfa Romeo 6C supercharged engine, that was located in Eastern Europe. As part of the rebuild it was decided to do some significant performance upgrades, the engine was rebuilt, and modified by Auto Restorations in NZ. This engine was fitted with new cam drives and Jaguar valves. The bottom end was fitted with shell bearing and new 4 bolt main supports. To finish the build a new supercharger and lightened flywheel were fitted. This power plant has been dyno'd at





185hp at 5,000rpm giving it a great deal of performance together with an exhaust note that is also truly impressive.

To help make the car a bit more friendly to drive the car was fitted with a 4-speed 'dog' box, provided by noted UK based Alfa specialist Jim Stokes. The clutch was also upgraded to a GM Holden unit to cope with the extra power, and to make it easier to drive.

The interior and coachwork are built to high quality standards and were also done in New Zealand by Design Cast, and aesthetically represents an accurate recreation of the famed 'Monza'. The cabin features vintage Jaeger gauges in the dash, and tastefully contrasting brown leather interior trim. Paintwork is also to a very high standard and the car presents extremely well in its red livery.

To complete the car period Bosch lights and electronics were sourced, while for practicality modern turn signals were hidden within period lights to make the car suitable for road use. And for moments when driving makes you forget to keep your eyes on the gas gauge, a reserve tank was also fitted.

The Alfa Romeo Monza is one of the most iconic and valuable prewar racing cars. As such it is out of reach for many, but this tribute to those cars is a great way for an enthusiast to be able to experience the excitement of one of the most iconic racing cars of the 1930s. It would make a great car for weekend rallies and road adventures, and its impressive detail and charisma would also make it a great way to catch every eye at a local car show.

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





# 131.

## 1952 JAGUAR XK120 ROADSTER

Chassis no. 672233

Engine no. W 5003-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *Beautifully presented in original color combination, Cream over Dark Red*
- ★ *Comprehensive restoration performed over a 6 year period*
- ★ *Retains the original, matching-numbers engine and transmission*
- ★ *Best in show award at 2019 JCNA Concours, 2020 JCNA National 2nd place winner*



### THE JAGUAR XK120

"We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days." - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation. The resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss, William Lyons himself, and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminum paneled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with

the Pressed Steel Fisher Company, a new all-steel paneled body was developed. The body retained the fabulous looks of the coachbuilt original, while differing in minor external details. Beneath the skin the steel car was entirely different, and it would take some twenty months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-liter "six" embodying the best of modern design, it boasted twin overhead camshafts running in an aluminum-alloy cylinder head, seven main bearings, and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring

William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May of 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, handling, and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupe and Drophead Coupe versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine, and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.





## THE MOTORCAR OFFERED

This elegant and classic Jaguar XK120 was completed at the legendary Coventry-based Browns Lane Jaguar factory on May 20th, 1952. Equipped for the booming US sportscar market, the new Jaguar was delivered to the Hornburg dealership in Los Angeles as a left-hand drive car. The current owner of this Jaguar purchased the car around the end of 2011. Shortly thereafter, the car was treated to an elaborate 6-year long body off restoration which was performed by the author of both the JCNA Concours d'Elegance Judging Guide as well as the 322-page Jaguar XK120 Authenticity Reference Guide. The cars restoration is documented with photos from the start to finish as well as a complete list of receipts. Then in late 2020, further work was done to ensure the car is roadworthy and ready for its next owner, including complete transmission rebuild, brake work, fluids, as well as adjusting suspension, carburetors, timing,

fixing any leaks, greasing all fittings and much more. A complete list of the recent work is available in the history file.

This XK120 Roadster presents beautifully throughout and is finished in the elegant original factory delivered color of Cream, while trimmed in a Dark Red leather interior with Fawn colored canvas top, tonneau cover and side curtains. Retaining its original, matching-numbers engine and transmission, this impressive XK120 Roadster comes fully serviced and ready for immediate concours or touring use. It is eligible for some of the world's foremost vintage rallies and remains one of the most collectible British cars built to date. The car wears original 16-inch Dunlop RS5 road speed bias tires (for Concours use only) and comes complete with tools, jack, Jaguar Heritage Certificate as well as photos and

receipts of the restoration. This XK120 was restored to the highest level of authenticity from everything including an original factory Emitron-Jaguar radio down to the Dunlop decals on the tires. A testament of the level of work put into this car was the recent Best in Show award with a score of 99.86 at the 2019 Jaguar Club of North America Concours in Golden, CO and 2020 JCNA XK10 Champion Class National second place winner. Surely a wonderful opportunity to own an XK120 as complete as this.

**\$120,000 - 150,000**





# 132.

## 1938 BUICK ROADMASTER SERIES 80C SPORT PHAETON

Chassis no. 13347682

320ci OHV Inline 8-Cylinder Engine

Twin-choke Downdraft Carburetor

141bhp at 3,600rpm

3-Speed Manual Transmission

"Knee-Action" Independent Front Suspension and Solid Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Very rare Sport Phaeton model, one of just 12 recorded survivors*
- ★ *Elegant Medium Blue Metallic over Blue livery*
- ★ *Top-of-the-Line 80C Roadmaster model*
- ★ *CCCA Full Classic®*



### THE SERIES 80 ROADMASTER

In the 1930s, the Buick Roadmaster offered a lot of car for the money, and more than 80 years on the name still holds a considerable weight. Available in two body styles, a 6-passenger Sedan and a Convertible Phaeton, the price range began at \$1,255 for the former and climbed to \$1,565 for the latter. The long hood of the Roadmaster made it clear that power came from a straight-eight. In the case of the Model 80, it was a 320ci, overhead-valve unit producing 130 horsepower and loads of torque. It was mated to a three-speed manual transmission with a floor-mounted gearshift lever. The chassis was fitted with General Motor's "Knee-Action" independent front suspension and solid rear axle. Hydraulic drum brakes were fitted at all corners.

### THE MOTORCAR OFFERED

This elegant 1938 Buick Roadmaster Series 80C Sport Phaeton surfaced in the dry climates of Colorado about three decades ago and is said to have been a low-mileage car in quite original condition at the time. The Buick was treated to a restoration at that time and would soon after form part of a St. Louis, Missouri-based collection. Well-known collector Robert Pass would later acquire the Roadmaster Sport Phaeton, before passing it onto the Sterling McCall Historic Cadillac Museum located near San Antonio, Texas. The current owner - a Phoenix, Arizona based collector of fine American classic automobiles - would purchase the car in 2007, and soon after set out to improve the restoration and condition of the car. Today, the rare Buick Roadmaster 80C Sport Phaeton presents beautifully throughout, with a nice patina to the restoration, which is said to have just over

6,000 miles recorded since it was done. 350 of these rare Buick Roadmaster 80C Sport Phaeton models were built in 1938, and today just 12 have been restored and are listed as being in existence in the national registry devoted to the model. This is a beautiful and very usable Buick, recognized as a Full CCCA Classic, and it is eligible for any AACA event.

**\$50,000 - 75,000**



133.

## 1967 CADILLAC ELDORADO COUPE Coachwork by Fleetwood

Chassis no. H7292587

429ci OHV V8 engine

Single Carter AFB four-barrel carburetor

340bhp at 4,600rpm

Three-speed Turbo Hydra-Matic automatic transmission

Independent front suspension with coil springs and rigid rear axle

with leaf springs

Four-wheel power-assisted drum brakes

Without Reserve



### THE CADILLAC ELDORADO

Another Bill Mitchell masterpiece, the all-new 1967 Eldorado introduced the sharp-edged styling motifs that Cadillac successfully returned to three decades later. The perfect long-hood/short deck proportions belie the Eldorado's 221-inch length. Under that massive hood is an equally massive 429 cubic inch, 340 hp V-8, used for only one year. GM's innovative front-wheel drive system, which pairs a classic Hydra-Matic TH400 transmission with a planetary gearbox, turned out to be sturdy enough to drive the 12,500 lb. GMC Motorhome of 1973-1978. Cadillac sold 17,930 Eldorado in 1967, three times more than any previous year.

### THE MOTORCAR OFFERED

This Eldorado was purchased by the current owner's father in the early-70s and stayed in the same family until today being under his daughter's ownership. The car stayed in the same house until now which made it a Car Icon of the high-end residential area of Hancock Park in Los Angeles.

Having sat for few years, the car just received the required service to take it back on the road, notably including a full carburetor rebuild and a new battery. Despite some paint flaws, the car appears to be rust-free and original. Old service stickers can still be found in the door which vouches for the low-usage and untouched condition of the car. From the Trim Plate we understand that the Red color of the body was a special order from the original buyer, which adds to the uniqueness of the car.

As a basis for restoration or to be used as is, the car is ready for a new owner and a new life.

**\$8,000 - 12,000  
WITHOUT RESERVE**





**134.****1968 CHEVROLET CORVETTE L79 327/350HP**

Chassis no. 194378S425593

327ci OHV V8 Engine  
 Single Four-Barrel Carburetor  
 350bhp at 5,800rpm  
 4-Speed Manual Transmission  
 Fully Independent Front and Rear Suspension  
 4-wheel Disc Brakes

- ★ Just under 60,000 miles showing on the odometer
- ★ Striking custom Hologram paint
- ★ Desirable early model year with 4-speed manual transmission
- ★ Recent restoration performed in preparation for charity

**THE STINGRAY COUPE**

When the C3 Corvette made its debut for the 1968 model year, it was the wildest car to hit the street since the Lamborghini Miura. Patterned after Bill Mitchell's and Larry Shinoda's 1965 Mako Shark II, the new Corvette was the culmination of 1960s Coke-bottle excess but underneath it was the same Corvette as before. One notable mechanical improvement was the introduction of the three-speed Turbo Hydramatic replacing the two-speed Powerglide automatic. While the press wasn't too kind to the new Corvette (with particular criticism on the car's fit and finish) the public set a sales record.

The C3 was the brainchild of the talented engineering and design prowess of Zora Arkus-Duntov and Billy Mitchell, the same designers of the wildly successful C2 Corvette. To try to improve on their latest Sting Ray creation was quite the undertaking, yet they proceeded to

do just that. The C3 Corvette was quite the appropriate successor to its predecessor, and Chevrolet made sure to have an offering for every type of customer looking for driving satisfaction. There was an abundance of engine choices including 327 cubic inch small block with choices of 300 horsepower or with the L79 option 350 horsepower. In addition, there were also larger 427 cubic inch big block variants including the 390 horsepower L36 option, the 400 horsepower L68 option, the 430 horsepower L88 option and finally the L71 optioned big block featuring 435 horsepower. The crown jewel of them all was the ultra rare L88 optioned big block which on paper was said to make 435 horsepower when in reality it was believed that these race engines delivered more to the tune of around 560 horses.





## THE MOTORCAR OFFERED

Presented here is a very clean, roughly 60,000-mile example of the 1968 model year Corvette. This Corvette received a recent restoration all to benefit a wonderful cause for charity. Complete with custom Hologram paint and a Black vinyl interior, this Stingray is quite the attractive machine. The custom mix of hologram paint presents a wonderful hue of aqua, purple and blue to create an illustrious effect. A 4-speed close ration transmission links its optioned L79 327ci powerplant to the rear and supplies ample power to kick the rear tires loose, thanks to its 3.70-1 posi-traction rear end.

This C3 was discovered in Connecticut where its current owner found the car in hopes to restore the car to a new and improved state. Although not a completely documented history, there is some knowledge of this vehicle's previous ownership. With just under

60,000 miles on the odometer, as well as the desirable L79 option 327 engine under the hood, along with a 4-speed manual, this car presented itself as the perfect candidate for a complete makeover. As it sits today, the vehicle presents very clean all around showing the level of quality of the refurbishment performed. Originally this C3 was being built for the wonderful cause of a raffle in which proceeds were to be given to a charity called the PeaceJam Foundation which helps mentor today's youth to make a peaceful change for our world. This Corvette was known as the "Vehicle for Peace", and as the giveaway was a charitable success, the winner was an elderly man who couldn't really drive the car and opted for a monetary prize instead. Not only is this your chance to own a finely built Corvette, but also to own one that helped donate to a respectful and charitable cause to help

promote world peace. A staple of the American automotive landscape, the Corvette has always been one of the country's finest offerings, and this 1968 example is no exception.

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





**135.****1912 MAXWELL SPECIAL TOURING**

Chassis no. 87475

Engine no. 1579

4,610cc OHV Inline 4-Cylinder Engine

36hp at 2,600rpm

Single Stromberg Carburetor

3-Speed Sliding Gear Transmission

Front and Rear Leaf Spring Suspension

2-Wheel Mechanical Drum Brakes

- ★ Offered from the estate of Robert Reichwaldt
- ★ Powerful 36hp 4-Cylinder Engine
- ★ Delightful green and black color scheme
- ★ Great car for HCCA Tours and other Brass tours

**THE MOTORCAR OFFERED**

Benjamin Briscoe established his fortune as a sheet metal manufacturer in Detroit and part of that fortune he invested in David Dunbar Buick's infant motor company. Anxious about that investment, he hired Jonathan D. Maxwell, who had already had experience with both Oldsmobile and Northern, to set up his own motor car manufacturing plant. With the financial backing of J.P.Morgan he established the Maxwell-Briscoe Motor Company in Tarrytown, New York.

Sound engineering was complemented by a series of headline-grabbing publicity stunts that helped boost sales, none more successful than a transcontinental trip from New York to San Francisco undertaken by a team of four lady drivers in 1909. The following year the firm sold over 20,000 cars, a total exceeded only by Ford and Buick.

In 1911 Maxwell offered five production models; at their base was the latest twin cylinder, the Model AA. This was joined by four 4-cylinder models, of increasing horsepower and wheelbase length. At the top of the tree was the Model GA, which sat on a 110-inch wheelbase, with sturdy 30hp four-cylinder power. As new it would have set its purchaser back some \$1,600.

The early history of this car is unfortunately not known. According to the consigner it was purchased from the original family in 1995 in Ashland, NE by Robert Reichwaldt. It would remain in his car until his passing and was one of his favorite touring cars. In fact, it is the veteran of many HCCA events.

Between 2010-2012 Mr. Reichwaldt put the car through a restoration. As he was a passionate enthusiast, he carried out most the work himself. Today the car presents very well having been in the care of a passionate brass car enthusiast for many years and represent a great car for brass car touring.

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



# 136.

## 1969 MERCEDES-BENZ 300 SEL 6.3 SEDAN

Chassis no. 109018.12.000686

6,332cc SOHC V-8 Engine

Mechanical Fuel Injection

300bhp at 4,100rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve



### THE MERCEDES-BENZ 300 SEL 6.3

'The greatest sedan in the world,' according to Road & Track, and few would disagree with the authoritative American motoring magazine's assessment of what in its day was the last word in high-speed opulence: the Mercedes-Benz 300 SEL 6.3.

First shown at Frankfurt in 1965, the 'S' Class Mercedes range, designed by Paul Bracq, was outwardly distinguished from preceding models by a new sleeker bodyshell with lower roof and waistline as well as increased glass area. Joining the range for 1968 was the 300 SEL 6.3, created by installing the powerful 6,332cc overhead-camshaft V8 of the leviathan 600 limousine in the long-wheelbase 300 saloon, while other refinements included the 600's air suspension and power-operated brakes. Automatic transmission was standard equipment. According to The Motor: 'The rich smell of expensive cow hide and firm, but shapely seats welcome you aboard. The

door shuts with a muffled donk, like that of a railway carriage in an acoustic chamber, and suddenly the outer world is remote and strangely silent.' A superbly appointed luxury conveyance endowed with sports car performance, the 300 SEL 6.3 could attain 60mph in around seven seconds and had a top speed approaching 140mph. It is not at all surprising that the 300 SEL 6.3 was such a favorite with racing drivers of its era. They would have been among the relatively few individuals wealthy enough to afford it as it cost more than Ferrari's fabulous 365 GTB/4 'Daytona' GT car.

### THE MOTORCAR OFFERED

This 1969 Mercedes-Benz 300 SEL 6.3 Sedan was delivered new to Southern California, and has remained here ever since, while retained by the family of the first owner. The luxurious Mercedes-Benz was used for personal transport up until a few decades ago, at which point it was stored away in a dry Southern California garage. The car has not been driven nor started for many years and will need a full mechanical go-through. Testimony to the high quality of these automobiles, the original interior remains in good condition, and the panel-fit aligns very well. Offered with the original owner's manuals and period black California license plates, this Mercedes-Benz deserves to be brought back on the road.

**\$6,000 - 8,000  
WITHOUT RESERVE**





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# Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Buyer Information included in this Catalog, 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 Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see [www.bonhams.com/WebTerms](http://www.bonhams.com/WebTerms) for more information.

## 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, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.

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 or digital rendering in which these Conditions of Sale appear or the online listing which links to these Conditions or Sale, as may be amended by the saleroom notices or any other published or posted notices at the Sale and/or online, 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, as set forth in the Catalog.

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. Occasionally, Bonhams may have a legal, beneficial, or financial interest in a Lot.

## 3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter display 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 anyone, including any bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter. The bid price stated by the Auctioneer is the prevailing and binding bid price.

## 4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its absolute and sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale at any time and, in the case of any error or dispute with respect to bidding to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the Lot. In the case of any dispute with respect to bidding, Bonhams' records shall be conclusive.

4.2 Bonhams shall have the right, in its sole discretion, to cancel or rescind the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams, the Seller or the Buyer to any liability, including liability to any third party; (iii) if Bonhams is prevented by fire, theft or any other reason whatsoever from delivering any Lot to the Buyer or a sale otherwise cannot be completed; or (iv) there are any other grounds for cancellation under these Conditions of Sale. In the event of a sale cancellation or rescission, Bonhams' liability shall be limited to the sum of the Purchase Price actually paid for the Lot by the Buyer and shall in no event include any compensatory, incidental or consequential damages.

4.3 All Lots are offered subject to a Reserve unless otherwise indicated in the Catalog. 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 until reaching the Reserve 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, pre-sale viewing or inspection 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

6.1 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'.

6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two (2) business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.

6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.

6.4 Bonhams may also request a financial reference (such as a bank letter written on bank letterhead) and / or deposit from bidders before allowing them to bid.

6.5 In order to register to bid, bidders may be required to pay a bidder registration fee as listed in the Buyer Information section. Registration fees are subject to change in Bonhams' discretion and it is each bidder's responsibility to apprise themselves of any changes to the registration fees in advance of the Sale.

## 7. THE BUYER/BIDDER; BUYER'S/BIDDERS WARRANTIES

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.

7.3 The Buyer/bidder warrants that:

(a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");

(b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");

(c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;

(d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

## 8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Car Lots:

If a purchased Lot consists of a motor car, 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 Motorcycle Lots:

If a purchased Lot consists of a motorcycle, the Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 Buyer's Premium for Automobilia, Memorabilia & Other Non-Motor Vehicle Lots:

If a purchased Lot consists of automobilia, memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Twelve Thousand Five Hundred Dollars (\$12,500) of the



# Conditions of Sale for Motor Vehicles (continued)

Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Twelve Thousand Five Hundred Dollars (\$12,500) up to and including Six Hundred Thousand Dollars (\$600,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Six Hundred Thousand Dollars (\$600,000) up to and including Six Million Dollars (\$6,000,000), and FOURTEEN AND A HALF PERCENT (14.5%) of any amount by which such Hammer Price exceeds Six Million Dollars (\$6,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

## 9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

## 10. PAYMENT

10.1 Unless otherwise agreed, the Purchase Price must be paid in full no later than the date and time specified in the 'Buyer Information' section of this Catalog. The Purchase Price shall not be deemed received and paid in full, and the Lot will not be released, until Bonhams has received funds for all amounts due and the payment has cleared Bonhams' bank.

10.2 Payment for purchases must be made in the currency in which the sale is conducted. Bonhams' preferred payment method is by wire transfer. For final purchases exceeding US \$25,000.00, all payments must be in the form of wire transfer unless other arrangements have been approved in advance. For final purchases below US \$25,000.00, payment may also be made in or by the following methods, as applicable:

- (i) Cash. Please note that the amount of cash that can be accepted from a given purchaser is limited to US \$5,000 per auction sale (whether by single or multiple related payments). If the amount payable exceeds that sum, the balance must be paid by another method.
- (ii) Cashier's check, money order, or personal check with prior approved credit drawn on a U.S. bank. A processing fee will be assessed on any returned checks.
- (iii) Visa, MasterCard, American Express or Discover debit or credit card issued in the name of the purchaser or record. Only one debit or credit card may be used for payment of an account balance. This method of payment may not be available to first time purchasers.

## 11. REMOVAL OF LOT

11.1 The Lot must be removed from the preview premises no later than the date and time specified in the 'Buyer Information' section 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' section 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.

Packing and handling of purchased Lots are at the responsibility and entire risk of the Buyer. Bonhams is not responsible for any acts or omissions in our packing or shipping of purchased Lots or any acts or omissions of other carriers or packers of purchased Lots, whether or not recommended by Bonhams.

## 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 The Buyer is responsible to pay all city, state, federal and any and all other taxes due, unless exempt by law. Proof of exemption is the Buyer's responsibility and subject to Bonhams' verification. 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) Cancel the sale of the Lot, or any other Lot, to the Buyer at any time, retaining as liquidated damages all payments made by the Buyer;
- (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.
- (h) Reveal the Buyer's identity and contact information to the Seller.

## 16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Absentee, telephone and online bidding are services provided by Bonhams as a convenience to bidders on an "as available" basis, and Bonhams cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. At its discretion, Bonhams will execute absentee bids and accept telephone bids and online bids via bonhams.com, provided that neither Bonhams nor its employees or agents will be liable for any error or default (whether human or otherwise) 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, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices, online platforms or websites. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

## 17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

## 18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

### Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by

# Conditions of Sale for Motor Vehicles

experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:  
(i) the arbitration shall occur within 60 days following the selection of the arbitrator;  
(ii) the arbitration shall be conducted in the city of San Francisco, California; and  
(iii) discovery and the procedure for the arbitration shall be as follows:  
(A) All arbitration proceedings shall be confidential;  
(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 (Bond No. 57BSBGL0808) and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers

and inure to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

18.7 Time is of the essence of this agreement.

18.8 It is expressly acknowledged by each bidder or Buyer that Bonhams has not provided any legal or tax advice or assistance to bidder or Buyer and no one at Bonhams has acted as the bidder's or Buyer's attorney or tax advisor. Each bidder or Buyer is responsible for retaining its own advisors with respect to the accounting, financial, tax, regulatory and/or legal implications of any transaction contemplated under these Conditions of Sale. Bidder or Buyer acknowledge that it had the opportunity to consult an attorney before signing and this agreement and is signing this agreement having had such opportunity to consult with an attorney of its choosing and carefully reading this agreement in its entirety, understanding all of its terms and conditions, and knowingly and voluntarily agreeing to the same.

18.9 Each bidder or Buyer accept and agree that Bonhams will hold and process the bidder's or Buyer's personal data and information and may share it with Bonhams' affiliates, subsidiaries or parent companies worldwide (collectively the "Bonhams Group") and limited third parties for use as described in, and in accordance with Bonhams' Privacy Policy (subject to any additional specific consent(s) the bidder or Buyer may give in writing prior to the disclosure of the bidder's or Buyer's data or information) published on Bonhams' website at [www.bonhams.com/legals/](http://www.bonhams.com/legals/). Bonhams' Privacy Policy may also be requested in print and digital format by email from [info@bonhams.com](mailto:info@bonhams.com) or by mail from Bonhams Customer Services Department, 580 Madison Avenue, New York, NY 10022.

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.

THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.



# Auction Registration Form

(Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

## Paddle number (for office use only)

**General Notice:** This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the General and Buyer 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 General and Buyer 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:** For lots with a diamond symbol ⬠, special formalities are required to bid and internet bidding is not available. Contact Client Services. If you have forgotten your username and password for [www.bonhams.com](http://www.bonhams.com), please contact Client Services.

## Please email or fax the completed Registration Form and requested information to:

Bonhams Client Services Department  
580 Madison Ave  
New York, NY 10022  
Tel +1 (212) 644 9001  
Fax +1 (212) 644 9009  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

# Bonhams

Sale title: Scottsdale Auction	Sale date: January 21, 2021
Sale no. 26617	Sale venue: Westin Kierland Resort
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 3pm Jan 22 <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 and Butterfields  
Auctioneers Corp  
580 Madison Avenue  
New York, NY 10022  
+1 (212) 644 9001  
+1 (212) 644 9009 (fax)

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 Scottsdale Auction on January 21, 2021.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)

## BANK LETTERHEAD

Bonhams and Butterfields  
Auctioneers Corp  
580 Madison Avenue  
New York, NY 10022  
+1 (212) 644 9001  
+1 (212) 644 9009 (fax)

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Scottsdale Auction on January 21, 2021.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)



# Bonhams

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## Entries now invited

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**1931 BUGATTI TYPE 55  
TWO-SEAT SUPERSPORT**  
Sold at Grand Palais,  
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# Bonhams

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[bonhams.com/motorcars](https://bonhams.com/motorcars)

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*The ex-Sir Robert Ropner/Rodney 'Connaught' Clarke*

**1937 BUGATTI TYPE 57 SURBAISSE 3.3-LITRE  
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*Coachwork by Corsica of Cricklewood, London*



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AUCTIONEERS SINCE 1793

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[bonhams.com/westernart](https://bonhams.com/westernart)

### PETER HURD (1904-1984)

*Antelope Hunter*

31 x 21in

\$50,000 - 70,000



# Bonhams

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THE  
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AUCTION

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### INQUIRIES

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+1 415 391 4000 - West Coast

[usacars@bonhams.com](mailto:usacars@bonhams.com)

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Elliot of Toronto, ex-D. Cameron Peck, A.  
Atwater Kent Jr, Pennsylvania State Museum*

**1909 ROLLS-ROYCE 40/50HP SILVER  
GHOST OPEN DRIVE LANDAULETTE  
COACHWORK BY BARKER & CO.**

**Chassis No. 1120**



# Bonhams

AUCTIONEERS SINCE 1793



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January 21, 2021 | Lots start closing at 12.30pm EST/10.30am MST

### ENQUIRIES

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[motors.us@bonhams.com](mailto:motors.us@bonhams.com)

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**Rick Principe**

805.497.4557 x237

[Rick@FinishLineAutoClub.com](mailto:Rick@FinishLineAutoClub.com)

**Tony Principe**

805.497.4557 x236

[Tony@FinishLineAutoClub.com](mailto:Tony@FinishLineAutoClub.com)

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The Scottsdale Auction  
21<sup>st</sup> January 2021

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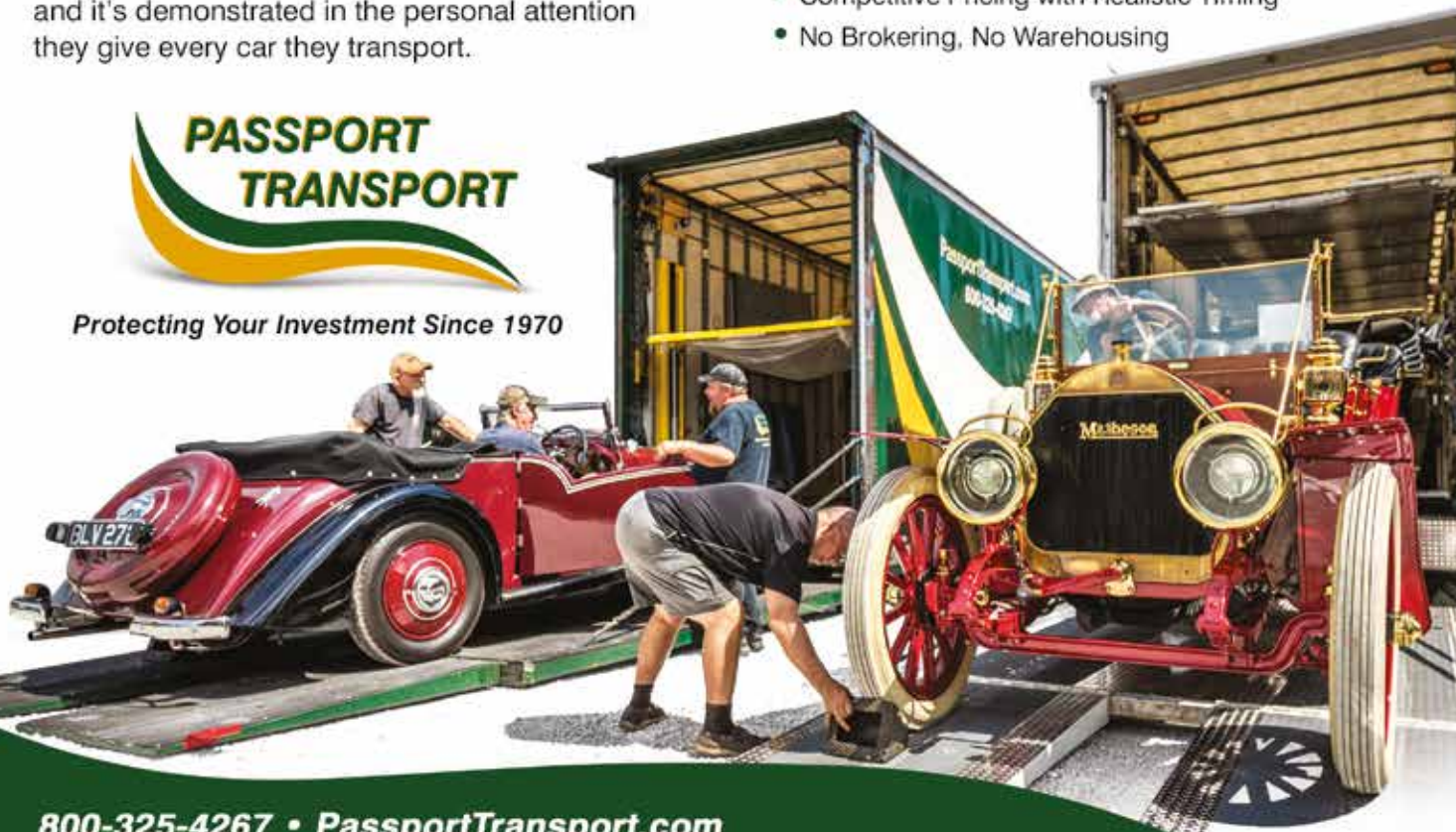


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[www.carseurope.net](http://www.carseurope.net)



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**Bonhams**  
7601 W. Sunset Boulevard  
Los Angeles, CA 90046

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