

Bonhams



QUAIL
LODGE
AUCTION

Carmel, California | August 13, 2021



LOT 79.
1967 FORD GT40 MK IV





LOT 69.
1955 MERCEDES-BENZ 300SL GULLWING COUPE

Friday, August 13, 2021 at 11am PDT

Quail Lodge & Golf Club
Carmel, California

QUAIL LODGE 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/quail](https://www.bonhams.com/quail)

PREVIEW AND AUCTION LOCATION

Quail Lodge & Golf Club's West Field
GPS address:
27050 Rancho San Carlos Road
Carmel, California 93923

PREVIEW

Wednesday August 11, 9am to 6pm
Thursday August 12, 9am to 6pm
Friday August 13, 8.30am to 11am

AUCTION NUMBER

26887
Lots 1 - 139

ILLUSTRATIONS

Front cover: lot 34
Back cover: lot 56

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BIDS

Bid online/app
Register to bid online by visiting
www.bonhams.com/quail



**Bid through the
app. Download now
for android and iOS**

For bidding methods, post auction collection
and transport information see pages 4 and 5.
Contact: +1 (323) 850 7500 or
motors.us@bonhams.com.

For Conditions of Sale see pages
289 to 291.

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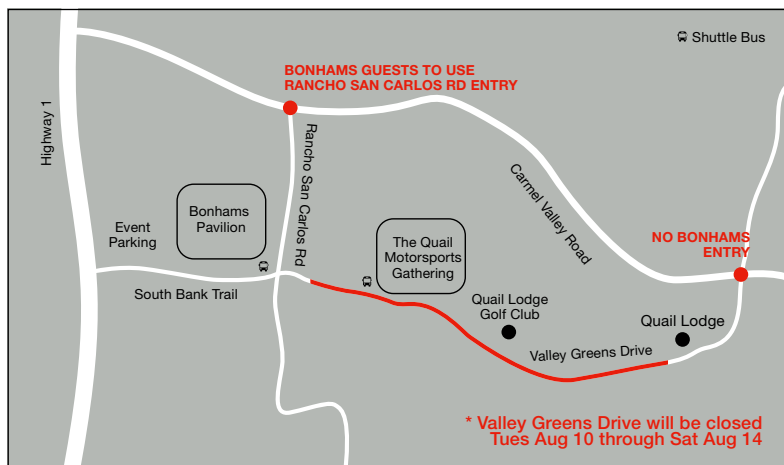
HISTORY FILES AND CONDITION REPORTS

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/quail](https://www.bonhams.com/quail).

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

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

General Information



DIRECTIONS AND PARKING

Bonhams is located on the far west side of Quail Lodge & Golf Club. For the most accurate GPS directions to our tenting and parking, use 27050 Rancho San Carlos Road, Carmel, CA 93923. Our entrance is at the intersection of Rancho San Carlos Road and Valley Greens Drive. Bonhams' event parking is directly after our tenting. Parking attendants are on site to guide guests to the lot and to disabled parking.

ADMISSION TO PREVIEW

The Quail Lodge Auction preview is open to the public with the following admission details:

- **\$120:** Auction catalog, provides two people entry to all preview days
- **\$40:** Auction gallery guide, provides one person entry to all preview days

Auction catalogs are available for purchase prior to the auction and at the venue. If the catalog is purchased in advance, please present it for entry at the venue.

Bonhams strongly encourages interested bidders to attend the preview or to schedule a virtual preview appointment with a specialist. For more information, please contact motors.us@bonhams.com.

AUCTION

The Quail Lodge Auction will be held as a traditional auction with audience space reserved for registered bidders and a guest. The Auction will also be streamed online for non-registered bidders to view.

BIDDER REGISTRATION

For in-person bidding, the bidder registration package is \$150, which includes the Quail Lodge Auction catalog and entry to the preview and auction for the registrant plus one guest.

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 in 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 on Bonhams' website.

BIDDING METHODS

In Person Bidding: Registered bidders are permitted to bid in person while following current CDC Covid-19 guidelines.

Online Bidding: Watch the auction online and submit real time bids. Please see the Legend on Page 5 for additional information.

App Bidding: Download now for android and iOS



Telephone Bidding: Bid via telephone during the auction with a Bonhams representative. To ensure availability, telephone bids must be arranged 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, 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 (323) 850 7500 or email bids.us@bonhams.com. To view the auction live, please go to www.bonhams.com/quail/live.

UBER / LYFT

On Friday August 13, guests arriving via Uber / Lyft should instruct drivers to All Saints Day School, 8060 Carmel Valley Road.

COVID-19 REQUIREMENTS

In accordance with government guidelines, unvaccinated guests are asked to wear face masks at the preview and auction. Social distancing guidelines will also be followed. If the auction space reaches capacity preventing social distancing, Bonhams will assist clients with alternative bidding methods.

VIDEO RECORDING

Some media have been authorized to photograph or film aspects of our events. Should you wish to be excluded from any media coverage, please speak to Client Services. Bonhams also routinely records our live auction audience. Your presence on site and/or bidding activity may be captured on our internal video which is not shared with the public. If you do not wish to be recorded, please speak to Client Services to arrange a different method of bidding.

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 the preview or by scheduling a virtual preview appointment with a specialist. Please contact motors.us@bonhams.com for inquiries and scheduling.

TITLE DOCUMENTS

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

For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams manages the title transfer process on behalf of the buyer to ensure the car is free of liens and encumbrances. Buyers can expect the vehicle's title to be couriered within 30 business days post-sale, at which time the buyer can register the car at its destination. Titles announced as "in transit" will take additional time to be processed. All titles and any registrable documents will be shipped via FedEx from Bonhams' offices. All historical documents and accompanying items will ship either with the vehicles or from Bonhams' offices. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Aleksandra Krypciak, +1 (415) 503 3322, 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 CAR lots 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 below) 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.

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 (323) 850 7500 or [bids.us@bonhams.com](mailto: bids.us@bonhams.com) at least 24 hours in advance of the auction. Please also note Online Bidding is not available for this lot.

PAYMENT & LOT COLLECTION DETAILS

PAYMENT DEADLINE AND CASHIERING HOURS:

Payment Deadline:	12pm PDT on Sunday, August 15, 2021
Cashiering Hours:	Friday August 13 during and after the auction Saturday August 14 from 8.30am to 5pm Sunday August 15 from 8.30am to 12pm

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 accepted for Motorcar lots. Cash payments have a limit of \$10,000. We strongly encourage contactless payment of invoices prior to collection. 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. Bidders may also pre-arrange 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:

12pm PDT on Sunday, August 15, 2021

Uncollected Motorcar lots will be uplifted and stored by Passport Auto Transport. 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 on site 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

International Motorcar Transporters

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

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

Welcome

Welcome back to Quail Lodge!

For so long we were used to being together at events around the world, but arguably none more so than here on the Monterey Peninsula each August. "Absence makes the heart grow fonder", and our team have missed the social interaction that goes hand in hand with the hobby and business and are thrilled to be back in California to help you this week.

We would like to thank Gareth Roberts and Craig Barkdull, along with the Quail Lodge and Peninsula Signature Events teams for working with us over the course of the last 15 months and are delighted to announce that Bonhams has extended its partnership to be here at Quail Lodge through 2025.

As the world and our industry reopens, from our International Motoring live auctions already this year in Amelia Island, Monaco,

Switzerland and at Goodwood, it is clear that it does so with renewed energy and enthusiasm, as well as confidence in the market. It is that reassurance that enables us to present this 'bumper' offering of nearly 140 collector cars at Quail this year.

We are proud to present property from numerous significant private collections, including those of the named groupings from the late Judge Joseph DiLoreto and Eugene Williams, and two-time Academy Award winner Tom Hanks. With everything from serious Sports Racing machines to road touring cars and even an Airstream Trailer we offer vehicles from many different genres and a wide range of price points.

So, whether you're looking to start or enhance a collection we look forward to seeing you here or aiding you remotely to enable you to bid confidently.

Bonhams International Motorcar Department

Acknowledgements

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

David Woodhouse
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Bryan McCarthy - Bearded Mug

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

Paweł Litwinski: Lots 1, 7, 9, 12, 13, 14, 15, 20, 33, 44, 50, 56, 60, 61, 62, 63, 64, 65, 66, 67, 68, 75, 76, 80, 86, 116, 118, 129, 138

Robin Adams: Lots 2, 5, 6, 11, 19, 24, 28, 39, 41, 51, 57, 83, 85, 90, 98, 100, 110, 117, 121, 124, 125, 126, 128, 130, 134, 135, 136

Lane Skelton: Lots 3, 4, 10, 26, 73, 92, 97, 99, 102, 103, 104, 105, 106, 107, 108, 112, 119, 139

Patrick Erzen: Lots 8, 16, 21, 22, 27, 29, 32, 42, 48, 53, 58, 69, 72, 78, 88, 91, 95, 115, 120, 131

Jasen Delgado: Lots 25, 35, 37, 101

Ryan Greger: Lots 55, 70, 94, 137

Greg Keysar: Lots 30, 54, 77

Ted 7: Lots 40, 56, 79, 109

Scott Nidermaier: Lots 17, 43, 123

Snider: Lots 17, 43, 123

Rasy Ran: Lots 82, 93

Maxx Shostak: Lot 18

Michael Furman: Lots 34, 96

Derek Althen: Lot 45

Remi Dargegen: Lot 49

Drew: Lot 52

Lucas Scarfone: Lot 74

Keiron Berndt: Lot 127

Stephen Mancuso: Lot 132

Russ Heintz: Lot 133

Tamar Abrilian: Lot 89

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Paul Gaucher



Gregor Wenner



Loïc Maschi

1.

1970 SUBARU 360 DELUXE SEDAN

Chassis no. K111L10014

356 CC 2-Stroke 2-Cylinder Engine
Single Carburetor
36 BHP at 4,000 RPM
3-Speed Manual Gearbox with Overdrive
4-Wheel Drum Brakes
Swing Axle Front and Rear Suspension

- ★ *Very Original Example of the Subaru 360 Deluxe*
- ★ *Highly Desirable Late Model*
- ★ *Dressed in Original Paint with Interior, Never Restored, Under 15,000 Miles*
- ★ *Over \$10,000 Service and Overhaul in 2021, by Marque Specialist*



THE SUBARU 360

With its smiley expression, rear-hinged doors and surprisingly roomy interior, the Subaru 360 has developed a huge and dedicated following. It was built by the Japanese auto-manufacturer from 1958 through 1971, a 12-year production run which speaks to its continued popularity. Ultra-light, at 1000 lbs., with a monocoque construction and fiberglass roof panel, the 360 was launched as a 'national car' to make transport affordable and accessible to the working class of Japan. With a 356 cc, two-stroke inline two-cylinder engine, the 'Ladybug', as it was called, could top 60 mph and its popularity superseded the government's and the manufacturer's expectations, as the Subaru 360 became the darling of the nation of Japan – and a highly sought-after celebrity in the microcar market.

THE MOTORCAR OFFERED

Bonhams at Quail Lodge is extremely proud to present this gorgeous Subaru 360 Deluxe to open its proceedings today. This example of the Subaru 360 is a late production Deluxe model and benefits from over a decade of improvements and upgrades. Only the Deluxe featured the special brightwork and chromed wheels, in place of the common model's painted wheels. The Deluxe was the only model exported to the USA market.

Little of its former provenance is documented, but we know this Deluxe was acquired by the current owner in November 2020 and has since been fully refurbished at a cost of over \$10,000. Only very minor body and paint work was required, and the car remains largely in its original white paint with red vinyl interior. Marque expert, Mark Hatten of MPH Specialties in Portland, Oregon, was commissioned to complete a comprehensive mechanical inspection and overhaul. The brakes, including the park brake were fully serviced and the fuel system was completely replaced, returning

the car to its stock vacuum-operated shut-off mechanism. The single carburetor was rebuilt, and the front wheel bearings were serviced, while all five wheels were refinished to their original chrome, with four new radial tires and one new bias-ply spare. Brand new sun visors, dash pad, distributor cap and rotor were installed, and hours of additional work was completed to return this 360 Deluxe Subaru to its factory specification.

Today, this adorable 360 Deluxe shows under 15,000 miles on the odometer, believed to be original. It has never been fully restored and shows a gentle patina of careful use and dedicated stewardship. It is highly original and comes with the factory tool roll. Although not shown previously, this car is an ideal candidate for specialist events, such as The Little Car Show in Pacific Grove. These little cars with their impish grin are highly sought-after models and marque aficionados will love this example of the rare and delightfully authentic Subaru 360 Deluxe, which should not be overlooked.

\$30,000 - 50,000
WITHOUT RESERVE

2.

1968 ASTON MARTIN DBS SALOON

Chassis no. DBS/5100/LAC
Engine no. 400/3796/S

3,995cc DOHC Vantage 6-Cylinder Engine
3 Dual-Throat Weber Carburetors
282bhp at 5,500rpm
3-Speed BorgWarner Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Delivered new to Erie, Pennsylvania
- ★ The 100th DBS built
- ★ Well optioned with air conditioning, power steering, and more
- ★ The last Aston Martin under Sir David Brown's leadership



THE ASTON MARTIN DBS

Introduced in 1967, the new DBS was the successor to the DB6 – it represented a new, very modern look for Aston Martin. Styled in-house by William 'Bill' Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

The DBS was wider and had a lower profile than its predecessor, giving a more aggressive look and offering more cabin space. The engine was placed further back in the chassis, behind the front axle, resulting in an almost 50/50 weight ratio. Using a de Dion rear axle, the DBS exhibited excellent handling characteristics. Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. The engine was the 4.0-liter 'six' of the

concurrently produced DB6; an all-aluminum dual overhead cam unit, producing 282 horsepower at 5,500 rpm. A high-performance Vantage version of the legendary motor was also available. Trimmed with triple Weber carburetors, the Vantage-spec engine made 325 horsepower at 5,750 rpm, and would propel the luxurious Aston Martin to over 140 mph.

The interior was as usual luxuriously appointed with the finest Connolly hides available in best Aston Martin fashion. James Bond approved as well, using a DBS as his motorcar of choice in the 1969 film *On Her Majesty's Secret Service*, and again in the next Bond film *Diamonds are Forever* where a DBS sits in Q's famous workshop getting prepared for action. A superb expression of the automotive design its era, the Aston Martin DBS has become an icon of the marque, and also marks the last model produced under Sir David Brown's leadership at Aston Martin.

THE MOTORCAR OFFERED

According to copies of factory records, DBS/5100/LC was ordered new by Frank Zurn. Zurn's family business, Zurn Industries, one of the premier plumbing and environmental controls manufacturers, afforded him the means to buy his Aston, and the taste to specify all the right things. Finished in Platinum over Blue Connolly hides, Zurn ensured he'd arrive at work looking cool thanks to an air conditioning system. In addition to that, he'd be up-to-date with the news care of a Bosch New Yorker radio, safe thanks to front seat lap belts, and unruffled care of power-assisted steering. Delivered in the fall of 1968, little further history is known about the car. The current owner acquired it about a decade ago and it has been on static display since. Some recommissioning is recommended prior to active touring and use.

\$60,000 - 90,000
WITHOUT RESERVE

3. 2000 ASTON MARTIN DB7 VANTAGE

VIN. SCFAB2230YK300740

5,935cc DOHC 48-Valve V12 Engine
Electronic Fuel Injection
420bhp at 6,000rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Desirable Vantage specifications mated to a six-speed manual transmission*
- ★ *California car having known one owner from new*
- ★ *Odometer showing just under 15,000 miles*
- ★ *Accompanied by CARFAX Report*



THE ASTON MARTIN DB7 VANTAGE

Introduced in March 1999, the DB7 Vantage was an exciting new model powered by a state-of-the-art, all-alloy V12 engine - a 'first' for a production Aston Martin. This 6-liter, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. There was a choice of two alternative transmissions: a new six-speed manual or ZF Touchtronic five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage Coupe.

The existing six-cylinder DB7 bodyshell was re-engineered to accommodate the new V12 engine/transmission package, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model. The 18" diameter wheels too were unique to the Vantage, which also

featured cross-drilled and ventilated Brembo brakes equipped with ABS.

Notwithstanding all the DB7 Vantage's high-tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus, the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to individual customer requirements. All the usual luxury fittings came as standard, while clients could choose from an extensive list of options.

THE MOTORCAR OFFERED

This beautiful example was purchased new by the seller from Cole European Aston Martin in Walnut Creek, California. The car has remained in Northern California its whole life up in the winding roads of the Carmel Valley and Monterey Bay. Always garaged, covered, and well maintained, the happy owner essentially used the car for leisure, weekend drives, and trips to the golf course. Good use was made of the golf umbrella included with the car.

To be used as a daily driver or as a weekend driver, this exciting Aston Martin DB7 Vantage is ready for a new owner and new adventures.

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

4.

1953 ROLLS-ROYCE SILVER DAWN SALOON

Chassis no. LSNF5

Engine no. S41F

4,566cc OHV Inline 6-Cylinder Engine

Single Zenith Carburetor

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Highly original, California car from new*
- ★ *Two long-term custodians in the Bay Area, delivered new to San Francisco*
- ★ *Serviced and maintained by Rolls-Royce specialist*
- ★ *Documented by RROC records and impressive history file*



THE MOTORCAR OFFERED

The Silver Dawn introduced in 1949 was a "badge-engineered" Bentley Mark VI and became an enormously successful early post-war car. Aimed at the lucrative American market, the Silver Dawn offered an eminently usable Rolls-Royce, and appealed to the owner-driver. Its silky road manners are quite simply delightful, and entirely suitable for modern motoring.

Delivered new by special order to San Francisco, California, this fine Silver Dawn has remained in California ever since, while thoughtfully used and meticulously maintained by two long-time owners. As Works chassis card documents validate, it was originally finished in Metallic Dual Gray, with red Connolly leather interior, radio, the optional automatic transmission, special Wilomot-Breeden Overrider bumpers, sealed beam headlamps and dual fog lamps.

An era-correct, rare and attractively designed chrome luggage rack was fitted to the roof and adds a stylish panache.

Purchased by the second owner in 1976 - a Rolls-Royce specialist and Pebble Beach Concours judge - he enjoyed displaying his Silver Dawn, competing and winning in various car club and RROC events. Eventually he sent his car to a marque specialist where it was correctly prepared and re-sprayed in correct Rolls-Royce Mason's Black lacquer enhanced with fine red hand-painted coach line striping. The original red leather upholstery was retained, and shows a lovely patina, a reflection of its originality and careful use. The original cabinetry - hand-built of seasoned hard wood and veneered in polished burled Circassian walnut - was preserved as well, and the original West of England wool cloth headliner and trim remains in situ.

The Rolls-Royce Silver Dawn has proven to be among the most reliable cars ever built, regardless of marque. Still retaining its original engine and transmission, complete with fitted hand and road tools, original owner's handbook and volumes of original build documents and maintenance records, this Rolls-Royce is impressive in every way. If a serious buyer is seeking an honest and well cared-for Rolls-Royce, this is the one to choose.

\$35,000 - 55,000
WITHOUT RESERVE

5.

1970 FERRARI 365 GT 2+2
Coachwork by Pininfarina

Chassis no. 12317

4,390cc SOHC V12 Engine
 3 Weber Carburetors
 320bhp at 6,600rpm
 3-Speed Automatic Transmission (see text)
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Delivered new to Harrah's Modern Classic Motors in Reno
- ★ Elegant color scheme
- ★ Converted in period to an automatic transmission
- ★ One of Ferrari's premier GT cars



THE FERRARI 365GT 2+2

By the mid-1960s, fifty percent of all Ferraris produced were being built with four seats, and following on from the success of its first such model, the 250 GTE of 1960, Ferrari introduced the 330GT 2+2 in January 1964. Its replacement, the 365GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and as well as featuring independent suspension all round (for the first time on a Ferrari 2+2) boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from noise

and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.

Developing 320bhp in its 365GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox, while the car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all round. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by *Car* magazine as 'the most civilized Ferrari yet.'



THE MOTORCAR OFFERED

Completed in the latter half of 1969, the example offered here, chassis number 12317, was the 397th example built in the series. The new Ferrari was finished in the same livery it sports today, Celeste Gainsborough light blue over a Nero black interior and was delivered new through West Coast distributor Harrah's Modern Classic Motors in Reno.

Little is known about the interim history of this example, but early in its life it was converted to an automatic transmission. Although six 356GTs were originally fitted with automatics, this example was not one of them. By the late 1990s the Ferrari was on the East Coast and found its way into the present collection in August of 2006.

Having been off road for some time prior to purchase, it has been on static display since

acquisition and as such recommissioning is recommended prior to use. A legendary grand routier, the addition of an automatic makes it even more comfortable.

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

6.

1962 FACEL VEGA FACEL II

Chassis no. HK2 A107
Engine no. TY8-216-129

383ci Chrysler 'Wedge' OHV V8 Engine
Single Carter AFB Carburetor
355bhp at 4,800rpm
3-Speed Torqueflite Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Dunlop Disc Brakes

- ★ One of fewer than 185 Facel II's produced
- ★ Desirable factory options including wire wheels
- ★ Original delivered to the US and shown at the 1962 New York Auto Show
- ★ The 8th Facel II built



THE FACEL VEGA II

"The HK500 was the most interesting car we ever made but the Facel II was the best. It was totally elegant." – Jean Daninos

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Hand built, they were necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant and Rob Walker.

Founded by Jean Daninos in 1939, Forges et Ateliers de Construction d'Eure-et-Loir (FACEL) specialized in the construction of aircraft components and metal furniture. After the war the company engaged in the supply of car bodies to Panhard, Simca and Ford France, before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. Government legislation had effectively killed off France's few surviving luxury car manufacturers after WWII, but that did not deter Jean Daninos in his bold attempt to revive what had once been a great French motoring tradition. A luxurious Grande Routière, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork on a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA

for the Vega's, that chosen initially being Chrysler's 4.5-liter V8, while there was a choice of push-button automatic or manual transmission.

Launched in 1961, the Facel II was destined to be the last of the V8-engined models, production ceasing in 1964 after an unsuccessful venture into engine manufacture effectively bankrupted the company. Production of the preceding HK500 amounted to only 500-or-so units between 1958 and 1961 and that of the Facel II to a mere 182 examples. Today these rare Franco-American classics are highly sought after.



THE MOTORCAR OFFERED

According to Facel factory production records kept by the Amicale Facel Holland, chassis number HK2A 107 was built in January 1962, per order of the Hoffman Motors for display at the 1962 New York Auto Show. The Facel carried a production number of '107', indicating that it was the 8th Facel II produced. It was delivered with a 383 cubic inch Chrysler wedge V8, a Torqueflite three-speed automatic transmission, Borrani wire wheels, and finished in Tudor Grey with red upholstery.

As standard equipment, the Facel II featured Dunlop disc brakes, a limited slip differential, power steering, a single four-barrel Carter AFB carburetor, power windows, clear glass and HMV radio with automatic antenna.

While details of its early American history are sparse, by 2002 the Facel had made it

into the collection of a Lebanese enthusiast who housed his collection in London. Reported to have been extensively serviced in 2002, the Facel was acquired by the present owner in 2009. On static display since joining the collection, the car has a fine patina to it with a nicely kept, appearing to be largely original interior and an older repaint in black. After a dozen years off the road, recommissioning is recommended before active use.

**\$180,000 - 240,000
WITHOUT RESERVE**



7.

1933 FORD 5-WINDOW COUPE HOT ROD

Chassis no. 18116978

283ci OHV Chevrolet V8 Engine
Fuel Injection
Est. 300bhp at 5,500rpm
5-Speed Manual Transmission
4-Wheel Performance Suspension
4-Wheel Performance Brakes

- ★ *Superb All-steel Hot Rod by legendary builder Roy Brizio*
- ★ *Rod & Custom cover car and Grand National Roadster Show Award Winner*
- ★ *A 1950s Wescott Street Rod original, meticulously redone in 2012*
- ★ *Ready for competitive Hot Rod and Custom show judging*



THE FORD HOT ROD

The availability, looks and design of the Ford V8 made them the preferred basis for the Hot Rod movement. Shortly after WWII many servicemen settled in Southern California, and there was a renewed enthusiasm about the pursuit of happiness which drove the Hot Rod development. People were excited about life and wanted to enjoy it behind the wheel of something unique. The Ford remains the most iconic symbol of American Hot Rodding, and although the popularity caused many cars to be built in later years, the early cars of the 1940s and 1950s remains the 'Original Hot Rods' fabricated by Custom shops with all-steel bodywork.

THE MOTORCAR OFFERED

This cool 1933 Ford Model 40 2-Door Coupe Hot Rod is of all-metal construction and carries the importance of having been customized into a Street Rod in 1958 by Wescott. Furthermore, the classic Hot Rod Ford was meticulously restored and prepared as it appears today, in 2012, by legendary Hot Rod builder Roy Brizio. The craftsmanship is stunning, and the long list of desirable and tasteful mechanical performance upgrades includes a Chevy 283 cubic-inch fuel injected V8 engine, Tremec 5-speed manual transmission, 9-inch Ford rear axle and a custom Brizio chassis frame. The result of the newly finished Hot Rod was celebrated with multiple Awards at the 2012 Grand National Roadster show, and both the cover and a feature article in the September 2012 issue of Rod & Custom magazine. Much documentation is offered with the Hot Rod,

including photos from Roy Brizio's Street Rod company's work, an old black and white photo of the car dating back many decades, invoices from Brizio's work and the Rod & Custom magazine. Finished in a tasteful dark green metallic exterior color, over a light beige custom leather interior, this stunning Ford is the epitome of a Hot Rod, and one with great credentials. A tastefully prepared Hot Rod like this can be used for many things; local shows or cruise-ins, competitive Hot Rod judged events, spirited drives around town, or simply a great piece of garage art reflecting the golden era of Hot Rodding.

\$70,000 - 90,000

8.

1959 MGA 1600 ROADSTER

Chassis no. GHNL/72262

1,798cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

95bhp at 5,800rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ Charming Chariot Red over Black color combination
- ★ Wonderful British Roadster for Sunday drives
- ★ Upgraded with later 1800 MGB engine
- ★ MG's classic 1950s sports car



THE MGA

Although the MGA 'EX182' prototypes debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalized, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed B-Series engine chosen as the power plant. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league.

Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. After reliability

issues plagued the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

THE MOTORCAR OFFERED

Completed at the Abingdon-based MG works during the Summer of 1959, this MGA was according to the chassis number configured as a left-hand drive 1600 Mk I Roadster, and most likely destined for the North American market. Finished in the period MGA Chariot Red color, this charming Roadster benefits from an engine upgrade to a more powerful, 1.8-Liter MGB engine. A common upgrade, which does not require altering the engine mounts or chassis configuration. The interior is neatly trimmed in black with red piping, and chrome wire wheels are fitted with period-appropriate white-wall tires. Maintained in the seller's impressive collection for more than a decade, this quintessential British Roadster offers much driving pleasure on the open road and will make a great entry into local rallies and club events.

\$20,000 - 25,000
WITHOUT RESERVE

9.

1973 PORSCHE 911T 2.4 TARGA

Chassis no. 9113112200

Engine no. 6135850

2,341cc SOHC Flat 6-Cylinder Engine

Bosch CIS Fuel Injection

140bhp at 5,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Matching numbers example in beautifully restored condition*
- ★ *Completed in factory-correct Silver Metallic over Black and Pepita livery*
- ★ *Desirable, end-of-the-run, '73 ½ 2.4-liter CIS model*
- ★ *Offered with Certificate of Authenticity, restoration file, books and tools*



THE PORSCHE 911

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These "giant killers" could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and solidified their dedicated following of Porsche enthusiasts.

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

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. Mechanical fuel injection debuted this year as well as in top-of-the-line 911S and the new 911E, and later in the 2.4-Liter 911T, or Touring. 911E received its name from Einspritzung, the German term for injection. Engine size increased from 2.0-Liters to 2.2-Liters, and finally in 1972, to 2.4-Liters, making it the final and fully evolved version of the original long-hood 911 model, arguably the most collectible version today.

Porsche added an open-top variant to the 911-model range for 1967 featuring a stainless steel-clad roll bar and removable roof

panel. Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s.



THE MOTORCAR OFFERED

This stunning end-of-the-run, long-hood 911T 2.4 Targa is one of the desirable 1973 ½ model-year examples, featuring the improved Bosch K-Jetronic CIS fuel injection system. Completed at the Zuffenhausen-based Porsche works, the new Porsche was equipped with the same engine as fitted in the car today, while the exterior was finished in Silver Metallic over a black leatherette interior. The car was equipped for the US market, and the long list of optional extras included front and rear stabilizer bars, Comfort Equipment Package, fender chrome strip treatment, tinted glass, and the iconic Fuchs forged alloy wheels wrapped with Michelin tires.

The current owner of this spectacular 1973 ½ 911T 2.4 Targa - a Southern California based enthusiast - purchased the Porsche some years back, having recently been treated to a comprehensive restoration

to bring the car back to its as-delivered condition. Photos found in the impressive history file accompanying the sale of the car reveals many photos pre and during the restoration, and shows a good, solid example, still in its original Silver Metallic color. The many receipts and invoices from the restoration carried out a little less than a decade ago documents the restoration in detail, where many Porsche specialist shops were retained to carry out the professional work, including North Hollywood Speedometer, Sierra Madre and GTS Classics, Inc of Austin, Texas.

This spectacular Porsche 911T 2.4 Targa has since been kept in a climate-controlled garage, while being treated to service and maintenance as needed. With the exterior completed in the car's as-delivered Silver Metallic color, the car looks very appropriate

for the era. The cabin was refurbished with a new Black interior, neatly contrasted with black and white Pepita cloth inserts - a livery that suits the car extremely well. The factory chrome fender strip treatment is in situ, and original Fuchs alloy wheels are fitted, mounted with correct Vredestein Classic tires.

The Porsche is accompanied by an owner's manual, a tool kit, jack, and the aforementioned history file containing invoices and photos from the restoration as well as the Porsche-issued Certificate of Authenticity. This well sorted, matching-numbers beautifully finished 1973 ½ 911T 2.4 Targa offers an opportunity to acquire a fine example of the highly desirable long-hood, air-cooled, CIS 911, which is ready to be enjoyed on tours such as the Copperstate 1000 or Ramshorn Rally.

\$100,000 - 130,000

10.

1971 AC 428 FASTBACK Coachwork by Frua

Chassis no. CF60
Engine no. 1092K11KR

428ci OHV Ford V8 Engine
4-Barrel Carburetor
345bhp at 3,400rpm
Ford C6 Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One of just 51 AC 428 Frua Fastback examples ever produced
- ★ Offered with comprehensive history file with many receipts and documentation
- ★ Owned and treasured by consignor for several decades
- ★ Well-documented and maintained example the rare AC 428



THE AC 428

The concept of Italian styling coupled with American V8 horsepower was well established by the late 1960s and no doubt influenced AC Cars' decision to reconfigure its fire-breathing Cobra sports car as a luxury Grand Routier. A Cobra MkIII coil-suspended chassis was extended by 6" in the wheelbase and dispatched to Italy to be clothed in elegant steel coachwork by Pietro Frua, the result looking not unlike the latter's Maserati Mistral. The first car, a two-seater convertible, was completed in time for the 1965 Earls Court Motor Show, while the following year's Geneva Salon saw the launch of an even more sensational fastback-styled Coupe.

Although the 428ci (7-liter) Ford Galaxie engine that gave the model its name produced less power than the Cobra 427's, the 345bhp on tap was capable of delivering all the performance that customers desired.

Shrugging off the car's 1,416kgs weight and seemingly unhampered by the automatic transmission, as fitted to the majority of cars, this stupendous engine enabled road testers to record sub-six-second 0-60mph times and 0-100mph times of around 14.5 seconds, with a maximum speed in excess of 140mph.

However, shipping rolling chassis to Turin and back again after the bodies had been installed was both time-consuming and expensive, leading to delayed deliveries. Hampered by an inflated price - the 428 cost considerably more than the contemporary Aston Martin DB6 - production never attained Cobra levels, a mere 80 being made between 1966 and 1973, the split being 29 convertibles and 51 coupes. Despite attrition and even some cars broken down to create replica Cobras, marque experts estimate an outstanding survival rate with about 65 examples known remaining in existence.



THE MOTORCAR OFFERED

This 1971 AC 428 Fastback is a particularly compelling example that clearly benefits handsomely from over two decades under the current ownership and restoration work performed during 2015 and most recently in 2021. One of 61 original right-hand drive Fastback and Spider examples, this later-production AC 428 Fastback retains the original engine and it is one of approximately 62 of the 80 cars equipped with a Ford C-6 three-speed automatic transmission. Resplendent in its Silver exterior finish over rich Black leather upholstery, this 428 is appropriately complemented by beautiful triple-laced chrome wire wheels. Only an approximate 32,000 miles are recorded on the odometer at the time of cataloguing. Recorded provenance dates back to 1985, when this AC 428 Fastback was imported from Switzerland via the Belgian port city of Antwerp by Portland, Oregon's Jim Feldman,

one of the United States' premier AC marque experts. The current owner saw the 428 in November 1985 and was captivated, eventually acquiring the vehicle in July 1997.

Beautifully refurbished in 2015 under the current ownership with additional work performed most recently in 2021, this AC 428 Fastback is a top-echelon example that remains true to its origins, with just two select and extremely desirable upgrades enhancing the driving experience. Engine cooling is vastly improved with disconnection of the original and inadequate Kenlowe cooling fans and installation of a modern, high-capacity electrical fan mounted behind the radiator. Driving dynamics are enhanced with an improved rear-suspension kit sourced from Andy Shepherd at Uniclip Automotive and installed by Shawn Thomas. Extensive documentation includes books, literature,

photographs, invoices and miscellaneous paperwork including owner history. Desirable additional items include a damaged but complete, intact, and extremely rare factory Owner's Manual and AC 428 sales brochure, plus a quality car cover. Exceedingly rare, hand built, and handsomely restored, this 1971 AC 428 Fastback is a wonderful example and truly marks the end of an era on several fronts.

\$150,000 - 200,000

11.

1965 CHRYSLER IMPERIAL LEBARON LIMOUSINE Coachwork by Ghia

Chassis no. Y353103693

6.1 Liter DOHC 16-Valve V-8 Engine
Electronic Port Fuel Injection
425bhp at 6,200rpm
5-Speed Automatic Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Last year of the Ghia Limousines,
One of only ten built
- ★ Comprehensive 5 year restoration
by Chip Foose and Metalcrafters
- ★ Single family owner since 1967
- ★ Was known to be the most
expensive limousine of its time



THE IMPERIAL CROWN

Although Chrysler Corporation introduced a prestige model, the Imperial, in 1926, its third year of production, it was nearly three decades before it became a marquee in its own right. What had long been the most expensive Chrysler model became, for model year 1955, simply "Imperial," and offered three body styles in two series. This separate branding was a direct challenge to Lincoln and Cadillac.

For the next two years, Imperial was largely a long-wheelbase Chrysler with a bolder grille, the latter appropriated for Chrysler's performance model, the 300. In 1957, however, Imperial was reinvented with a new personality, its gun-sight taillights incorporated into growing tailfins and curved side glass foretelling an industry trend. This year also marked the appearance of a faux spare tire embellishment on the decklid, a

device first seen on the Exner-designed and Ghia-built concept cars of 1952-53. With the announcement of Imperial contracting Ghia to build their ultra luxurious limousines, these were destined to become some of the most expensive limousines of their era. Utilizing only the finest woods and leather for these vehicles, production numbers were kept low giving these Imperials the highest in exclusivity. From 1957 to 1965, a total of approximately 132 Ghia built limousines were completed, with only 10 being completed in the last year of 1965.

THE MOTORCAR OFFERED

The limousine offered here is the perfect balance of classic luxury and modern performance. Being one of the most expensive limousines of its time, this 1965 Imperial LeBaron limousine was built in Detroit, Michigan and completed in Turin, Italy by famed Italian coachbuilders Carozzeria Ghia. Manufactured as one of just ten built in the final year of production clearly makes this one rare example. This vehicle started life as a luxury factory built limousine meant to be the pinnacle of affluence in America. It is believed that this very car was custom made for American entertainer Bob Hope, in which Chrysler would contract the use of this car for Mr. Hope and his television show, which Chrysler sponsored at the time. As soon as Bob Hope switched sponsors for his television show, Chrysler took the car back and brought it to a California Chrysler dealership in Pasadena. The current owner and consignor of this Imperial saw the car at the Pasadena dealership and inquired to purchase it. The dealership told him that it wasn't available



because legendary actress Joan Crawford had purchased the car. Several months later, he saw the car back at the same dealership and was able to finalize the purchase, becoming the first registered owner in the fall of 1967 when the car had approximately 11,000 miles on the odometer.

Fast forward to approximately 40 years later, this Ghia limo was in the family storage when a conversation was struck with legendary automotive icon Chip Foose and well known fabrication experts from Gaffoglio Family Metalcrafters in Orange County, CA. This conversation resulted in a fantastic plan to restore this beautiful limousine, but with a modern twist. Not wanting to take away from the iconic looks and classic Ghia design from the car, the owner of the car along with Mr. Foose and Metalcrafters devised a detailed plan to give the car a restomod type of build, but keeping the cars classic good looks in mind. Definitely not an easy project, but with a talented team of Chip

Foose and Metalcrafters handling the fabrication and design, the finished goal was definitely achievable. After 5 years, and well over \$300,000 in invoices later, the restoration of the Ghia limousine was completed. This talented team took a modern Chrysler 300C SRT8 donor car, and transferred the complete drivetrain, wiring, suspension and other creature comforts, in which it was adapted to fit the Imperial limousine in a factory like fit and finish. This documented restoration was done in such high standard, the quality of work can easily be appreciated down to the many details. With new modern Hemi V8 power, and suspension, the car drives like new with modern day performance and reliability.

With five years of work, the level of fabrication and expertise invested in this Imperial makes for a wonderful restoration and useable everyday driver. From acid dipping the body to remove the hundreds of pounds of lead used to initially manufacture the car to custom fitting the new

coilover suspension and Brembo brake systems, the details on this build were spectacular. Custom cut Foose billet wheels, and a Kenwood custom stereo system round out just a few of the extra details featured on this fantastic limousine. With the whole restoration documented with photos and set in an included file, this project was highly organized and well thought out. Included with the car is a history file documenting the restoration, additional paperwork, invoices, manuals, a Chip Foose original framed drawing of the project, as well as miscellaneous paperwork and signage accompanying the build. A custom-built metal rolling cart containing the original engine, transmission and radiator are also included with the sale ensuring the factory delivered powertrain stays with the vehicle ensuring the vehicle's originality. Having such a great story and assembled by some of the best names in the industry, this Ghia built Imperial limousine would be such a wonderful addition to any prominent collection.

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

12.

Offered by Tom Hanks

1980 TOYOTA FJ40 LAND CRUISER HARDTOP

Chassis no. FJ40LV - KCJA

4,300cc V-6 (General Motors L35)

Sequential Port Fuel Injection

180hp at 4,400rpm

5-speed Manual Transmission (General Motors)

Live Axle Suspension

Font Disc, Rear Drum Hydraulic Brakes

- ★ *Tom Hanks signed*
- ★ *Exciting upgrades to GM L35 V-6 Power*
- ★ *Much sought after model*
- ★ *Beefed-up, go anywhere example*





THE MOTORCAR OFFERED

Actor Tom Hanks commissioned this special FJ40 to be competent both in the wilderness and on the highway. Professionally built to high standards, it benefits from an upgrade to a 2000 model year GM L35 4.3-liter Vortec V-6 engine with sequential port fuel injection rated to 180 horsepower from the factory. That was backed up by a GM-sourced 5-speed manual transmission. The driveline features all the highly regarded Toyota FJ functionality with four-wheel drive, Warn front hubs, power brakes and power steering. The stock-height suspension has been beefed up with Old Man Emu shocks and steering damper and it rides on chrome wheels with Toyo Open Country 31 x 10.50 R 15LT tires (including the matching spare).

The interior sports a set of power operated Porsche high back seats (the original

seats are included). There are center-facing folding seats in the carpeted rear compartment. It has a roof rack and rear-mounted spare. Entertainment comes from a Sony AM-FM-cassette stereo with extra speakers in the rear. Because it's California where even the backcountry and mountains get hot, there is air conditioning to complement the factory heater.

An indication of how carefully and thoroughly the Vortec V-6 conversion was done is that it has been inspected by the California Bureau of Automotive Repair and bears the BAR inspection label under the hood attesting to its required California smog equipment. The exterior is Rustic Green with a white painted roof. The Porsche seats are black while the original front seats and rear folding seats are Toyota grey leatherette. Professionally built and

maintained, Tom Hanks' FJ40 is a strong, usable, and good looking truck. Someone who has driven both a stock 2F-engined FJ and this one characterizes it as "completely transformed with the Vortec engine's power and the GM 5-speed."

The interior is lightly used. The paint is sound and presentable. The engine compartment presents well but is ageing and the chassis ... well, the chassis has back country miles on it. In other words, this is a FJ enthusiast's FJ, ready to continue to give loyal, reliable service both around town and off road. Its Tom Hanks history only adds to its appeal.

**\$75,000 - 125,000
WITHOUT RESERVE**

13.

*Offered by Tom Hanks*1992 AIRSTREAM MODEL 34 LIMITED
EXCELLA TRAVEL TRAILER

VIN. 1STGLAU36NJ508766

- ★ Iconic Americana from an Iconic American actor
- ★ The ultimate in movie memorabilia
- ★ Hanks' home away from home over almost 30 years
- ★ Rich and fascinating history
- ★ A unique and unrepeatable opportunity



THE TRAILER OFFERED

Wally Byam's famed polished aluminum streamlined Airstream travel trailers are renowned for bringing flexibility and the comforts of home to generations of travelers.

Tens of thousands have been, and continue to be, built and used by Byam and other Airstream travelers for far-flung adventures, tours and multi-traveler caravans to remote destinations.

Yet, this 1992 Airstream Model 34 Limited classic trailer profoundly illustrates another Airstream application: a personalized, self-sufficient, home-away-from home, refuge and respite from cookie-cutter panel-built trailers.

It was purchased and personally equipped in 1993 by double Academy Award Best Actor winner Tom Hanks and has been his refuge for the past quarter century during productions across America. Its windows are

adorned with replica slates (clapperboards) identifying eighteen locations where it was used from *Sleepless* in Seattle in 1993 to *The Circle* in 2017.

Hanks noted in an interview for *Bonhams Magazine*, "I got it in the days when movies moved slower. I had spent too much time in regular trailers with ugly décor and horribly uncomfortable furniture, so I decided to buy a brand-new Airstream shell with an interior made to my own request.

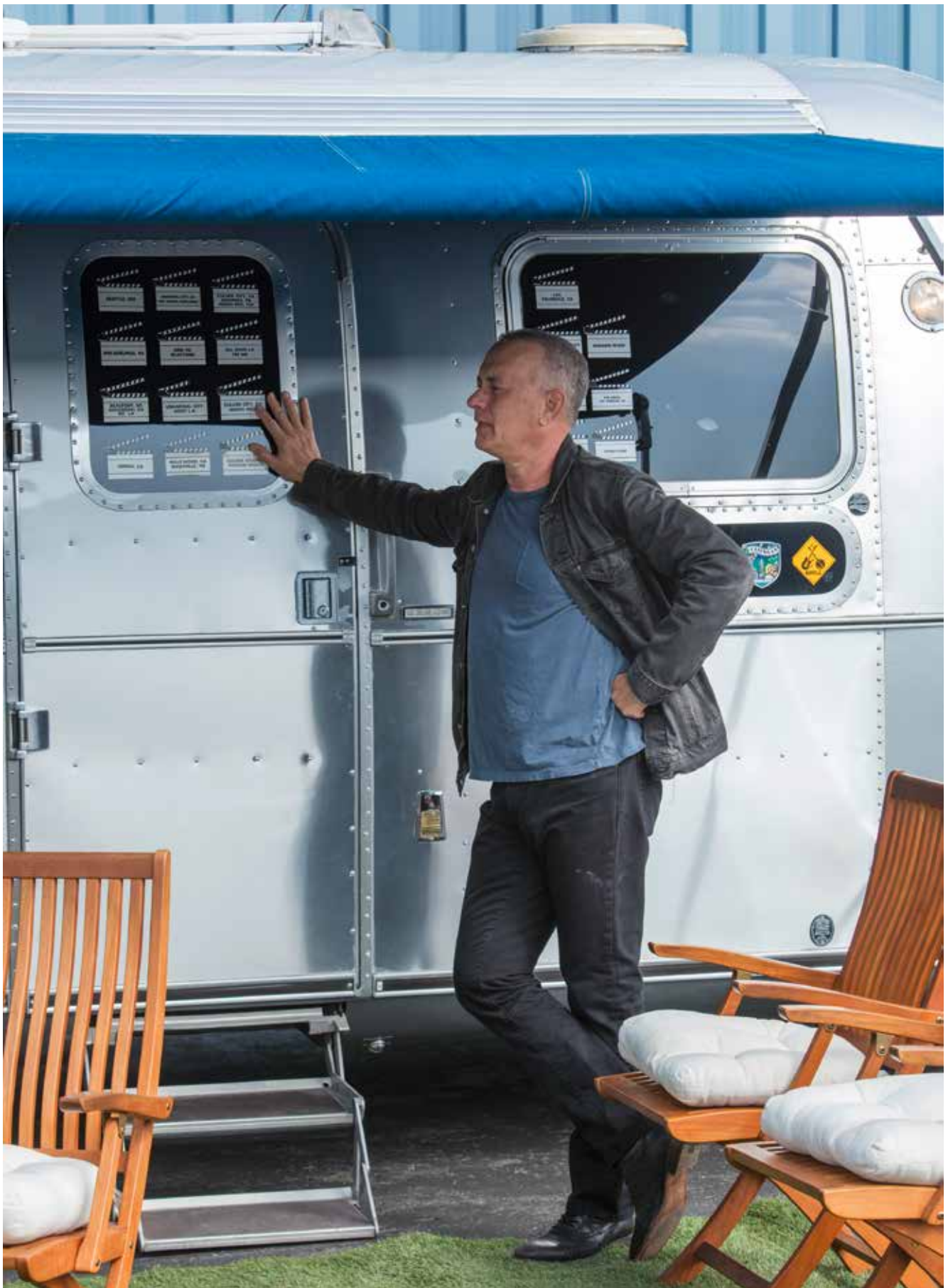
"I didn't want anything built-in, other than the kitchen and bathroom, so it had only a desk and cupboard in the back, a futon platform on the floor, and room for a small table and chairs. "I wanted a regular sofa, too, so I had one made with removable legs so it would get through the door."

Airstream trailers were the product of the imagination and wanderlust of company

founder Wally Byam. He started Airstream in 1935 emulating the earlier *Road Chief* designed by William Hawley Bowlus. Bowlus was an aeronautical engineer who had worked on Ryan Aviation's "Spirit of St. Louis" in which Charles Lindbergh made the first solo crossing of the Atlantic Ocean. The "Road Chief" employed lightweight, aerodynamic, aeronautical techniques of formed aluminum panels riveted together to create a semi-monocoque structure.

Byam adopted the same methods in creating the first Airstream. Despite its cost – about \$1,200 in the mid-Thirties – it was enthusiastically received and continued in production until the outset of the Second World War when Byam and his crew turned to defense production for Curtiss-Wright and Lockheed. Following the war Byam built the Curtiss-Wright Clipper travel trailer, then resumed independent production as Airstream.







Byam and his friend Cornelius Vanderbilt, Jr. took a Jeep-towed Airstream on a filming trip of Europe in 1948, in the process creating "the world's most travelled trailer", drawing admiring crowds wherever they stopped. In 1962 an Airstream on board the USS Iwo Jima served as the quarantine quarters for the returning Apollo 11 astronauts after their moon walk foreshadowing a later experience when, as Tom Hanks recalled, "... Kevin Bacon, Bill Paxton and I watched a Buster Keaton documentary on the TV – before running through the Forest Lawn cemetery in our Apollo 13 costumes to pay homage at his grave."

The Airstream was not only Hanks' refuge during production but also served as a place where he, friends, colleagues and cast members could gather to relax, unwind from a busy day and exchange thoughts and ideas. It has travelled from Seattle for Sleepless

in Seattle to Beaufort, South Carolina for Forrest Gump with stops in Philadelphia (Philadelphia), New York City (Sully) and many times in the Los Angeles area.

Measuring 35'1" from hitch to tail, it comes complete with all its accessories and furniture including dishes, glasses, several espresso makers, some kitchen equipment and the pictured comfortable teakwood chairs and table. It has electric leveling jacks, rollup patio awning and a pair of propane tanks. Included is a separate Honda ES 6500 120/240 volt generator. Standard Airstream 34' Limited classic equipment and the Excella 1000 package comprises, among many others, air conditioning, hot water heater and window blinds. The dry weight listed by Airstream's specifications is 7,300 pounds with 1,600 pounds additional capacity, a total of 8,900 pounds (4,000kg). It has always been

professionally maintained and stored inside when not in use. One of the air conditioners is autographed by Tom Hanks.

Tom Hanks: "You haven't lived well until you survive a movie-stopping thunderstorm in an Airstream while on location in Carolina."

"But, more than anything, an Airstream is gorgeous and cozy, which is why everyone who visited mine went away wanting one."

This is your chance to follow that dream.

**\$150,000 - 250,000
WITHOUT RESERVE**

14.

Offered by Tom Hanks

2011 FORD F450 SUPER DUTY CREW CAB LARIAT PICKUP

VIN. 1FT8W4DT2BEA68058

6,700cc Pushrod Overhead Valve V-8 Diesel Engine
 Direct Fuel Injection
 400 horsepower at 2,800rpm
 6-speed Automatic Transmission
 Live Axle Suspension Dual Tire Rear Axle
 4-wheel Power Disc Brakes

- ★ *Tom Hanks signed*
- ★ *Lavishly equipped*
- ★ *Under 5,000 miles covered*
- ★ *No compromise Ford workhorse*



THE MOTORCAR OFFERED

When Tom Hanks specified a tow vehicle for his Airstream trailer he didn't cut corners. With only one notable exception this 2011 Ford F450 Super Duty Lariat has everything even remotely desirable for towing.

The one thing it has in short supply is miles. Its electronic odometer displays just 4,193.1 miles at the time of cataloging. Even upon arrival at Quail Lodge towing the Airstream it will have well under 5,000 miles from new.

The modest mileage is a good indication of why Tom Hanks' decided to sell the Airstream and the F450: The pace of moviemaking has picked up in the intervening years and if this Ford towed at all since 2011 it was only a few miles within the Los Angeles area.

Finished in Ingot Silver Metallic that complements the Airstream's polished aluminum, it has a Steel Gray interior and a list of standard features and options that goes on nearly forever including a full length cap on the 8-foot bed. It is towing equipped from Ford with wiring harnesses and trailer brake controller for both hydraulic and electric trailer brakes. Power steering and power ABS brakes? Of course. There is a tire pressure monitoring system, trailer sway control, hill start assist, traction control, clearance and pickup bed lights, air conditioning, entertainment system and more.

It has been recently serviced by Santa Monica Ford where new batteries were installed. It has an impeccable CARFAX verifying its one-owner, low mileage history.

This is a rare opportunity to acquire not only a Tom Hanks owned (titled in the name of his production company, Clavius Base, Inc. – after Arthur C. Clarke's fictional moon base) Ford but also a barely used, lavishly equipped F450 Lariat with negligible miles from new at a time when new pickups are beyond scarce and good used ones command over-MSRP prices in wholesale auctions.

**\$70,000 - 100,000
 WITHOUT RESERVE**

15.

Offered by Tom Hanks

2015 TESLA MODEL S P85D

VIN. 5YJSA4H45FF095332

Dual Performance 3-phase A/C induction motors
High Capacity 85 Kwh Batteries
691bhp Constant
Single Speed Automatic Transmission
4-wheel ABS Disc Brakes
4-Wheel Independent Suspension

Without Reserve

- ★ Tom Hanks signed
- ★ A favorite among the Teslerati
- ★ Special one-off Hanks chosen British Racing Green livery
- ★ 'S' Specification High Performance option



THE TESLA MODEL S

Electric cars were viable competitors with stinky, explosive gasoline vehicles in the early 20th century. Despite Thomas Alva Edison's tireless efforts to perfect more powerful and longer-lasting batteries they were encumbered with lead-acid technology. Electrics enjoyed some success in urban busses, delivery trucks and staid around-town transport for matrons. Electrics had promise, but cheap gasoline cars from Ford, Chevrolet and others had range and flexibility advantages that relegated electrics to irrelevance.

Until, that is, Elon Musk came along with his PayPal billions and a commitment – even an obsession – to make the electric car the vision of the future.

THE MOTORCAR OFFERED

Tom Hanks is no newcomer to electric (and hybrid) vehicles. In 2004 he faced motorhead David Letterman's inquisition on "The Tonight Show" about his electric vehicles and stated a concise – and early pre-Tesla – case for electric vehicles. He has been true to the concept ever since, owning several electric conversions of conventional ICE vehicles as well as purpose built EVs.

This 2015 Tesla Model S is the high performance, dual motor, all-wheel drive version.

Despite being used regularly around the Los Angeles area by Tom Hanks and his wife Rita Wilson it has accumulated only 13,445 miles at the time of cataloging and has always been professionally and consistently maintained. The CARFAX, as should be expected, is clean. The exterior color is British Racing Green, a color that isn't found on Tesla color charts.

It was a special ordered, "Paint to Sample", color specified by Tom Hanks in "my favorite color." The interior is a pristine light tan with charcoal accents. With the exception of one tiny wheel rim paint chip the four alloy wheels are unblemished and mounted with a set of 245/35 R 21 W Continental ContiSportContact tires. It comes with its Tesla charging cables.

Blistering performance, environmental consciousness, Tom Hanks ownership and negligible miles are all good reasons for buying this Tesla Model S P85D but the unique, special order color is an even more enduring attribute. This singular Model S will always attract favorable attention even among Teslerati and start conversations about how it came to be liveried like a Blower Bentley.

**\$70,000 - 100,000
WITHOUT RESERVE**

16.

1974 FERRARI DINO 246 GTS

Design by Pininfarina

Chassis no. 08116

2,419cc DOHC V6 Engine

3 Twin Weber Carburetors

195bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Fine example of the fully evolved 246 produced about 100 cars from the end*
- ★ *Retained in mild Western US climates for decades*
- ★ *Well-preserved example fitted with Daytona seats, power windows and A/C*
- ★ *Iconic Dino Spider with excellent road holding capabilities*



THE FERRARI DINO 246

'It is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high...' – *Road & Track*.

Building on experience gained with its successful limited-edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminum-

bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-liter, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain.

A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M' and 'E', these designations reflecting detail changes in the specification. Of the three, the M-series is by far the rarest, being produced during the early months of 1971 only. Changes from the preceding L-series included a 30mm increase in rear track; five-bolt fixing for the road wheels; internal boot release; seat-mounted headrests; and various minor improvements to the engine and gearbox. The final 'E' series incorporated all the changes made to its predecessors together with further improvements to the engine and gearbox and numerous other more minor details.

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence and still highly regarded today.



THE MOTORCAR OFFERED

This beautiful Ferrari Dino 246 GTS - chassis number 08116 - was completed at the Maranello Ferrari works during April of 1974. The new Dino was configured just as it appears today, a GTS Targa top version in the final and fully evolved E-Series and was among the last 100 or so examples of the Dino 246 model produced. According to Matthias Bartz' comprehensive 'Ferrari Dino V6 Compendium', 08116 is recorded as having been equipped for the US market from the factory.

08116 was acquired during the mid 2000s in California by the consignor - a prominent Reno, Nevada-based collector of exceptional classic sports cars - and sparked his interest in collector cars. From the acquisition of this classic Ferrari Dino, the consignor would go on to build his impressive collection. Today 08116 presents in largely original and well-

preserved condition. The Scaglietti-crafted bodywork displays good fit and finish, and original factory chassis and ID plates remain in situ, as is original Carello lights and lenses, and much of the brightwork. Inside much of the interior remains original, and the desirable Daytona-style seats are fitted, trimmed in tan with black inserts. Power windows and air conditioning are fitted as well. Cromodora alloy wheels shod on Michelin classic XWX radial tires are fitted, with a matching spare and jack located in the luggage compartment.

This 1974 Ferrari 246 GTS Dino from the very end and fully evolved part of the production run, combines the classic and well-proportioned Pininfarina-penned design, with a rev-happy dual overhead cam V6 engine mated to a slick gated shift 5-speed manual transaxle. The Dino is

a thrill to drive and a pleasure to visually admire. This attractive example of Ferraris mid-engine classic represents an exciting opportunity for any Ferrari enthusiast.

\$200,000 - 250,000

17.

1975 MASERATI BORA 4.9
Design by Giorgetto Giugiaro

Chassis no. AM117/US*916*
Engine no. AM107/11/49*916*

4,930cc DOHC V8 Engine
4 Weber Carburetors
320bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One of just 275 4.9 Liter Bora's produced
- ★ Matching-numbers, US-delivered example
- ★ Nearly \$70,000 in cosmetic and mechanical work completed since 2018
- ★ Finished in striking Blu Ischia Metallizzato over Blu leather



THE MASERATI BORA

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

Introduced at the 1971 Geneva Motor Show, The Tipo 117 Bora was Maserati's first and only mid-engine V8 supercar, following the trend set by the Lamborghini Miura in 1966. Maserati commissioned Italdesign, Giorgetto Giugiaro's nascent design firm, to develop this new genre of Maserati. This design, while unmistakably Giugiaro, featured striking styling similarities with the DeTomaso Mangusta, BMW M1, and even the DeLorean DMC 12. As quoted above, the Bora was strikingly sporty but not inordinately aggressive, a truly worthy Maserati GT car, with clear connections to the Ghibli that came before.

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

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

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



THE MOTORCAR OFFERED

This stunning Maserati was delivered new to the United States and has documented history since the 1990s. Powered by the throaty 4,930cc DOHC V8 engine, it is finished in striking Blu Ischia Metallizzato, over a Blu and black Connolly leather interior with black Wilton carpets. The car is equipped with Campagnolo alloy wheels, and fitted with the desirable manual-shift, 5-Speed ZF transaxle.

The Bora's first owner was most likely Californian, but the car's further early history remains unknown. By the early 1990s, the Bora was with a California collector, only leaving the Golden State when it was acquired by a Florida enthusiast in 2017. Prior to purchase, the Maserati had been the recipient of a cosmetic restoration, with further work completed after acquisition in 2017-18. Finding a new home in 2019, the Bora's 4.9-liter V8 was the subject of thorough rebuild from the crank up.

Attention to mechanical systems was extremely comprehensive and complete, with invoices meticulously detailing nearly \$49,000. In total, receipts on file detail nearly \$70,000 in service in the last three years.

Today, this example of Maserati's foray into mid-engine supercars is in beautifully maintained condition, and presented in a stunning blue over blue color scheme. Rarely seen in such meticulously kept mechanical condition, the Bora also retains its matching numbers 4.9-liter engine, and is offered with extensive records detailing the car's care and history over the last three decades. This lovely example of Maserati's mature and spiritedly sporty supercar would be a great entry into high-speed rallies such as the Copperstate 1000, or a Concours d'Elegance.

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



18.

1984 FERRARI 400i GT
Coachwork by Pininfarina

VIN. ZFFEB07B000050807

4,823cc DOHC V-12 Engine
Electronic Fuel Injection
310bhp at 6,400rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Originally owned by Greg Garrison
- ★ Exclusive bespoke options from Ferrari
- ★ Rare manual-transmission model
- ★ Fantastic color scheme



THE MOTORCAR OFFERED

Special ordered by famed Ferrari collector Greg Garrison, this 1984 could arguably be the most unique example produced. When you are close personal friends with Enzo Ferrari himself, it was quite easy for Mr. Garrison to receive special wishes in terms of bespoke options on his cars. Some of these special wishes include the color combination of a light red metallic (Rosso Met Fer 305/C) with a beautiful beige leather interior. Other characteristics that can only be found on this particular 400i include color matched front and rear bumpers with chrome trim, which would later become standard on the 412 models. Additionally, other special requests include a Nardi steering wheel, power seats and cruise control. Since Mr. Garrison would frequently drive to his home in the usually warm Palm Springs area, he asked the Ferrari factory for some special upgrades to this 400i's cooling system. The factory had

fitted the car with an extra insulated headliner with additional sound deadening material and heat resistant components. Additionally, the interior was fitted with front and rear dual air conditioning system. Probably the most notable exterior features the factory fitted this car with would be the hood vent. Being two and a half times larger than the usual 400i hood vent, this helped extract the unwanted under hood heat, while helping the air conditioning system operate more efficiently in the warm climates.

This rare manual-transmission model has covered approximately 64,570 miles. The car does come with some recent service invoices, with the most recent service taken place in October of 2020. This 400i comes with a history report from Ferrari historian Michael Sheehan. Included with the sale of the vehicle is an extra exhaust system

as well as a set of Campagnolo wheels with tires to compliment the Borrani wire wheels currently installed on the vehicle. Additionally, the factory radio is included along with the factory tool kit/first aid kit, books, dealer list manual, a workshop repair manual and more. Being that Mr. Garrison was a famed producer, he had close ties with many celebrity friends. One of these friends, and his business partner, was entertainer Dean Martin, who is believed to have used this car many times. With such a great ownership history and wonderful bespoke features, this is truly one of the most unique and well-built 400i's made. Surely a wonderful opportunity to own such an excellent example.

\$80,000 - 100,000
WITHOUT RESERVE

19.

1965 BENTLEY S3 CONTINENTAL COUPE Coachwork by Park Ward Ltd

Chassis no. BC90LXC
Engine no. 45CBC

6,230cc OHV Aluminum V8 Engine
Twin SU Carburetors
205bhp

4-Speed Automatic Transmission

Independent Front and Live-Axle with Semi-Elliptical Leaf Spring Rear Suspension
4-Wheel Girling Drum Brakes



THE S3 CONTINENTAL COUPE

The Bentley Continental was, of course, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward and James Young all offered bodies on the Continental S2 chassis. By far the most striking of these S2 Continentals were those bodied by Rolls-Royce's in-house coachbuilder Park Ward, and this design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, would continue on the S3 Continental. Quad headlamps were the S3's major styling innovation, and on the H J Mulliner, Park Ward-bodied Continental were contained in slanting nacelles, giving rise to this model's 'Chinese Eye' sobriquet. Headlamps aside, the most significant change was to the S3's engine, which boasted an increased compression ratio and larger carburetors, modifications that raised peak power by some 7%.

THE MOTORCAR OFFERED

It's the spring of 1964, and after a lifetime of hard work building your oil company from a small wildcatters firm to a publicly listed behemoth that you've just sold for \$253 million, you've decided to buy yourself a new car. That must have been in the mind of Lawrence S. Reed, who in May of 1964 sold his Texas Gulf Producing Company to Sinclair making him and his brother Gordon centimillionaires, when he ordered this Bentley S3 Continental Coupe from Rolls-Royce of New York around the time of the sale of his company. Finished in Tudor Grey over Grey leather, options included a Blaupunkt radio (no longer with the car), electric windows and aerial, plain Sundym glass all around, and white wall tires. He must have looked like a proper oilman with his new car and it no doubt was found parked at Neiman Marcus on occasion.

The recipient of an older restoration, it has since been refinished in black over tan hides and fitted with a more modern cassette radio and air conditioning. By 2002 the Bentley was in the garage of Lucy Dahl, an LA-based screenwriter and daughter of renowned children's book writer Ronald Dahl. Ms. Dahl kept the Bentley for a further six years before selling it to the current owner in 2008.

On static display since acquisition, this beautiful coupe with connections to both the rich oil fields of Texas and *Charlie and the Chocolate Factory* is now ready for recommissioning and future enjoyment.

**\$70,000 - 100,000
WITHOUT RESERVE**

20.

1963 JAGUAR E TYPE SERIES 1 COMPETITION COUPE

Chassis no. 888691

Engine no. RA73212-9

3,781cc DOHC Inline 6-Cylinder Engine

3 Weber 45 DCOE Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Wilwood Disc Brakes

- ★ *Tasteful and period-correct cosmetic performance upgrades*
- ★ *Mechanically upgraded with modern performance cooling and brakes*
- ★ *Stunning Titanium Grey over Grey livery*
- ★ *The perfect combination of style and performance*



THE JAGUAR E-TYPE

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

The engine and transmission aside, the production E-Type was all new. It combined a multi-tube front chassis with a monocoque center section. Front suspension was similar to the XK 150's, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshafts, its wheels were suspended on coil spring-shock absorber units. The differential was mounted to a hefty steel crossmember and hosted inboard disk

brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

THE MOTORCAR OFFERED

Roughly 15 years ago, the lovely Jaguar E-type Coupe offered here received an entirely comprehensive nut and bolt restoration thanks to the folks at Classic Showcase in California. No stone was left unturned, and the vehicle was completely disassembled and brought down to bare metal. Once on the rotisserie, the metal was refinished and prepared for the new parts to be fitted and installed. The high-quality paint job was wet sanded and buffed to perfection. The chassis and a bevy of other parts were powder coated in addition to the undercarriage being rebuilt. While the motor was out, it too received a great deal of attention. New pistons, bearings, seals, timing chain, oil pump and water pump were installed, and the top end of the motor received new valves, guides, keepers and seals. Feeding the engine are jewelry like performance Weber 45 DCOE carburetors that were rebuilt at the same time as the



restoration. Attached to its custom exhaust headers was a custom 2-inch free-flow performance exhaust system. Linked up at the back end, a fully synchronized 4.2 Liter gearbox has been fitted to aid in drivability.

Classic Showcase also took the opportunity to make some improvements beyond the components found in stock Jags. Almost a necessity in today's traffic, a high output radiator with an auxiliary fan and alloy header tank work to keep the motor cool on hot days or through hard driving. Brakes are another area of welcome improvement for the modern enthusiast, and one will decelerate with authority thanks to the Wilwood components and master cylinder fitted to this coupe. Furthermore, the suspension of the vehicle was fully rebuilt and features neoprene bushings for increased response. Along the same lines, the steering and motor have both

been solidly mounted. A new wiring harness has also been fitted resulting in the erasure of one of Jaguar's most famous standard features: smoke.

The exterior has been finished in tasteful Titanium Grey paint and allows the vehicle to stand out amongst the sea of other E-Types one will witness on the show field. Adding to the sporty character, the bumpers of the car have been removed allowing the gorgeous lines to be displayed uninterrupted. D-type style Dayton alloy wheels with 3-eared knock-offs round off the package and complete the racey look. Inside, a matching grey interior is complemented by a fully rebuilt alloy dash fitted with a suite of Smiths gauges and a Nardi wood rimmed steering wheel. Aiding in comfort, sound deadening has been fitted to both reduce noise and heat while Series II reclining seats allow the driver to find the

most ideal position; upholstered in the style of Series I seats.

The work performed on this Jaguar was thoroughly comprehensive and extends beyond what can be expressed in a brief description. Whilst in the company of the vehicle, the quality truly exudes from every surface. The E-Type has many accomplishments in JCNA sanctioned shows and rallies. The restoration has aged very well over the years, and today, the car appears with only minor indications of wear both inside and out. This E-Type performance Coupe on offer was recently serviced and is the complete package of style, prestige and performance.

\$200,000 - 250,000

21.

1930 MORGAN 3-WHEELER AERO SUPER SPORTS

Chassis no. M301

Engine no. 90/93/S

1,100cc OHV V-Twin JAP Engine

41hp at 4,700rpm

Single Side Draft Carburetor

2-Speed Manual Transmission

Independent Front Suspension

Swing Axle Rear Suspension

- ★ Authentically restored example of the desirable Aero Super Sports model
- ★ One of the best specifications for a Morgan 3-Wheeler
- ★ Powerful and durable OHV V-Twin JAP engine
- ★ An automotive icon rarely seen on the American market



THE MORGAN 3-WHEELER

With a pedigree dating from 1909, Morgan's 3-wheelers were from the outset highly competitive. Its superior power-to-weight ratio enabled H.F.S. Morgan's humble, 3-wheeled cyclecar to outperform many a larger engined 4-wheeler, and its maker was not slow to capitalize on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cycle car race at Brooklands the following year, Harry Martin taking the checkered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914. The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Subsequent technological developments included the fitting of front brakes (operated by hand lever) from 1924 and the adoption

of a new chassis – the M-type – on the new Super Sports model. The Aero Super Sports – the top-of-the-range and certainly the fastest model – was announced in 1928, lower, longer and faster than earlier Aeros and with an 80mph top speed. This new chassis was some 2½-inches lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cycle car Club's meeting at Brooklands later that year.

Morgan offered Blackburne, JAP and Matchless engine options in their range of 3-wheelers, the JAP engine, as fitted to this example, being the choice of the connoisseur.

THE MOTORCAR OFFERED

Representing the 1930s Morgan 3-wheeler in the desirable Aero Super Sports specification, powered by the air-cooled, overhead-valve, V-Twin 1,100cc JAP engine, this charming example was treated to an authentic restoration in 2008, and since kept in beautiful condition in a celebrated Southwestern collection of pedigreed cars and motorcycles. Sporting British Racing Green paint with the cockpit trimmed in black, the Morgan has a very genuine feel with period gauges, and a nice age to all the brass, wood, nickel and brightwork finishes on the powerful machine. Seldom found on the American market, this Morgan Aero Super Sports has few equals, and would make a nice addition to any historic and thoughtful collection.

\$50,000 - 75,000
WITHOUT RESERVE

- ★ *The 19th of just 50 Brooklands Edition models produced*
- ★ *Extremely powerful and thrilling machine*
- ★ *Just one owner and less than 1,000 miles from new*
- ★ *The perfect retro blend of new and old*

2014 MORGAN 3-WHEELER BROOKLANDS EDITION

VIN. SA9M32851EP202122
Engine no. P5600557

1,983cc OHV V-Twin S&S Engine
115hp at 3,000rpm
Direct Fuel Injection
5-Speed Manual Transmission
Independent Front Suspension
3-Wheel Disc Brakes



THE NEW MORGAN 3-WHEELER

'When Morgan unveiled its new 3-wheeler at Geneva early this year, the crowd really did go mad. Here was a car with character and charm, speed and excitement. And it promised fun, that so-often missing ingredient in the world of modern machinery.'

– Octane Magazine.

One of the more unlikely re-introductions in an age obsessed with all things 'retro', the 3-wheeler revived the format pioneered by company founder H F S Morgan, whose first motorized tricycle had appeared in 1910. On this occasion though, the inspiration came from across the Atlantic, where the American company Liberty Motors was building a copy of the original Morgan 3-wheeler: the Ace Cycle Car. Morgan executives tried the Ace and were sufficiently impressed to buy out Liberty, thereby shortening the development time required to get their own version into production.

Morgan restyled the body along more traditional lines and redesigned the chassis (which would continue to be made by Liberty), abandoning the marque's characteristic sliding-pillar front suspension in favor of a modern coil-sprung double wishbone arrangement. They also chose to use an American-built S&S V-twin engine rather than the Ace's Harley-Davidson unit. Developed specifically for the Morgan 3-wheeler, the S&S 'X-Wedge' engine displaces 1,983cc and delivers its 115bhp maximum via a Mazda five-speed gearbox. With a kerb weight of around 500kg, the 3-wheeler has more than enough performance for most people, being capable of racing to 60mph in 4.5 seconds on its way to a top speed of around 125mph.

THE MOTORCAR OFFERED

This spectacular example of the retro-inspired 3-wheeler Morgan was manufactured largely by hand in February of 2014 and is the 19th of just 50 Brooklands Edition models made, commemorating the company's success at the legendary track nearly a century ago. The 3-wheeler remains in spectacular condition with little signs of use. The polished aluminum bodywork is accented by black cycle fenders up front, and the black-trimmed cockpit is fitted with Aero-inspired instrumentation and a Bluemel's Brooklands steering wheel. Less than 1,000 miles were recorded on the odometer at the time of cataloging, and the rare Morgan is offered from its original owner's sizable collection where it has been well cared for and regularly driven.

\$40,000 - 60,000
WITHOUT RESERVE

23.

1964 AC COBRA 289

Chassis no. C0X 6014

Engine no. 2559

289ci OHV V8 Engine

Single 4-Barrel Carburetor

271bhp at 5,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Rare and desirable original AC Cobra 289
- ★ Retaining original engine, transmission, rear end, chassis and bodywork
- ★ One of just 17 left-hand drive COX export examples made in 1964 and 1965
- ★ Factory left-hand-drive car, delivered new to Canada
- ★ Single family ownership for more than 45 years



THE SMALL-BLOCK COBRA

When Carroll Shelby went to Europe to race in the late 1950s, he realized that a combination of a lightweight American V8 engine and a proven, well-handling European chassis was a winning combination. He had a Ford V8 installed in the chassis of an AC Ace, named the result, 'Cobra', and proved his point. The Cobra set new standards of performance for road cars and was highly effective in competition. Early cars featured a 260 cubic-inch Ford small-block engine, soon enlarged to 289 cubic-inches concurrently with improvements to the suspension and steering, these Cobras being known respectively as MkI and MkII. When fitted with ever more powerful engines, the cars' chassis capabilities were stretched to the limit and Shelby approached Ford to take their concept a stage further.

Ford had woken to the truth of the old adage, 'Win on Sunday, sell on Monday'. Together, Ford and Shelby worked on a new chassis which, it was claimed, was the first ever to be designed on a computer. The final flowering of the original Cobra model received the legendary 289 cubic- inch Ford V8 engine which produced 271 horsepower and 314 lbs-ft torque midway through the engine range. Top speed was 138 mph (220 kph) but of more importance was 5.5 seconds for the 0-60 mph sprint - few cars in the world could match that in the 1960s.

Almost as soon as Cobra production began, AC Cars saw a market for the cars in the United Kingdom and Continental Europe. Initial race victories, which were widely reported in the motorsports press, hastened this spread. Just as it had been possible to purchase an AC Aceca from the factory's

sales office in Thames Ditton, or through one of the company's franchised dealers, so was it possible to buy a Cobras. Initially, AC, had their hands full trying to produce as many cars for export to the U.S. as they could.

Shelby also had his hands full keeping up with the demand in the U.S. and the European market seemed like a modest one. He was happy to let AC Cars assume the responsibility of supplying cars there. These cars were standard specification leaf spring Cobras powered by 289 Hi-Po Shelby engines with Borg Warner four-speed transmissions (which AC received from Shelby).

On these cars the trunk badge was "AC" while the nose badge was the round "Cobra" emblem. The serial numbers were COB ("Cobra Britain") for the right-hand drive cars sold in the United Kingdom



(45 out of the entire production of 62) and COX ("Cobra eXport") for left-hand drive cars sold throughout the rest of Europe, Canada, and one into the USA (the remaining 17 cars). The four-digit production numbers all began with a "6" (6001 through 6062).

Just 17 examples of the COX models were built in 1964 and 1965, making this the rarest series manufactured Cobra.







THE MOTORCAR OFFERED

This immaculate 1964 AC Cobra 289, chassis number COX 6014, is among the rarest Cobra models ever produced, and boasts excellent pedigree. According to the World Registry of Cobras and GT40s, COX 6014 was completed at the Thames Ditton AC Cars as a left-hand drive car, and was consigned to Cambridge Motors of Montréal, Canada, on August 9th, 1964. The first known owner was a Mr. Paul Schmelzer of Toronto, Canada, who purchased the car in 1969. Pictured in 'The Marque' Vol. 3, #3, COX 6014 remained in Canada through the 2000s, while in Mr. Schmelzer's ownership for more than 45 years.

Today COX 6014 boasts great authenticity, having never been known to have been raced or modified. Many of Cobras would take to the racetrack, but that is not the case with this rare AC Cobra 289. COX 6014 still retains its

original aluminum bodywork, chassis, and 289 Hi-Po V8 engine. A complete refurbishment has been carried out by the renowned Shelby experts at Legendary Motorcar Company of Halton Hills, Ontario, Canada, and COX 6014 remains one of best cared-for examples of the rare breed. Finished in a striking black exterior color with neatly contrasting red interior, COX 6014 looks just right, and really epitomizes the original Cobra legend, look and feel.

\$900,000 - 1,100,000

♦ See Legend on page 5 for bidding instructions.

24.

1963 FERRARI 250 GTE SERIES III 2+2
Coachwork by Pininfarina

Chassis no. 4829

Engine no. 4829

2,953cc SOHC V12 Engine

3 Twin Weber Carburetors

240bhp at 7,000rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ Matching numbers example
- ★ Originally finished in Bianco over Nero
- ★ Delivered new to the US through Chinetti
- ★ Offered with Marcel Massini's history report





THE FERRARI 250GTE

Intended to extend Ferrari's appeal to a sector of the market previously uncharted, the 250GTE 2+2 was first seen in prototype form at the 1960 Le Mans 24-Hour Race, where it served as the Race Director's car, and had its official world premiere later that year at the Paris Salon.

Maranello's first series-production four-seater featured independent front suspension, a live rear axle, all-round disc brakes and a four-speed manual/overdrive gearbox, while the compact, Colombo-designed Tipo 128E outside-plug V12 engine's 240bhp ensured that there was no compromise in performance. Top speed was within a whisker of 140mph.

The 250GTE progressed through three series before production ceased in 1963, by which time 950 cars had been sold, making this the most popular and commercially successful Ferrari to date.

THE MOTORCAR OFFERED

Completed in the third and final series of 250GTE production, the example offered here, chassis no. 4829, was completed on July 19, 1963 and delivered new in September of that year through Luigi Chinetti Motors to a Mr. Restierau, a Frenchman living in New York City. Finished in the handsome combination of Bianco white over Nero black Connolly hides, it was the 989th 250GTE built and 247th of the Series III cars. By 1974 the car had moved a little bit north to the Bronxville, New York garage of Ferrari enthusiast Tom McKenna. A dedicated custodian, McKenna would retain the car through until at least the early 1990s before it was eventually painted black and later listed for sale in 2007. The current owner acquired the car in the fall of 2008.

On static display since acquisition and featuring a new 30+ year old repaint, it is an example ready for recommissioning or

restoration. Sharing its bones with the other Ferrari 250s, including the GTO, LM, GT California Spyder, Lusso, TdF, and Testa Rossa, the GTE represents an amazing value. For a fraction of the cost of its topless and competition cousins, and with a pair of extra buckets for the kids and a real trunk for the weekend, the GTE is one of the best and most usable sports cars available.

**\$220,000 - 280,000
WITHOUT RESERVE**

25.

1971 MERCEDES-BENZ 280SE 3.5 COUPE

Chassis no. 111026.12.003665

3,499cc SOHC V8 Engine
Bosch Fuel Injection
200bhp at 5,800rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Top-of-the-line, hand-built Mercedes-Benz*
- ★ *Period-appropriate Tobacco Brown over Cognac livery*
- ★ *Desirable floor-mounted gear shift example*
- ★ *Equipped with Becker Europa stereo radio and Behr air conditioning*



THE MERCEDES-BENZ 280SE 3.5

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

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

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

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

THE MOTORCAR OFFERED

Presented here is a lovely example of the now-classic Mercedes-Benz 280SE 3.5 Coupe. Luxurious and powerful, this flagship Mercedes-Benz model from the famed Stuttgart-based manufacturer is finished in a period-correct Tobacco Brown over Cognac leather livery. Inside, one is greeted by high-quality brightwork and wood finishes, and a period Becker Europa stereo radio is fitted along with Behr air conditioning. The car is equipped with the desirable, floor-mounted gear shift lever, along with power windows and heat insulated glass.

By possessing a suite of creature comforts, a powerful V8 engine under the hood, and restrained Teutonic styling combined with the quality that comes from low production figures and hand-built construction, the 3.5-liter 280SE Coupe is truly a tour de force of classic motoring.

\$75,000 - 95,000

26.**1953 CHEVROLET SERIES 6400 PICKUP**

Chassis no. W53B012498

235.5 CI Inline 6 cylinder OHV Engine
 Single Carburetor
 108 bhp at 3,600rpm
 4-Speed Manual Transmission
 4-Wheel Semi-Elliptic Suspension
 4-Wheel Hydraulic Brakes

- ★ High quality restoration performed
- ★ Fully sorted classic Chevrolet dually
- ★ Beautifully crafted wooden flatbed in lacquered finish
- ★ Believed to be original 86,500 miles

**THE CHEVROLET PICKUP**

Chevrolet began building pickup trucks at the start of WWI and in the first year of production about 900 trucks rolled off the line. By 1942 when civilian production stopped, Chevrolet had produced two million trucks. Clearly they were doing something right. Following WWII the Bowtie brand sought to maintain its dominance and in 1947 it debuted its 'Advance Design' series of pickups. Ranging from the ½ ton 3100 to the 2 ton 6400 and initially powered by reliable straight six of 216.5ci—later growing to the 'High Torque' Loadmaster 235.5ci—the full-bodied and modern looking line-up quickly became the best-selling truck in America, a title it held for the duration of its eight year production life.

THE MOTORCAR OFFERED

The 6400 presented was built in the Baltimore plant in 1953 and prepared for the life of a workhorse. While the basic styling and design of the 6400-Series was offered in several styles, this vehicle was built as a 6408 model: Heavy Duty Platform Truck. Among the notable exterior features on this 6400 were the inclusion of the dual windshield and the oversized horizontal front grill. Finished in an eye-catching color scheme of Beige/Brown two tone exterior, the interior is finished in the similar two tone Beige with Brown leatherette. Nicely executed red pinstriping rounds out the high-quality paintwork performed on the truck. The rear flatbed deck has been shortened and made from an attractive lacquered wood complete with matching toolbox and side panels.

This truck was the recipient of a thorough restoration by its previous owner and still in fantastic condition today. Acquired by the vendor in the beginning of 2019, it has been very sparingly driven since purchase spending the bulk of its time on a vineyard. This beautiful classic Chevrolet pickup will be right at home going to or from the farmers market, heavy duty work, beach, or estate. Surely a wonderful opportunity to find such a great example of well-built American machinery.

\$30,000 - 40,000
WITHOUT RESERVE

27.

1977 FERRARI 308 GTB Design by Pininfarina

Chassis no. 22273

Engine no. 02610

2,926cc DOHC V8 Engine

4 Twin-Choke Weber Carburetors

255bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Highly sought after, Carbureted Berlinetta 308
- ★ Well cared for example of Ferrari's classic 308 GTB
- ★ Offered with original books in leather pouch
- ★ Timeless Pininfarina design in the purest form



THE FERRARI 308

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

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

featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to a top speed of over 150mph.

Produced initially with fiberglass bodywork (the first time this material had been used for a production Ferrari), the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (QV) model in 1982. Both an exhilarating driver's car and a Ferrari purist's delight, the 308 and its many derivatives proved to be a huge commercial success for Maranello, with over 12,000 sold.

THE MOTORCAR OFFERED

This desirable 308 GTB was built at the Maranello Works in September of 1977 and is one of approximately 2,185 carbureted 308s produced between 1977 and 1980. The original service book accompanying the Ferrari indicates that Bavarian Motors of Fort Worth, Texas sold the car on February 12, 1978 to first owner, a Mr. Milt Bronson. By the 1990s, the 308 had migrated to California, where it was recorded in the hands of Svend and Diane Steffen of Stonyford, CA. Today, this desirable Berlinetta version of the carbureted 308 presents in well-preserved condition, and the black leather interior very much appears to be original. The car is offered with the original books and manuals in leather pouch.

\$80,000 - 120,000

- ★ Factory, Vantage spec example
- ★ Delivered new to Lake Forest, Illinois
- ★ Under 33,000 original miles
- ★ Documented by a copies of factory records and a clean CARFAX

1988 ASTON MARTIN V8 VANTAGE VOLANTE

VIN. SCFCV81V7JTL15659

Engine no. V/585/5659/LFA

5,340cc DOHC V8 Engine
 4 Dual-Throat Weber Carburetors
 403bhp at 6,250rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes



THE ASTON MARTIN V8

Produced to satisfy demands from the USA, the Volante convertible debuted in 1978, but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, boot spoiler (a feature the Volante had previously lacked) and extended front spoiler, while fiberglass extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

THE MOTORCAR OFFERED

This V8 Vantage Volante was supplied new to Lake Forest Sports Cars in Lake Forest, Illinois. Completed on March 23, 1988, it was first registered in Illinois on July 1st of that year. Finished in Connock Black over a tan and black piped leather interior, it has the three-speed automatic gearbox and is equipped with the power operated hood, electric windows and mirrors, driving lamps, and Ronal alloy wheels.

According to the CARFAX report, the V8 Vantage soon made its way west to California, where it spent the early 1990s before heading east to New York and Connecticut. In 2003, with around 25,000, the Aston returned to the Midwest in the collection of Springfield, Illinois attorney Frederic Nessler. Adding only a few thousand miles during his ownership tenure, the current acquired the car in November of 2010 with just under 32,500 original miles on the ticker.

On static display since being purchased, this mean looking Aston is ready for some recommissioning and road burning. With plenty of power on tap, it will make the perfect velvet hammer for its next owner.

\$90,000 - 120,000
WITHOUT RESERVE

29.

1998 LAMBORGHINI DIABLO SV TWIN TURBO 'MONTEREY EDITION'

VIN. ZA9DU21B4WLA12007

5.7-Liter Twin-turbo DOHC V12 Engine
Electronic Sequential Multi-Port Injection
523bhp at 7,100rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Brembo Ventilated Disc Brakes

- ★ One of only 20 Monterey Editions built
- ★ A supercar legend of the 1990s
- ★ Less than 13,900 Kilometers from new
- ★ The final and most powerful production Diablo to feature pop-up headlights
- ★ Upgraded to Twin Turbos by Platinum Motors



THE LAMBORGHINI DIABLO

After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

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

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

With more power and a lower drag coefficient than the Countach, the Lamborghini Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. The Diablo though, was not a limited-edition

model like the latter, but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilized Gran Turismo as suited to city streets and motorways as the racetrack. Its UK launch price was pitched at just under £153,000, making the Diablo one the world's most expensive cars. Four-wheel drive Diablo VT and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.

Designed to appeal more to the enthusiast driver, a simpler and lighter two-wheel drive Diablo SV (Super Veloce) was introduced in 1995 and came with a 510bhp engine despite being cheaper than the standard Diablo. Other SV changes included an adjustable rear spoiler, different lighting, a ducted engine lid and larger diameter front brakes.



THE MOTORCAR OFFERED

As Lamborghini geared up to facelift its Diablo with fixed headlights, the engineers and designers at the Sant'Agata Lamborghini Works unveiled one last hurrah in 1998 for the strong American market: The Diablo SV Monterey Edition.

Just 20 were built in a nod to the flourishing Monterey Car Week in California. The Diablo SV Monterey Edition reprised the SE30 and VT Roadster's trio of air intakes in front of the rear wheels rather than the single, large opening the automaker used on the Diablo SV. The SV Monterey Edition retained the Diablo's signature pop-up headlights even though the automaker would debut a new face with fixed headlights the following year.

A 523-hp version of Lamborghini's famous 5.7-liter V-12 engine produced nearly 20-hp more than contemporary Diablo SVs, making

the Monterey Edition the most powerful production Diablo with pop-up headlights. The more powerful V-12 was also a harbinger of things to come for the next model year when Lamborghini would boost power to a similar level. Like other Diablo SVs, the Monterey Edition was rear-wheel drive and sent power to the wheels via a five-speed manual transaxle. Lamborghini had no trouble finding new owners for the 20 special edition Diablos, which were only offered to customers in the U.S.

This 1998 Lamborghini Diablo SV is #16 of 20 Monterey Edition models produced showing just 13,794 kilometers at the time of cataloging. Finished in the stunning Blu Scuro over black, it retains its original chrome wheels. Like other Diablo SVs, it features an adjustable rear spoiler, black taillight bezels, and quad exhaust pipes. The rare

Monterey Edition Diablo was upgraded to Twin Turbos by Platinum Motors, as has been seen on other cars of the era, for ultimate performance.

One Monterey Edition, featuring an upgraded engine and brakes, was driven by Mario Andretti during the Lamborghini-sponsored "Running of the Bulls" event in California. The Monterey was such a rare and desirable variation on the SV theme that the cars were snapped up almost immediately.

\$200,000 - 250,000

30.

1959 JAGUAR XK150S 3.4 ROADSTER

Chassis no. T831532DN

Engine no. S 1486-9

3,442cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

250bhp at 5,500rpm

4-Speed Manual Transmission w/ Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Hydraulic Disc Brakes

- ★ More than 50 Concours wins and 100-point JCNA status
- ★ Matching numbers, factory left hand drive example
- ★ Just four owners from new and less than 19,000 original miles
- ★ Presented in original color combination



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," declared *The Autocar*.

Introduced in 1957, the '150' is the ultimate expression of Jaguar's XK series. Revisions to the bodywork retained the traditional XK look but the revised fender line made room for a wider cowl and windshield and fed into thinner doors that much improved comfort. Jaguar adopted the disc brakes which had so dramatically demonstrated their effectiveness in the C-types at Le Mans, improving not only braking performance but also the XK 150's marketing.

In standard form, it retained the 190bhp of its predecessor. But for those requiring

a little more 'poke', 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph.

At first the '150' was available in fixed and drophead coupé forms; the open roadster version didn't appear until the following year. The roadster version would become the rarest XK 150 model, now with rollup windows and thorough weather protection to make it the ideal vehicle for a day's enjoyment or a long trip through variable weather. Looks were not to be compromised, however, as the XK150 Roadster retained the traditional Roadster's windowsill dip and top that was fully enclosed when retracted for an especially attractive profile.

THE MOTORCAR OFFERED

There can be few cars of this marque or model that can lay claim to such achievement in Concours events across this country. Over the course of about 13 years, the XK150S offered here has won more than 50 Concours awards, including numerous 'Best in Class' trophies, resulting in the car earning a 100-point status with the Jaguar Club of North America and has won North American Champion as well. That the Jaguar came to be in such extraordinary condition is testament to its previous owners, keen enthusiasts of British motorcars, and reflects their passion, keen eye for detail and quality workmanship.

An original U.S. delivered example, this 'S' was built on October 10, 1958, dispatched 20 days later and supplied to the US through Jaguar Cars New York. Finished in Black with Grey hides and a Black top,



it was delivered with the exact technical specification and matching-numbers components that it retains today, as verified by its Jaguar-Daimler Heritage Trust Certificate.

The first owner of the car was J.P. Squire of Mentor, Ohio who took delivery on July 19, 1960. Squire kept the car for four years before selling it to W.O. Oden of nearby Cleveland, Ohio in June of '64. Oden enjoyed the car for two subsequent years before putting it into storage in his garage in August of 1966. The Jaguar would sit closeted in Oden's garage for the next three decades until it was acquired by the previous owner in May of 1997. When the car was pulled out of the garage, it was in complete and showing less than 18,000 miles on the clock.

Sent to marque specialist Jeff Locke of Foreign Car Specialties in Tallmadge, Ohio

in 1998, an exhaustive, body-off, concours quality restoration was begun. In completing the restoration, exacting detail features were sourced - items which are so often copied, but rarely are originals as found on this car.

This exhaustive process took three years from start to finish. Completed in its original color scheme, it has achieved consistent success wherever it has been shown. With preciously few miles added since it was completed to its already very low mileage total, and detailed to the highest degree, the car looks today much as it did when the exacting rebuild was finalized. Offered from a prominent Virginia-based collection, the XK150S Roadster is offered with its original owner's manual including its annual maintenance chart, tool roll, and 'Supplementary Instructions' for the XK150 "S" Model'.

Bonhams can only endorse the judgments of so many experts across the country who have consistently prized and placed this car above all others they have seen. It is an utterly beautiful example with few owners and less than 19,000 original miles, which should comfortably provide its next owner with further awards or hold its own among any world class collection of automobiles.

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

31.

1990 MASERATI BITURBO CONVERTIBLE

Coachwork by Zagato

VIN. ZAMFN1104LA331948

2,790cc OHC V-6 Engine
Electronic Fuel Injection
225bhp at 5,250rpm
3-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Zagato bodied Maserati
- ★ Fewer than 20 examples imported to North America
- ★ Present ownership for 25+ years
- ★ Desirable and refined end of the run 2.8-liter engine



THE MOTORCAR OFFERED

Maserati's dominant model throughout the 1980s and the first series-production road car to employ a twin turbo-charged engine, the Biturbo debuted in two-door form in 1982. Intended to challenge BMW, Porsche and Mercedes-Benz in the luxury sporting saloon market, the Biturbo had a front engine/rear drive layout and featured all-independent suspension, four-wheel disc brakes, and an interior of sumptuous leather and fancy burlwood veneer trim. The all-steel unitary chassis/body was styled in-house and built by Innocenti, part of the De Tomaso empire like Maserati. Excellent ZF five-speed manual and three-speed automatic transmissions were available, while a limited-slip differential came as standard. Produced initially with a 2-liter, three-valves-per-cylinder, 90-degree V6, the Biturbo evolved toward a 2.8-liter and four-valves-per-cylinder engine, the finest of which were the open-top spyder

variants, of particular interest as they were the work of Zagato. Maserati finally got it right with the end of the run 2.8-liter version which fixed all of the Biturbo's original shortcomings, but it was too late for Maserati USA – they declared bankruptcy and less than 20 final run handmade cars made it to North America.

The 2.8-liter variants are thus certainly the most desirable, and hardest to find. Of the 2.8-liter models, the most coveted is the Zagato-bodied Biturbo Spyder. With 225 HP and 246 lb. ft. of torque, thanks to a large fuel injected OHC V6 with a four-valve per-cylinder fed by twin water-cooled IHI turbos and twin air-to-air intercoolers, the car's weight to power ratio makes it a thrill to drive. The only other cars of the era to offer this level of sophisticated power was Ferrari's mighty 288 GTO and F40. In 1990 under 20 examples were imported to North America

and only a few are known to exist today. This particular example was previously owned by the professional baseball player and former Yankee and Braves team member, Mike Stanton. Its current owner has cherished and reliably driven this specimen for more than 25 years. This Zagato sports a black exterior over a grey interior of which every inch is covered in leather and alcantara while riding on a set of original, Maserati specification OZ racing wheels. If you are a Maserati, Zagato, or Italian car enthusiast, this exceedingly rare and increasingly sought after hand built, Zagato bodied Maserati presents an opportunity to acquire a fascinating piece of Italian sports car history.

\$25,000 - 35,000
WITHOUT RESERVE

1970 MERCEDES-BENZ 280SL

- ★ Beautifully presented example of the classic Pagoda 280SL
- ★ Equipped with factory installed removable Hard Top
- ★ Well-built Mercedes-Benz Convertible
- ★ Timeless Paul Bracq design

Chassis no. 113.044.12.014237

2,778cc SOHC Inline 6-cylinder Engine
 Bosch Mechanical Fuel Injection
 160bhp at 5,700rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes



THE MERCEDES-BENZ 280SL

In the Spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL- The 230SL. The 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat convertible that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230 SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover are all composed of aluminum. The nickname 'Pagoda' was quickly adopted thanks to the slightly concave roof on the optional removable hardtop that resembled a pagoda roof. Although controversial at its introduction, these SLs are now considered a masterpiece of design.

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL. The 280 featured the same modified

W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection- a combination producing 160 horsepower in US-market variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

THE MOTORCAR OFFERED

This Mercedes-Benz Pagoda is a delightful example of the fully evolved 280SL, featuring disc brakes and the larger 2.8-Liter fuel injected straight six engine. Produced during November of 1969 as a 1970 model-year example, the 280SL is today finished a beautiful creamy-white color, with a neatly contrasting dark brown Pagoda hard top Cocoa-brown interior. Air conditioning and a classic Becker Europa radio is situated in the dash. If one is looking for the perfect all-around classic, this 280SL may very well be the perfect choice. These are well-built cars, with ample power, and a timeless look.

\$70,000 - 90,000

33.

1964 DOLPHIN 'AMERICA' – ABARTH SPORTS RACER

747cc Abarth DOHC Inline 4-Cylinder Engine

Approx. 75 bhp at 7000rpm

Fully independent coil-over with sways bars front and rear

Front Disc – Rear Drum Brakes

- ★ *The ex-Dan Parkinson, 1964 SCCA US H Modified ARRC & 1966 SCCA US HSR ARRC Championship Winning Car*
- ★ *Sophisticated American/Italian hybrid*
- ★ *Marque defining example*
- ★ *Impressive spares package, including body molds etc.*



DOLPHIN ENGINEERING COMPANY

The Dolphin Engineering Company of San Diego, California was started by Bud Hull in 1959 and over the following five years constructed nearly fifty race cars, over three models; the "Club" and "International" formula juniors and "America" sports racer. Each model won races in their respective categories and the design execution of this winning marque was recognized as being really competitive with contemporary European designs, especially regarding their lightweight, straight tube chassis frames, and sophisticated state of the art, fully adjustable independent suspension. Dolphin is arguably one of the most significant Californian, and American race car marques.

Dolphin racing cars were the product of Bud Hull's partnership with John Crosthwaite, an English race car design engineer, who worked with BRM, Cooper, Lotus and

Mickey Thompson. Significantly Ken Miles was the Dolphin factory driver during the 1960 and '61 seasons and contributed to handling development of the cars. Miles continued to drive a Dolphin in 1963, when the factory was commissioned to produce a Porsche engined example of their "America" model for Otto Zipper. The 1100-pound special was 160 pounds lighter than the Porsche RS model! The extremely rigid frame with potent 1700cc RS61 engine and drive train combined with Miles' driving was a formidable combination. Miles taking the car to a number of successes in 1963.

The Dolphin "America" Sports Racer was produced by Don Maslim modifying the Dolphin Formula Junior design, literally widening the existing spaceframe and increasing the track from 47 to 51 inches.

The sports racing body was created by taking a fiberglass mold from Maslin's own Lotus for the rear section and adding fender pontoons to the "International's" single seater nose at the front. This approach resulted in something of a Ferrari Testa Rossa look to the car that really excited aficionados of the day.

The first "America" was powered by a 750cc Coventry Climax engine and was shown to the motoring press in August 1962. With oil and water, but no fuel, the car weighed just 775 lbs. There followed an 1100cc Climax FWA-powered car which was campaigned with great success by West Coast driver Ron Cole.

The "America" was offered without engines or gearboxes, so customers could choose what they wanted from Crosley to Buick



© Revs Institute, Duke Q. Manor Photograph Collection

power. As intended, the next customers of Dolphin were Daniel (Dan) Parkinson and his father who were both mechanically minded and highly capable, and after buying the Dolphin "America" car #2 in kit form, they set about building it up as the fastest Sports Racer they could. They sourced one of the best small capacity competition engines available, this being a 750cc Double Overhead Cam ABARTH, and even set about improving it! The gearbox was upgraded to 5 speeds and is a very unique feature of this car, along with it being the only "America" model from the factory with 13" wheels.

Parkinson's race record in the Dolphin speaks for itself, winning six national races plus the US Championship race at Riverside in 1964, six more wins in 1965, resulting in two H Modified USA National Championship

wins in both 1964 and 1966. This success led Parkinson (affectionately known as "Parky") on to winning two further SCCA national championships in his racing career, and becoming the first works Nissan driver in the USA driving Datsun Roadsters.

Ownership of the Dolphin-ABARTH passed from Dan Parkinson and his father in north Los Angeles to Charles Thompson of Bonita, California. Fashionably, Thompson had a Yamaha motorcycle engine installed in the lightweight Dolphin chassis during his ownership, and this was later removed at Jim Groom's workshop in Berkeley, California, by the car's third owner: John Dehaan of Vallejo. The engine was given to a motorcycle enthusiast mechanic who worked at Groom's workshop at the time, but Dehaan retained the Yamaha dashboard, which is included in the spares

package with the car today. Interestingly the car remained in California ownership until it passed from Dehaan to the current vendor in Oregon just last year.

The Dolphin-ABARTH requires a rebuild, but is all complete and original, with parts and spares including the original ABARTH engine, a spare block, body-moulds and boxes of numerous other components.

We highly recommend the closest inspection of this beautifully designed, California built, ABARTH engined race car. This historically significant, two-time national championship winning race car is the most successful example of the Dolphin marque, and a car that has never before been offered publicly for sale.

\$70,000 - 100,000

34.

In the present family ownership since 1964 1928 MERCEDES-BENZ 26/120/180-S-TYPE SUPERCHARGED SPORTS TOURER

Chassis no. 35920

Engine no. 68674

6,740cc, OHV Inline 6-Cylinder Engine

2 Carburetors with Roots Supercharger

120 or 180bhp at 3,000rpm

4-Speed Manual Transmission

Front and Rear Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ *A striking and beautiful example of the model*
- ★ *Meticulously documented and fastidiously maintained*
- ★ *Freshly refurbished paintwork by DL George Coachworks*
- ★ *Well-known Classic Car Club show and tour car*



THE MERCEDES-BENZ TYPE 'S'

"Silent streams of super-power... unbounded flexibility" "comfort to carry you to the ends of the earth" - quoted period Mercedes-Benz advertising in America for the legendary Typ S.

The British Mercedes marketing would elaborate more: "Decades of experience in the building of sport cars of superior performance, the universally known high grade workmanship of the Benz-Mercedes Works and their masterly designs have contributed harmoniously to the creation of the Mercedes-Benz Sport model 'S', which may justly be described as the acme of motor car perfection"

Mercedes were right to make such bold statements on the arrival of their new model in the late 1920s, the equivalent motoring press would 'wax lyrical' about its incredible performance.

The 'S' was created in a magical period for the company, shortly after the merger of Daimler and Benz, while Ferdinand Porsche was Chief Engineer. He built a powerful, yet versatile automobile - a true all rounder, at home on the race track, at hill climbs and providing exhilarating driving for the road. The signature engineering feature was its 'on demand' Roots type supercharger, that only came into operation when the accelerator was fully depressed, boosting power output from 120 to 180 brake horsepower for a few glorious seconds!

Mercedes nestled the impressive 6.8 liter power unit into a low slung double dropped chassis, which was proudly adorned with a massive radiator. Contemporary photographs of the completely unclothed 'S' running gear show the model to be as beautiful, sporting and purposeful even before rakish coachwork

was applied. In truly uncompromising fashion, the clearance between the engine and the hood was no more than an inch.

Mercedes debuted the cars at the opening meeting of the Nürburgring in 1927, where Caracciola set the tone with a class win, it would be the first of many laurels bestowed on the model. Here in America, Ralph de Palma drove an 'S' to victory in the 15 and 30-mile races at Atlantic City, averaging 80mph.

Mercedes worked hard in selling their latest definitive sports car, and despite a price tag of more than \$7,000 without coachwork they found willing homes around the globe from royalty to celebrity. In America, notable owners included Al Jolson, who owned by an S and SS, the Marx brothers who famously raced their car in the Muroc Match Race, Barney Oldfield, and theater impresario Samuel



Lionel "Roxy" Rathafel, of New York fame and founder of the 'Rockettes' dance troupe, today still present each holiday season at Radio City. While further afield enthusiasts included English Sportswoman Dorothy Paget, daughter of Pauline Payne Whitney, the Fifth Earl Howe, Sir Malcolm Campbell and novelist Sir Arthur Conan Doyle to name but a few.

Quite simply, there wasn't anything to touch the Mercedes, but as with its competitors, it faced an uphill struggle for sales as the depression set in and only 146 of these remarkable cars were ever built between 1927 and 1930.

Mercedes' bold claims for the model 'S' were endorsed universally at the time and in the 90 years that have ensued since have been held in high esteem. In Beverly Rae Kimes

'The Star and the Laurel', she describes the 'S' thus - "It was as close to a race car as could be built without actually building one." These are sentiments which those who have had the privilege to drive an 'S' can only echo for their driving characteristics which are incredibly impressive. Eschewing the majestic proportions of the car, it is utterly engineered to perform at speed, with light and precise steering, stability at high digit mphs and almost unlimited power, even before the supercharger is engaged. Any comparison with its contemporaries is practically frivolous, since on face value it would seem to be from another era and is unquestionably in a class of its own.

Their qualities have been continually re-affirmed by generations of collectors, from Brooks Stevens to Bill Harrah, and examples reside in many of the most significant

collections around the world, including the Simeone Foundation in Philadelphia, which houses none other than the Nürburgring winner that started it all. Some families never even parted with their cars and as recently as 2012, Bonhams sold one from the same family it had been delivered to when new. As with other coveted automobiles, from day one opportunities to purchase them rarely appear.



THE MOTORCAR OFFERED

This stunning 'S' has spent the lion's share of its lifetime in the present ownership, being acquired by the current owners' father some 57 years ago in 1964. It epitomizes the presence, stance, and sheer elegance of the model and over the course of its current custody, has been at home in all aspects of the hobby, from the show field to fast road tours. The car's provenance is supported by a fabulous treasure trove of materials charting its history and maintenance throughout this period. With letterheads from many of the luminaries in the hobby, the assemblage of documents makes for fascinating reading.

Its heritage begins in the marque's home country, where a copy of works records denote that it was supplied through the Daimler-Benz agency of Dresden. The purchaser was Louis Delling, a successful merchant based on the Kaiserstrasse in

Dresden. These papers also record that the agency took a used Minerva in part-exchange against the Mercedes, which would certainly have been quite the upgrade! Interestingly, the 'S' has always been known to have worn Belgian Willocq-Bottin headlamps, which might well have migrated from the Minerva. The records further note that the chassis was supplied to local coachbuilders H. Glaser & Co. on May 30, 1928.

The Mercedes had already left Germany and migrated to the United Kingdom when it was registered for the road with the London registration 'BYM 244' by esteemed dealers Scott Moncrieff Motors of London in 1935. This company would remain one of the best known in the industry and latterly within the hobby through to the 1980s with the legendary "Bunty" Scott Moncrieff at the helm. Their masthead proudly proclaimed they were

'The purveyor of horseless carriages to the nobility and gentry since 1927'. This car was one of many examples of his favored marque which would pass through the business in his career.

By this time it wore a coachbuilder plate for Buhne Carrosserie of Berlin, an anomaly which historians surmise is either owing to Delling having changed his mind and used a different coachbuilder when new, or that Buhne, who were a mere 120 miles north of Dresden may have carried out work on the car for Delling or its next German owner, and as coachbuilders sometimes did, took credit for their work. It is an aspect which the current owners father investigated at great length, but even a letter to Buhne themselves provided a response that they didn't feel it was their work. It is not known to have worn any other coachwork. As a result of



this when refurbished in the last decade, its owner chose to attribute the car to Glaser, and it is today badged as such.

According to a 1966 letter from the historian Michael Sedgwick and supported by the records from Ronald Johnson's British Mercedes-Benz Club, its remaining history in the British Isles can be charted throughout. It passed to Peter Whalley of Virginia Water in Surrey in 1938 with whom it remained through the war. A period advertisement for the car at this time shows the striking Mercedes, exactly as she has always been known, painted in a dark color scheme which is believed to have been Dark Green. After this, it briefly went north to a Mr. Eadie of Glasgow in 1952, before returning south that same year to a J. Rymer of Sussex. Then on November 19, 1952 it passed to Douglas Hodson of Knapwell, Cambridgeshire. In 1953, Mr. Hodson chose

to repaint the car to the more common racing color for Mercedes, white. The following year, it was offered by two prominent dealers, Performance Cars of Brentford and lastly the well-known Jack Bond, of Tooting. At some point in this small window of time, the car must have been lent to a movie studio as it makes a brief appearance in the film *'I am a Camera'* by Henry Cornelius which was released the following year. Jack Bond was responsible for selling the car to the USA in November 1954.

The current owners' father's correspondence reveals the three US owners prior to him and records that Harry Grey was the first owner on these shores, then Walter Stocklin of Bozman Maryland. While in his ownership, it spent some time stored in the garages of noted collector, Judge John North of Easton, Maryland, and then a restoration was begun.

Stocklin did not complete the refurbishment, so when it next passed to Leo Pavelle of Purchase, New York, Mr. Pavelle sent the car to local restorers Reutters to complete the job.

The 'S' was placed for sale by Ed Jurist's famed East Coast old car dealership, the Vintage Car Store, Inc. of Nyack in 1964. It was there that it was spotted by the owner's uncle, who recommended that his brother buy it unseen. Some measure of how prized the Mercedes was can be gleaned from the fact that it cost the very significant sum of \$15,000, and that a 2.9 Alfa was allowed against it for half that amount.

As soon as the owner laid eyes on the car himself it was love at first sight, and the Mercedes instantly became an integral part of family life. Copious letters were dispatched around the country, the U.K., and Europe as



35.

1973 MASERATI BORA 4.9 Design by Giorgetto Giugiaro

Chassis no. AM111/49/500

4,930cc DOHC V8 Engine
4 Weber Carburetors
320bhp at 6,000rpm
5-Speed Manual ZF Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One of just 275 4.9-Liter Boras produced
- ★ US-market example with desirable 5-speed ZF manual transmission
- ★ Offered with comprehensive history file including service records and owner's manuals
- ★ Iconic Giorgetto Giugiaro design matching by powerful and sporting DOHC V8



THE MASERATI BORA

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

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

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

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

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



THE MOTORCAR OFFERED

This 1973 Maserati Bora 4900 has great presence and typifies '70s style. Sporting classic red paintwork and Cromadora alloy wheels with striking concave polished steel hubcaps, and a stainless-steel roof, this Bora is a very well presented and attractive example of Maserati's iconic supercar. Cosmetically, the Giorgetto Giugiaro-designed bodywork is very straight with nice panel gaps and overall fitment. The eye-catching paintwork has a nice surface and retains a vibrant luster. The brushed stainless-steel roof is in great condition as well, without visible etching or incongruous scratches. The rest of the brightwork and wheels shod on correct Michelin XWX tires are in similarly good condition. Inside, the inviting cream-colored leather interior has a nice even patina, and the unique sectioned bucket seats have good loft. Power windows are fitted, as is a period Blaupunkt Frankfurt

stereo radio and Pioneer Cassette Deck. The rare Maserati Bora also is offered with service records, owner's manual, and two sets of keys. This Bora is in beautiful overall condition, and ready to be enjoyed by its next owner for its performance, innovation, and style.

\$120,000 - 150,000



36.

1929 BENTLEY 4½ LITER TO SUPERCHARGED SPECIFICATIONS Replica Le Mans Style Coachwork

Chassis no. AB 3669

Engine no. (See text)

5,200cc SOHC 12 Valve Inline 4-Cylinder Engine
Amherst Villers Type Roots Supercharger
Approx. 200bhp with 10lbs Boost at 3,900rpm
4-Speed 'D' Type Close-ratio Gearbox (see text)
Front and Rear Leaf Spring Suspension with Andre Hartford Shocks
4-Wheel Drum Brakes

- ★ Original 4½ liter Bentley upgraded to 'Works' 'Blower' Spec
- ★ Superbly prepared over the course of a decade
- ★ Executed by a noted engineer and Bentley expert
- ★ Proven performer in vintage racing and rallying
- ★ As fast as a vintage Bentley gets



THE BENTLEY 4½-LITER SUPERCHARGED

The "Blower" Bentley is one of the most masculine, muscular and sporting motorcars ever built. Where some companies hid their superchargers behind the radiator grill, the Bentley wears it right out front, and that statement alone says it all about the car and its creators.

First shown at the 1929 London Motor Show, it was developed as a private venture by 'Bentley Boy' Sir Henry 'Tim' Birkin in order to extract more performance from the proven 4½-Liter model, which was becoming outclassed by its rivals on the racetracks of Europe. His aim was to produce a British car that would enable British drivers to continue to win races as spectacularly as the 4½-Liter that had won the 1928 Le Mans 24-Hour race. The supercharger installation was engineered by the brilliant Amherst Villiers, who

modestly claimed that it was 'recognized in engineering circles as a definite landmark in automobile construction.' W.O. Bentley never supported the development of the supercharged car and was quoted as saying how much he 'disliked the easy short cut provided by the supercharger,' preferring to increase engine capacity, as evidenced by the 6½-Liter and 8-Liter cars. He preferred reducing front-end weight by using Elektron castings. Fortunately, 'W.O.' did not control the purse strings at Bentley Motors, and the influence of Birkin, backed by the fabulously wealthy Honorable Dorothy Paget and Woolf Barnato, saw the Supercharged 4½-Litre Bentley come to fruition.

The fifty production cars were fitted with an Amherst Villiers Supercharger Mark IV, of Roots type with twin paddle rotors, which

drew mixture from twin SU carburetors and was driven off the front of the crankshaft, the latter having been substantially strengthened to accommodate the increased power. With 9½ lbs boost at 3,500rpm the blown Bentley developed 175bhp, a healthy increase over the production 4½-Liter's 110 horsepower, while with 10lbs boost at 3,900rpm, 182bhp was produced.

Despite representing the epitome of 'Boys Own' motoring and providing the heart and soul of the hobby, selling the requisite fifty cars that had needed to be built in the dire economic climate of the late 1920s proved hard work for Bentley Motors. As a result of this, though it may seem improbable today, not all were sporting tourers. Some 17 were delivered as drophead coupes and even closed Saloon cars.





THE MOTORCAR OFFERED

Among the few cars that were capable of 100mph on the open road. Blowers have always been regarded as the Supercars of their era. In period the British magazine Motor Sport spoke of the Blower's 'remarkable acceleration' and 'ancestry of well-tried racers' calling it 'a car for the connoisseur of sporting cars...' - Nothing has changed today!

Presented here is a machine that was painstakingly engineered to be the finest performing Vintage Bentley. This project was executed over the course of a decade by a well-known American engineer and Bentley expert in conjunction with Neil Davies Racing in the UK.

Chassis AB3699 was delivered in January of 1929 to WL Van Allen. As new, it was fitted with fabric saloon coachwork by Weymann and wore registration YE 312. Vintage Bentley enthusiast Charlie Lowe Jr. acquired AB3699 in the 1950s, and it was from him that the present owner acquired the car in the early 2000s.

Starting with this proper, original 4½ liter, the arduous process of locating as many correct Blower specification items began. To have the proper "Works" specification,

an original Speed-Six rear axle was located, along with an original works style hood. A new Neil Davies Racing 5.2 liter heavy sump engine was commissioned. Large "Works" specification aluminum SU carburetors feed the early John Bentley Engineering supercharger which produces 8-10psi of induction pressure. The engine's output is estimated to be in excess of 200bhp. The motor is mated to a fresh D series gearbox, and the original matching numbered C 'box is included with the car.

A proper Le Mans VDP style tourer body was constructed in the US and finished and trimmed in the UK. The coachwork was mated with large Works-type fuel tank, cycle fenders, original Zeiss headlamps and an original, numbered works type hood. The purposeful dashboard is resplendent with the full complement of large Works-style instruments and original Air Ministry switchgear.



The chassis is perhaps the one area the Bentley shows the most engineering input and refinement. The tracking is razor sharp, and the suspension is perfectly tuned for neutral handling and phenomenal grip. The leaf springs are all 'Blower' specification heavy units, with 'Blower' specific shocks. The frame is reinforced with Works 'Le Mans' style truss work. The light steering is the most surprising aspect of this car - an untypical characteristic of a Blower, but this is not any ordinary Blower. This level of refinement is a testament to the painstaking attention that went into sorting out the front-end. To stop this potent machine, a full set of late pattern Bentley self-energizing brakes and Alfin drums are fitted on all four-wheels.

A recent outing on the Thompson Motor Speedway road course showed the phenomenal performance this Bentley

possesses. A Bonhams specialist well versed in vintage Bentleys found it to be as quick as any Bentley he had ever driven with incredible grip and light steering. In experienced hands the car devoured the track with truly impressive speed and handling.

Since completion it has been a regular participant at the Lime Rock Vintage Festival race meetings and has also taken part in the California Mille.

This is a superbly prepared car, reported to be absolutely on the button by its seller and is ready to enjoy. A real 4½ Liter Bentley uprated to the ultimate Blower specification, this impeccably prepared machine is not to be missed.

\$600,000 - 800,000

♦ See Legend on page 5 for bidding instructions.



37.

2003 ASTON MARTIN DB AR1

Design by Zagato

VIN. SCFAE62313K800090

Engine no. 04316

6.0-Liter DOHC 48-Valve V12 Engine
Electronic Fuel Injection
435bhp at 6,000rpm
5-Speed ZF Tip-Tronic Automatic Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Spectacular preserved condition with just 126 miles from new*
- ★ *Chassis number 090 of just 99 examples made total*
- ★ *Stunning Peacock Blue Metallic over Pacific Blue and Soft White livery*
- ★ *Desirable and rare, Zagato styled Aston Martin with massive V12 power*



THE ASTON MARTIN ZAGATO DB AR1

Aston Martin renewed its fruitful relationship with renowned Italian styling house of Zagato, most famously begun with the DB4GT Zagato of the 1960s, after a meeting between Elio Zagato's son Andrea and Aston Martin CEO Dr Ulrich Bez at the Pebble Beach Concours d'Élégance in 2001. The result was a stylish Coupe, based on the DB7 V12 Vantage supercar, recalling the sublime looks of the original DB4GT Zagato. So favorable was the DB7 Zagato's reception that it was decided to produce an open car in similar vein: the DB AR1.

Designed with the California weather in mind, and a Roadster in the proper tradition with no hood and space for just two people, the Aston Martin Zagato DB AR1 – or DB American Roadster 1 – was previewed by a select group of potential customers to gauge reaction. The car was so well received on

its debut at the Los Angeles Auto Show in 2002, that all 99 of the proposed limited editions were purchased.

Powering the new open supercar was a developed version of Aston's state-of-the-art, 6.0-liter V12 enjoying a boost in maximum power to 435bhp, some 20 horsepower more than the DB7 Vantage. This power increase together with more torque, a revised final drive ratio and 'active' sports exhaust system produce a noticeable improvement in mid-range performance, where it is most useful in everyday driving.

Acceleration can only be described as stunning, 60mph arriving in just 4.9 seconds, while its top speed of 185mph makes the DB AR1 the world's fastest true Roadster. Above all, the DB AR1 was designed to be a true 'driver's car', equally at home on the autobahn

or challenging back road. This is a car that beckons you to look for places to go.

Restraining this superlative high performance are equally exalted brakes: Brembo racing-style grooved discs - 335mm at the front, 330mm at the rear - gripped by alloy four-pot calipers assisted by an improved brake booster unit and moderated by Teves ABS. Power is transmitted to the road via a limited-slip differential to special multi-spoke 19" alloy wheels (8"/9.5" F/R) incorporating revised offset to give a wider track, shod with low profile Yokohama tires.

As one would expect of a modern supercar, there was electronic traction control and power-assisted rack and pinion steering, while the well-appointed interior boasted electrically controlled sports seats, six-speaker Becker stereo radio cassette system with 6-CD changer, and alarm/immobilizer with remote central locking and boot release.



THE MOTORCAR OFFERED

This stunningly well-preserved example of the rare Aston Martin DB AR1 Zagato Roadster is the 90th of just 99 examples ever produced and has had the privilege of remaining under single ownership until recently, while accruing just 126 miles, as recorded on the odometer at the time of cataloging. The Italian crafted, Peacock Blue Zagato body work appears largely flawless throughout, and the Pacific Blue and Soft White leather interior presents in equally showroom fresh condition. Underneath the bonnet lurks the 6.0-liter V12 engine producing 435bhp and 410 lb-ft of torque. This Aston is loaded with features including full 'Bridge of Weir' leather interior, heated power door mirrors, power windows, six speaker stereo radio cassette with six-disc CD autochanger, electronically controlled front seats with lumbar support, red colored brake calipers and Roadster alloy wheels.

Furthermore, the DB AR1 is offered with original accessories, including car cover, Aston Martin leather jacket, battery trickle charger, owner's manual and trunk-mounted umbrellas.

The partnership of Zagato and Aston Martin is truly one of the most endearing and coveted combinations in the automotive world. A soaring V12 motor, curvaceous lines, and wind in your hair could not make for a better driving experience. Do not miss this opportunity to get behind the wheel of this modern collectible.

\$220,000 - 260,000



38.**1995 FERRARI F512 M**

Design by Pininfarina

VIN. ZFFVA40B000101340

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

440bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ One of the most sought after modern Ferraris
- ★ Striking and appropriate Rossa Corsa over Nero livery
- ★ The final evolution of the twelve-cylinder Berlinetta Boxer model range
- ★ Fewer than 25,000 original miles



THE FERRARI F512 M

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; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and drivability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivaling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognizable—and copied—styling devices. A larger car than the 512BB—the increase in width being

necessary to accommodate wider tires—the Testarossa managed the trick of combining high down force with a low coefficient of drag. Its graceful body being notable for 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—its steel doors and roof excepted—being, somewhat unusually for a production Ferrari, of aluminum. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel, and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive. Factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992, the original

Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the F512 M – for 1995. For the first time, there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted, and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before. Only 501 examples of the F 512M had been completed when production ceased, of which a mere 75 was destined for the US market.



THE MOTORCAR OFFERED

As an end-of-the-run, fully evolved Berlinetta Boxer F512 M, this top-of-the-line Ferrari was finished in the iconic and vibrant color scheme of Rossa Corsa over a Nero leather interior, just as it appears today. On April 19th, 1995, the supercar was delivered to its first owner in Italy through Forza S.P.A.

Today with just a few ticks under 39,000 kilometers, equating to less than 25,000 miles, this extremely rare F512 M is in wonderful condition. The paint, interior, and engine bay are all in remarkable shape; a clear testament to the fastidious care that the prancing horse received throughout its life. The black leather interior displays a light patina, perfectly matching the low mileage of the car, and the Rossa Corsa clad exterior appears as it did when new. The original and F512 M-only, iconic rotating star three-piece alloy wheels are in beautiful condition as well.

This striking Ferrari would make an excellent addition to any Sports and GT car collection and certainly represents the future of the hobby with growing enthusiasm for this model among rising collectors. The rare F512 M, of which only 501 were produced, offers potent twelve-cylinder boxer power, mated with a slick manual 5-speed transaxle gearbox, situated in a sleek and classic Pininfarina-styled gran-touring package. This F512 M is a true collector's car, representing the pinnacle of mid-engined production 12-cylinder Ferraris and the end of a celebrated era.

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



39.

1960 ASTON MARTIN DB4 SERIES II SPORTS SALOON Coachwork by Touring

Chassis no. DB4/438/L

Engine no. 370/484

3,670cc DOHC Inline 6-Cylinder Engine

Twin SU Carburetors

240bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ Original, left hand drive example
- ★ Retains the original, matching numbers engine
- ★ Three owners since 1968
- ★ Documented by copies of factory records



THE ASTON MARTIN DB4

"When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races." - *The Autocar*, October 3, 1958

Classically proportioned and instantly recognizable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed at Lagonda under the auspices of W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria

Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.'

First seen at Le Mans the previous year in the DBR2, the 3.7-liter, six-cylinder, double-overhead camshaft engine was the work of Tadek Marek, formerly with Austin, while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera

body construction. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series



THE MOTORCAR OFFERED

arrived in January 1960. A front-hinged bonnet, bigger brake calipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger trunk) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburetors.

According to a copy of the original factory build record on file, DB4 chassis number DB4/438/L was delivered new to A.J. Cornforth, an Englishman living in Erlenbach, Switzerland. Finished in Peony Red over Champagne Connolly hides with chromed wheels, rear defroster, Marchal Fantastique fog lamps and more, the car was delivered on November 5, 1960. Cornforth would keep the car a few years, driving it an enthusiastic 10,000 kilometers a year before selling it to Major J.H. Bailey of Surrey, United Kingdom. Retained by Major Bailey for a few more years, the DB4 would come stateside in July of 1968 when it was purchased by Dr. David Rose, professor of Nuclear Engineering and Thermonuclear Fusion Science at the Massachusetts Institute of Technology. Prior to export the factory recorded an extremely lengthy and extensive service befitting of a car about to enter the garage of an engineer.

The DB4 would come to California and in 1980 enter the garage of Dr. Rose's son. The current owner acquired the car on August 19th, 2007. Today this lovely 1960 Aston Martin DB4 Series II Sports Saloon is in nicely patinaed condition with a largely original interior (although the radio has been replaced). The chassis and body plates are original, and the original, matching-numbers engine remains in the car. On static display since acquisition, recommissioning is recommended prior to active use. With only three owners in the last half century, this DB4 is accompanied by an old copy of the California pink slip and then aforementioned copy of the factory build sheet. The DB4 Series II remains one of the most desirable iterations of the celebrated Aston Martin model, featuring the 'cathedral style' taillights, tall bonnet scoop and original front grill design, and this left drive example is not one to be missed.

**\$260,000 - 320,000
WITHOUT RESERVE**

40.

1992 FERRARI F40 Design by Pininfarina

VIN. ZFFMN34A7N0093065
Engine no. 30266

2,936cc DOHC Twin-Turbocharged V8 Engine
Electronic Fuel Injection
478bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One of just 213 US-delivery F40s ever produced
- ★ Matching numbers example retaining original bodywork
- ★ Desirable fully-evolved, end-of-the-run '92 model
- ★ Fully serviced by Ferrari specialist and Classiche Red Book Certified



THE FERRARI F40

"The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard" *Autocar* magazine, May 1988.

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the 200mph F40 was the ultimate supercar. Inevitably, comparisons were made with the rival Porsche 959 but whereas its German rival represented a cutting-edge, technological tour de force, the F40 exemplified traditional Ferrari values. A relatively straightforward car, the F40 relied on enormous power, low weight, race-bred suspension, generously sized tires and excellent aerodynamics to achieve a level

of performance near-identical to that of the infinitely more complex 959. F40 owners, though, had the satisfaction of knowing that their car was slightly faster, boasting a top speed of 201mph to the 959's 197.

A mid-engined, two-seater Berlinetta, the F40 was a development of the limited-production 288GTO and like the latter - but unlike the preceding 308/328 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-liter V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp at 7,000rpm. For the seriously speed-addicted this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience

in its use of composite technology. A one-piece plastic molding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity superior to an all-metal structure. The doors, bonnet, boot lid and other removable panels were carbon fiber. Pugnaciously styled by Pininfarina, the wind tunnel-developed F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil. Despite the need to generate considerable downforce - and with a top speed higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34.

The F40's interior reinforced its image as a thinly disguised racecar, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more



than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.

Autocar concluded its test thus: 'On a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to racecar levels - and revel in it. ...there's little doubt it is the very personification of the term sports car.'





THE MOTORCAR OFFERED

This outstanding example of Ferrari's legendary F40 was hand-built as a US market car at the Maranello Ferrari works during February and March of 1992. According to factory records and the research of Ferrari historian Marcel Massini, this F40 was completed on March 19th, 1992 and was the 202nd of a total of the just 213 U.S. versions built.

The new F40 was delivered to Giuseppe Risi's Ferrari in Houston, Texas and was sold new to Paul Arthur Frame, Jr. who was the CEO of Seitel of River Oaks, Houston. This F40 is equipped with air conditioning as well as sizable vented four-wheel disc brakes, Ferrari Scuderia fender shields, Ferrari-stamped alloy wheels and Pirelli P Zero tires. The current owner has sourced a U.S. Catalytic Converter and correct new-old-stock, IHI Turbos that were installed in 2020. The upholstery was also done with factory supplied fabric. Tappezeria

Luppi in Modena cut and sewed all 38 pieces of interior fabric for installation along with new seat upholstery. In 2017, the timing belts were replaced at 15,800 miles including tensioner bearings, cam shaft seals and O-rings. All accessory belts were replaced as well as the by-pass valves and brake bleeding was done as well. The total amount spent resulted in over \$100,000 for parts and labor. This F40 most recently passed California smog in August of 2020 and received the Ferrari Factory Red Book Classic certification of authenticity in February of 2021.

With just over 16,000 original miles from new recorded at the time of cataloging, this well maintained and documented F40 is accompanied with tools, books and an extra set of seat upholstery. The last ultra-high-performance sports car built under the Commendatore's direct supervision is a

landmark vehicle that is widely regarded as Ferrari's best drivers' car. Certainly one of the most charismatic of the so-called Supercars, the F40's minimalist purity has never been surpassed, and no serious collection of the marque can be complete without one. Aside from the accolades, it is simply one of the finest cars, of any era, that you'll ever drive. A superb example of the car that Enzo Ferrari promised would be the "best in the world," this F40 is ready to be enjoyed by a new caretaker.

\$1,500,000 - 1,800,000

♦ See Legend on page 5 for bidding instructions.



41.

1972 ASTON MARTIN DBS V8 SPORTS SALOON

Chassis no. DBSV8/10204/LCA

Engine no. V540/056/EE

5,340cc DOHC V8 Engine

Fuel Injection (see text)

310bhp at 5,600rpm

3-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

★ Original left-hand drive example

★ Delivered new to Canada

★ Well optioned with Coolaire air conditioning and more

★ The 204th DBS V8 built



THE ASTON MARTIN DBS V8

Bigger and more luxuriously appointed than the DB6, whose 4.0-liter straight six engine it shared, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and 145mph flat-out.

THE MOTORCAR OFFERED

The production DBS V8 chassis number sequence commenced with '10001', making this the 204th example of this landmark model built. According to the copies of factory records on file, this V8 was ordered new in Canada through Grand Touring Automobiles for Applewood Motors Ltd in Ontario. Finished in the (somewhat ironically named for an Aston) Yeoman Red over Black leather, 10204 was handsomely optioned with Coolaire air conditioning, automatic transmission, dual head rests, Waso steering lock, and Fiam horns. Although conflicting dates are presented in the factory materials, it appears the car was finished in the winter of 1972. Sparse records leave the early history of this DBS V8 as a bit of a mystery, but in June of 2001 it was acquired by Vincent Burgos Jr in the Bay Area. At some point in its history, it appears to have been converted from carburetion to fuel injection.

Retained by Mr. Burgos until 2010, the present owner acquired in June of that year and has maintained the car on static display since. Appearing to be in good, largely original condition, it will require some recommissioning prior to active road use.

\$60,000 - 90,000
WITHOUT RESERVE

42.

1981 DELOREAN DMC-12 Design by Giorgetto Giugiaro

VIN. SCEDT26TXBD002734

2,849cc SOHC V6 Engine

Electronic Fuel Injection

130bhp at 5,500rpm

Automatic Transaxle

4-Wheel Independent Suspension

4-Wheel Power-Assisted Disc Brakes

- ★ Superb 'Time-capsule' condition inside and out
- ★ Just 3,161 miles recorded on the odometer at time of cataloging
- ★ Comes with impressive history file containing rare original factory accompanying items and paraphernalia
- ★ One of the best-preserved examples of a true automotive icon



DELOREAN MOTOR CARS

The brainchild of ex-General Motors executive John Zachary De Lorean, apart from its larger-than-life creator, it was the car's stylish coupé body that attracted most attention by virtue of its method of construction - a combination of fiberglass inner panels and stainless-steel outer skin - and doors that opened gull-wing fashion à la Mercedes-Benz 300 SL. No doubt the company would have sorted out teething-glitches given time, but sales never approached projected levels and DeLorean's 1982 indictment on drugs charges - he was subsequently acquitted - brought the project to its knees. By then some 9,200 DeLoreans had been built, of which approximately 6,500 survive today. They are now seen as highly collectible, thanks in no small part to the Back to the Future movie series.

THE MOTORCAR OFFERED

Manufactured during August of 1981, this rare and stunning DeLorean is more of a 'time-warp machine' than a time machine, as it remains in impeccably well-preserved original condition, with just 3,161 miles recorded on the odometer at time of cataloging. The impressive dossier with original paperwork and documents accompanying the DeLorean reflects the car was delivered new from Southfield, Michigan-based dealer Tamaroff. Upon close inspection, it is immediately apparent that this DeLorean has been in fastidious care, out of the elements, sunlight and so forth. The interior still has a 'new car smell' and none of the fabrics, plastics or materials are distorted or worn. The exterior is equally impressive, with the factory stainless steel finish in excellent condition. The DeLorean is offered with an abundance of factory accompanying items - such as the rare stainless steel bodywork treatment kit -

original purchase paperwork, brochures and other paraphernalia. As it stands today, the DeLorean benefits from its modest use, and must be one of the lower mileage cars now celebrating its 40th birthday and possibly one of the best preserved to exist.

\$40,000 - 55,000
WITHOUT RESERVE

43.

1977 MASERATI MERAK SS Design by Giorgetto Giugiaro

Chassis no. AM122US2210
Engine no. 114.63.30.610.135

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

- ★ Under 13,000 original miles
- ★ Beautifully preserved and well-loved time capsule
- ★ Meticulously maintained
- ★ Only two registered owners in the last four decades



THE MOTORCAR OFFERED



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

After roughly 3,000 miles and a year of ownership, Mr. Morris Albert Kaiserman was ready to let go of his Maserati. On July 31, 1979, the previous owner's uncle acquired

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

In 2016, the car was sent to the experts at Bobileff Motorcars where the entire engine was lovingly refreshed with new pistons and upgraded stainless steel valves. During the



rebuild, a new clutch was fitted and the car's other major systems received overhauls. No expense was spared during this mechanical refreshing – receipts for the work performed are on file totaling well over \$20,000.

This Merak has only traveled 12,840 miles since new, and registration records going back to when the car was purchased document this mileage. Since being acquired by the current owner from Bonhams 2018 Scottsdale auction, a further nearly \$17,000 in maintenance work has been completed, including rebuilding the carburetors, rebuilding the distributor, overhauling the brake system, refurbishing the A/C system, new Michelin XWX tires installed, new battery, rebuilding the alternator, and cooling system refurbishment. While mechanical work throughout its life has been extensive, it has never been cosmetically restored, and wears its almost all original paint.

Driven over 2,000 miles in the last three years, including participation on the Tejas Turismo classic car rally in the Texas Hill Country, the car is described by the seller as "completely sorted and needs absolutely nothing." Accompanying the car is an extensive list of documentation, books, service records, tools/jack and original owner's manual, documents, and an original "Feelings" record by Morris Albert. One could search for a lifetime and not find another Merak SS as nice and original as this example. Do not miss this opportunity to acquire a true gem in a rapidly-appreciating segment of the market.

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

44. ^Ω

1955 LANCIA AURELIA B24S SPIDER AMERICA
Coachwork by Pinin Farina

Chassis no. B24S 1144

Engine no. B24 1213

2,451cc OHV All-alloy V6 Engine

Single Weber 40 Carburetor

118bhp at 5,300rpm

4-Speed Manual Transaxle

Independent Front Suspension - De Dion Rear Axle

4-Wheel Drum Brakes - Inboard at Rear

- ★ *Expertly restored example delivered new to California*
- ★ *One of just 181 left-hand drive B24S Spider Americas built*
- ★ *Well-documented history with just a handful owners from new*
- ★ *Among the most iconic and desirable Italian Spiders ever produced*





THE B24S SPIDER AMERICA

Race developed V6 engine, superlative handling and sensational Pinin Farina styling: these are the ingredients of a sports car classic and the Lancia Aurelia B24S Spider America has them all.

Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. An advanced unitary construction design, the 1.7-liter Aurelia featured all-independent suspension and a combined gearbox/rear transaxle on which were mounted the inboard brakes.

The sedan was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and sedan-like practicality, can be said to have introduced the Gran Turismo concept to the world. Introduced in 1953,

the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this was adopted for the B24 Spider, also called the 'America', launched in 1954.

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with an elegance that presaged another of the Torinese carrozzeria's great works, the Alfa Romeo Giulietta Spyder of 1955. For the B24 Spider the Aurelia B20 chassis was further shortened and came with a floor-mounted gearchange as standard. Its performance equaled that of the B20 Coupe, top speed being in the region of 115mph (185km/h).

Unusually clean lines enabled the Spider to achieve what was an exceptional performance for an open car of the period,

being unencumbered by external door handles (there were internal pull-cords) and benefiting from a gracefully curved wraparound windscreen, and the model's signature styling feature, split bumpers front and rear. Only 240 B24 Spiders were manufactured during 1954 and 1955, and today the model is one of the most sought-after of post-war Lancias.



THE MOTORCAR OFFERED



Only 181 left-hand drive B24S models were built - the S stood for sinistra, Italian for 'left'. This example started its journey down the production line on September 9th, 1955 and was completed just under a month later on October 5th. Originally finished in grey over black leather - one of five B24Ss to be finished in that color scheme, 1144 was delivered new to the United States with its first owner residing in sunny San Diego, California. Retaining the car for a dozen years, in 1968 it moved onto its next owner, James S Lockhart, who split his time between the Hollywood Hills and Belfair, Washington, southwest of Seattle.

Lockhart kept the car in very original condition, save for a repaint to Rosso Capri, until his death in 2002. 1144 was later given to a friend in Pebble Beach, who kept the car briefly before selling it to Bryan Meredith of

Victoria, Australia in October of 2003. A little more than a year after acquiring the Lancia, a comprehensive, no-expense-spared restoration was undertaken. Over the course of five years, some \$250,000 in invoices were accrued. Much of the restoration was completed by Art on Wheels in Ringwood, Victoria. Mechanical refurbishment and rebuilding was completed at a cost of AU\$30,000 by Pur-Sang Automobiles Pty Ltd in South Melbourne.

Completed in 2010 in black over red hides, the finished product is stunning. The gorgeous lines of the car, combined with the sporting touches unique to the Spider such as the split bumper, handle and window-less doors, and wraparound windscreen, are further accentuated by the addition of center-lug knock-off wire wheels - added at a cost of €16,200 (the five, original steel wheels still accompany the car). 1144 was acquired by



the current Canadian owner in 2013 and has since formed part of his impressive collection of classic European sports car.

Lighter and more athletic than the Convertible model despite the relatively small number of formative changes, the Spider is a completely different, far more striking and purposeful vehicle. While the convertible was elegant, the Spider was downright sexy, as befitting famous Spider owner Brigitte Bardot. A test drive will demonstrate that the Lancia is a lovely driver while the V6 provides a great staccato soundtrack. Rowing through the gears, one is delighted by the torque of the motor and can appreciate the car's light weight and nimble feel. With mere pull strings for door handles and a rudimentary top, it was clear that Lancia intended for the Spider to be a true sports car in every sense of the word, with few concessions to passenger comfort.

Nicely documented with a three-inch-thick binder of restoration receipts and documentation, its original California pink slip in James Lockhart's name, an original California black license plate, the aforementioned original set of five steel wheels, and the original carpets and seat covers still present, the restored Spider presents as a complete historical package today.

Lancia B24S Spiders have become a hot commodity in the international collector car world, and for good reason. With their supermodel good looks, sporty drivetrain, and near universal eligibility for events, it is clear why the Aurelia has become a must-have 1950s Italian GT - and the Spider America is at the absolute pinnacle of the Aurelia peak. Ownership qualifies you for a spot on such highly prized events as

the Mille Miglia, the Colorado Grand, the California Mille, and many others. With all the restoration work already completed, and a strong history documenting its past, the B24S offered here is one of the most achingly beautiful cars we have ever offered and is certainly not to be missed.

\$1,100,000 - 1,300,000

◆ See Legend on page 5 for bidding instructions.

45.

1955 JAGUAR XK140 SE OTS

Chassis no. S811883

Engine no. G 6401-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,750rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Proceeds to benefit the Morris Animal Foundation
- ★ Ground up restoration completed in 2014
- ★ Complete with Heritage Trust Certificate
- ★ Desirable 'SE' Specification



THE JAGUAR XK140

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

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at

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

The power unit remained Jaguar's well-tried, 3.4-liter, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option

for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by *Road & Track* magazine, a USA-specification XK140MC (as the 'C'-type head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.



THE MOTORCAR OFFERED

The Jaguar-Daimler Heritage Trust states that S811883 was completed November 29, 1955, leaving the factory in Pastel Green paint with a tan leather interior and Fawn canvas top. It was delivered to the Charles Hornburg Company of Los Angeles on July 5th, 1955 and thence to its first owner. Furthermore, the document affirms the authenticity of the vehicles 'SE' specification, and the high performance C-Type head can be found on the car to this day.

While this original owner remains a mystery as a name is not provided on the certificate, the Jaguar has more recently found its home within the company of a lifelong Jaguar enthusiast. In 2014, a ground up restoration was completed resulting in the fantastic condition of this Jaguar today. Finished in a striking and elegant Old English White exterior complete with a white top

and whitewall tires, the starkness of this combination truly allows the flowing lines of the XK140 to be fully exposed in the daylight. A bright red interior compliments nicely with a welcome pop of color. Having been sparingly used since the completion of the restoration, both the exterior and interior have remained free from any serious displays of degradation.

We are proud to announce that the proceeds of the sale of this XK140 will benefit the Morris Animal Foundation. This organization is the largest nonprofit dedicated to improving animal health and is the only one dedicated to the effort worldwide.

Supporting a good cause such as this has never been so rewarding thanks to the fine quality of this Jaguar. With its high performance motor and elegant white

exterior, this XK140's next owner will surely experience many happy miles of motoring.

On face value there is a certain irony to saying 'the sale of this Jaguar will save other animals.'

**\$90,000 - 130,000
WITHOUT RESERVE**

46.

1966 SHELBY 427 COBRA

Chassis no. CSX 3242

427ci OHV side-oiler V-8 Engine
Dual 4-Barrel Carburetors
Est. 485bhp at 6,000 rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Offered from over two decades of single enthusiast ownership
- ★ Fascinating and exciting known history
- ★ Formerly owned by 24 Hours of Le Mans winner Didier Pironi
- ★ Converted to 427 S/C specifications
- ★ Equipped with rare dual-quad, dual-plane, tunnel-port intake system
- ★ The model for the 427 Cobra in Forza Motorsport 4



THE SHELBY 427 COBRA



Carroll Shelby's original small-block 260 and 289 Cobras were fine, fast, nimble cars, but by the mid-1960s it was clear that they were being increasingly outmoded in competition – particularly against their greatest nemesis, the Corvette Grand Sports.

In typical fashion, Shelby's first reaction was to install a larger engine on an entire new frame, developed with the assistance of Ford engineers and incorporating four-inch tubes and coil spring suspension at all four corners. The Cobra's fenders were lightly widened and the radiator opening enlarged to accommodate the new 427ci powerplant, which in its mildest roadgoing tune produced 410bhp. It was a fearsome beast that set new standards of performance for a street automobile and, as had been hoped, proved quite successful in competition.

A total of 310 427 Cobras were produced, and have been steadily tracked, researched, and documented by historians virtually since they were new. Accordingly, a great deal is known about the history of each extant example – but some have more fascinating stories than others. CSX 3242, offered here, is hard to beat in that regard.



THE MOTORCAR OFFERED

According to the World Registry of Cobras and GT40s, chassis no. CSX 3242 was originally invoiced to Shelby American on June 10, 1966. On August 31, 1966, Shelby in turn invoiced the famous Total Performance dealer Larsen Ford of White Plains, New York, for a "1966 Cobra Street, Veh. #CSX3242, Blue." Once air-freighted to White Plains, the carburetor was replaced and the car then delivered to Manhasset Ford of New York State. It is believed to have been used by the Ford District Sales Office for promotional purposes, and to have been drag-raced by Larsen Ford employee William Trifari at Dover Plains and Westhampton as part of that effort. Undoubtedly because of this use the car's upper and lower A-arms were straightened and a new driveshaft assembly fitted under warranty by Pennsylvania Cobra repair guru Ray Heppenstall in August 1967; at this time Manhasset Ford was still listed as the car's owner and it had 3,250 miles.

Soon thereafter, according to history provided by the owner, chassis no. CSX 3242 was sold new to Stuart Hayim of New York City. Hayim kept the car for roughly two years before offering it for sale. Tyler Somas of Queens came to test-drive the Cobra, and at the conclusion of the tour, pulled a gun on the owner, got behind the wheel, and drove away. Hayim assumed that the Cobra was gone forever and filed an insurance claim. Meanwhile, at Somas' place of business, Queens Auto Wrecking, the firearm-wielding new "owner" removed the car's chassis number from the right front shock mount. He added different numbers to the left front shock mount, coinciding with the data tag from CSX 3041, a wrecked 427 S/C Cobra that Somas had previously acquired, which he riveted to the passenger floorbox.

Somas sold "CSX 3041" around 1969 to Shelby Owners Association president David Bythewood of Hempstead, New York. Richard Brostek, who stored the car for Bythewood, noted that the main VIN stamping had been ground away, and later others active in the early years of the SOA noted both the Cobra's stock street-going, non-S/C specification, as well as a patch of weld over the VIN on the right-hand shock tower and the freshly stamped new VIN on the right-hand shock tower – as well as the fact that the original chassis number, "3242," was still present stamped on all the latches, a surefire giveaway as to the car's true identity.

In late 1977, the Cobra, still with its mistaken identity and finished in red over tan with black under-car exhaust pipes, was sold to Bruce Clemmons of Kansas. Clemmons sold the car the following year to Andrew Robinson, also of Kansas, by which time a fresh 427 with two



four-barrel carburetors was mounted along with stainless steel inner panels.

In the early 1980s the Cobra was sold to Ferrari Formula One driver, Didier Pironi, the 1978 winner of the 24 Hours of Le Mans, also known for his exploits as part of the Tyrrell, Ligier, and Ferrari teams. At this time the car was exported to Italy. It was during Pironi's ownership that a California court deemed that the true identity of chassis no. CSX 3041 belonged to another owner, and thus, when the Cobra returned stateside after several other European owners, it was finally properly returned to its correct, authentic identity, CSX 3242. In addition, it was refinished in blue, as original, with white stripes.

In the summer of 1995, CSX 3242 was acquired by Ron Huber of Arizona, and underwent a complete mechanical restoration

by Don Roberts, during which it was prepared for vintage-racing with the addition of a fuel cell, Halon fire system, competition fuel filler, racing brakes, and other updated safety equipment. Roberts also built the present 427 side-oiler V-8, complete with an extremely rare dual-plane, dual-quad, tunnel-port intake system, only a handful of which were originally made for the big-block GT40s. The Cobra subsequently appeared at the Shelby American Automobile Club convention in Las Vegas in 1997.

The current owner acquired the Cobra in 1999 and has now enjoyed it for over two decades, meticulously maintaining it in his own skilled hands. In 2013 it was refinished by RaceCraft NW of Woodinville, Washington, in its original paint color, again with white stripes, with great attention being paid to retaining the original body trim pieces. While the car has appeared at Northwestern concours and at an event with

Dan Gurney, its most prominent appearance has been its "starring role" as the 427 Cobra beginning in *Forza Motorsport 4*. In a very impressive effort to ensure total authenticity, Microsoft employees fully digitized the car and all of its sounds, down to the correct note of the doors opening and closing; the owner bemusedly recalls that the exhaust was sufficiently loud to destroy the team's sound meter. If Xbox games count, this car has been joyfully "driven" and experienced by more people worldwide than any other Cobra.

Overall the Cobra remains in wonderful condition, down to the correct chassis number still stamped into the original latches, and is described as running and driving strongly with, in its owner's apt words, "too much power." Then again, it is in the spirit of the car to think there is no such thing!

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

♦ See Legend on page 5 for bidding instructions.



47.

Rare and desirable 6-Speed Manual
2001 FERRARI 456M GT
Design By Pininfarina

VIN. ZFFWL44A810122507

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

- ★ *Highly optioned and extremely well cared for example*
- ★ *Desirable 6-speed manual 456 Modificata GT with less than 26,000 miles from new*
- ★ *Elegant Grigio Ingrid livery*
- ★ *Impressive service and maintenance history*



THE MOTORCAR OFFERED

Acknowledged as one of Pininfarina's finest pieces, the aluminum coachwork was chemically bonded to an incredibly stiff tubular steel chassis. Twice winning the European engineers' award for the best large displacement engine, a new V12 was brought in. This 65-degree power-plant displaced 5,474cc (the car's name derives from the fact each cylinder was an impressive 456cc). Complete with four valves per cylinder, the 456 developed 436bhp and 406lbft at 4,500rpm, making it the most powerful Ferrari ever produced – bar the F40. A top speed of 188mph and a 0-60mph time of 5.2 seconds further reinforced the fact the 456M was more than just a pretty face. If that wasn't enough, this four-seat, front-engined Ferrari was also quicker around Ferrari's Fiorano test track than either of its existing mid-engined supercars, the 348 and 512TR. It no wonder a 456 was chosen as the daily drive for Michael Schumacher.

In 1998, the final and most refined version —the 'Modificata' 456M GT—was unveiled at the Geneva Motor Show in its Pininfarina chosen flagship color, Grigio Ingrid. Although power was increased to 442bhp courtesy of an upgrade to Bosch Motronic 5.2 and the firing pattern was altered to improve smoothness, the main aims of the 456M were to improve aerodynamics and cooling. A fixed underbody spoiler replaced the motorized one and at the nose a larger grille was used in conjunction with a sharper, more pointed design treatment. Connolly leather was still featured inside, but new seats with improved ergonomics were introduced alongside the optional Daytona seats, as well as a new Becker stereo head unit now fitted in front of the six-speed open gate gearlever.

This stunning 456M GT is trimmed in the exceedingly elegant and unique color scheme of Grigio Ingrid, which was the flagship color

chosen by Pininfarina when unveiling their creation, over a beautiful two-tone Cuio Naturale and Crema interior featuring Daytona seats. Lovingly pampered as a California car most of its life, its caretaker for well over a decade has then been the venerated Carl Steuer of Blackhorse Motors in Los Angeles CA. In addition to the service history, the car is accompanied by a copy of its window sticker (showing a price \$242K), books, manuals, tools, jack, seat-covers, the full original dealer-delivery kit and a CARFAX report. This specimen looks as showroom fresh as they come and is in its original specification save the addition of a rapturous Tubi exhaust system installed by the dealer. With 12 cylinders, a gated manual transmission and just over 25,000 miles on the odometer, it is a brilliant opportunity to acquire what is fast becoming one of the most sought-after Ferraris of the modern era.

\$100,000 - 140,000

48.**1975 PORSCHE 914 2.0**
Coachwork by KarmannChassis no. 4752905155
Engine no. EC0432091971cc OHV Air-Cooled Flat 4-Cylinder Engine
2 Twin-choke Downdraft Carburetors
101bhp at 5,000rpm
5-Speed Manual Transaxle
Independent Front and Rear Suspension
4-Wheel Hydraulic Disc Brakes

- ★ *Well-maintained and largely preserved example*
- ★ *Desirable 2.0-Liter version*
- ★ *Striking Signal Orange over black livery*
- ★ *Iconic and era-evoking Porsche 914 2.0*

**THE PORSCHE 914**

Porsche's strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabrück. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411 while the 914/6 was powered by the Porsche 911T's 2.0-liter six. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox. The 914's reputation for excellent handling was somewhat marred by criticism that the four-cylinder version was too slow, though lack of speed was never a shortcoming of

the 914/6. The latter was a relatively short-lived model and in 1973 was effectively replaced by the 1,971cc four-cylinder '914 2.0', which also featured forged alloy wheels, front and rear anti-roll bars and an improved interior incorporating additional instrumentation.

THE MOTORCAR OFFERED

The spectacularly well-preserved example of the 2.0-Liter 914 offered here was finished at the Porsche works in November of 1974 and completed as a 1975 model-year car. The new Porsche was finished in the vibrant Signal Orange color as seen on it today. Compartments and jambs still retain much of the original factory-applied paint to this day, although the outside exterior panels appear so have had a respray in the original color. The interior remains in equally original condition, with the black seats trimmed with Velour center pieces. Original factory decals and ID plates remain in situ, and outside alloy Fuchs wheels shod on Pirelli tires gives the Porsche the right look. A lovely original example of the iconic 914 2.0 indeed.

\$25,000 - 35,000
WITHOUT RESERVE

49. ^Ω

1948 TALBOT-LAGO T26 RECORD
SPORT CABRIOLET DÉCAPOTABLE
Coachwork by Figoni et Falaschi

Chassis no. 3179
Talbot-Lago Car No. 100234
Engine no. 26179

4,482cc Twin-Cam 6-Cylinder Engine
3 Zenith-Stromberg Carburetors
190bhp at 4,200rpm
4-Speed Wilson Pre-Selector Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- ★ *Comprehensively documented with exciting period Concours history*
- ★ *Fresh from an exacting decade long restoration*
- ★ *One of only two survivors of its design*
- ★ *Yet to be shown at Concours level anywhere in the world*



The Talbot-Lago at the 1948 Deauville Concours, July 1948.
© Peter Larsen



TALBOT-LAGO

The Talbot Lago story had commenced with the dissolution of the Sunbeam-Talbot-Darracq combine in 1935, when Venetian-born Major A F 'Tony' Lago bought the Darracq factory at Suresnes and continued production, selling his cars as Darracqs in the UK and Talbotts in France. The revitalised marque embraced both sports car and Grand Prix racing, and in 1937 achieved victories in the French Grand Prix and the Tourist Trophy; from then on it was an uphill struggle against the might of the German and Italian opposition. There were, however, many notable successes in the immediate post-war years, including three Grand Prix wins for French Champion Louis Rosier and victory at Le Mans.

The first Lago-built cars retained the existing X-braced, independently front suspended chassis, but were powered by new six-cylinder engines designed by Walter Becchia, in sporting guise featuring inclined overhead

valves set in hemispherical combustion chambers and opened via pushrods by a single camshaft mounted in the block. The marque's ultimate pre-war road car - the 4.0-liter Lago Special - produced 165bhp and was good for more than 160km/h (100mph). This successful series of cars was later renamed 'Talbot Lago' and Becchia's engine would be one of the few that saw service in Grand Prix cars both before and after WW2.

The model was revived in 1946 as the 'T26 Record', now sporting hydraulic brakes, a Wilson pre-selector gearbox and a 4½-liter, twin-cam version of the classic long-stroke overhead-valve engine producing 170bhp. Its 'T26' designation had been used before - for the 4½-liter GP racers in the late 1930s - and referred to the car's taxation rating of 26CV. For serious competition work there was the short-wheelbase 'Grand Sport' with a 190bhp

version of the new '2AC' engine featuring an aluminum-alloy cylinder head and triple carburetor induction, and it was this model that formed the basis of the Rosiers' 1950 Le Mans winner as well as the monoposto Grand Prix car. Further development kept the Talbot Lago competitive at Le Mans for a few more seasons.

Not to be confused with a Delahaye of the same period, which in six-cylinder form mirrored its pre-war production, the post-war Talbot-Lagos were all new, and altogether far more sporting and powerful.



FIGONI ET FALASCHI

In the hierarchy of automobile coachbuilders, Figoni et Falaschi earned their place in the highest tiers, if not at the top. From the late 1920s right through to the late 1940s, the exquisite lines that they penned transformed the way automobiles were designed. This was never more apparent than with their series of 'Goutte d'Eau' or 'Teardrop' coupes on the Talbot T150CSS chassis. The automobile had moved from man sitting atop the machine, to man being at one with the machine, then beyond this they shaped coachwork aerodynamically, cheating the wind, and in doing so increased potential outright speed and efficiency.

It was not just the curvaceous main sections of bodywork to which attention was focused, but also in the intricate detail accessories from end to end of the body, accented by chrome

trim pieces. Epitomizing Figoni's design philosophy were their elegant blade bumpers, which turned an increasingly necessary safety precaution into a beautiful, delicate feature of an automobile.

As ever in business, the partnership was a marriage of artistic genius and commercial wisdom; Joseph (Giuseppe by birth) Figoni, was the craftsman, while Ovidio Falaschi was the well-connected businessman. While their heyday may be considered to have been the 1930s, Figoni made a good recovery after the war, despite the troubles they faced when the Germans occupied Paris. When Figoni's workshops were taken over in order to manufacture aircraft components, Figoni & Falaschi kept going by making domestic electric stoves and heating radiators in a

corner of the factory. Once he had completely recovered his factory, Joseph Figoni lost no time in creating a new post-war style, the swoopy, spatted wings were there, as were the chrome accents.

At the 1948 Salon Figoni and Falaschi acted as though times hadn't changed, and exhibited a gold-painted Delahaye with gold-plated brightwork on the manufacturer's stand and 'an elaborate and enormously long roadster' on their own stand. The Roadster had a 'flush-fitting ivory-bound' copy of the Michelin Guide on its dashboard: the binding alone had cost 40,000 francs! No wonder the better French coachbuilt bodies cost over two million francs.

The late 1940s were, paradoxically, relatively successful for Figoni & Falaschi, due to the



demand for custom coachwork from the United States. The company, now under the direction of Joseph Figoni's son, Claude, actually made more money after the war than before - a unique situation for a French coachbuilder. Perception of the company was undoubtedly enhanced by the inclusion of Figoni's Talbot 'Goutte d'Eau' coupe in the New York Museum of Modern Art's famed '8 Automobiles' exhibition.

The work of these fashionable carrossiers brought color and glamour into the drab postwar European world just as Dior's 'New Look' brought fresh interest to the world of fashion. Indeed, Ovidio Falaschi summed up the role of the custom coachbuilder to perfection when he recalled:

"We really were true couturiers of automotive coachwork, dressing and undressing a chassis one, two, three times and even more before arriving at the definitive line that we wanted to give to a specific chassis-coachwork ensemble."

THE MOTORCAR OFFERED

The pairing of Talbot-Lago's engineering with Figoni and Falaschi's design was rarely bettered at any time when they were active, and arguably since either. Here is a stunning example of their collaborative work, with many of their hallmark styling cues and fresh from exhaustive archival research and extensive restoration. It is a very serious ticket to enter any major concours around the country or the globe.

Respected historian and author Peter Larsen has compiled considerable documentation on the history of the car which allows us today to chart its full career. That begins with the order to Talbot-Lago by the wealthy industrialist, Gilbert Fayol of Paris. M. Fayol made zippers and his company, Applications Éclair was a household name in France, as one can imagine this comfortably afforded him the luxury of



being able to commission his own coachbuilt Talbot-Lago. Factory archives note this to be a T26 with the potent Grand Sport 4.5 liter power unit, and specifically the aforementioned more desirable aluminum head version, of which a mere 3 dozen were equipped. Their designation for these was T26 Record Sport.

Figoni's production record states that they received the Record Sport chassis from Talbot-Lago on January 29, 1948. They proceeded to cloth the chassis with a Cabriolet Décapotable, one of only four ever to have been completed this way, of which just this and another survive today. A triumph of design and purpose, it incorporates the most appealing styling cues of the day, including the dished 'butterfly' front fenders long swept back tail, chrome hood spears, flush door handles, rear wheel 'spats' and lower body chrome trim. Additionally, the front of the car is a cleverly designed feature which gives a clue to the performance hidden beneath the hood, it is surely not by accident that the 'fire-breathing' 190hp hemi has a large

opening grille to assist its cooling, but even this is beautifully tailored, and from some angles has the cheerful appearance of a smile, something far more appealing than the oft times awkward looks of Figoni's pronounced Narwals.

M. Fayol's striking Figoni automobile was completed in the spring of 1948. We know precisely how it looked, since he elected to debut the car at the Concours of Deauville in July that year. There it can be seen in a single dark color scheme which was understood to have been a Bordeaux red, with chestnut leather. As much a fashion show as a car display, Gilbert Fayol was joined in his presentation of the car by Michelle Cancre an equally elegant horse-riding champion. His tenure of ownership is not recorded. We know that within a year he had also purchased a Talbot-Lago Grand Sport and that he would later acquire a 1954 Chrysler Ghia, but whether they were replacements or stable mates for this car is unknown. For certain, by early October 1954 it did have new ownership and was now the property of

Albert Poirer in the 7th Arrondissement of Paris, he is the last charted custodian in period. A decade would pass before the Talbot-Lago re-surfaced, rather unceremoniously then in a scrapyard at Meulan some 50kms northwest of the city. Its finder, Pierre Grunberg of Paris would spend some months haggling for the car before securing it in 1967 for some 67,000 French Francs. As a picture demonstrates in the car's impressive history file, the Talbot-Lago was in an amazingly complete state, bearing all the chrome pieces.

Grunberg had the intention to restore the car for his own use, but cost consideration let him to eventually sell the car to noted French enthusiasts and classic car dealer Bruno Vendiesse and Roger Tainguy on March 8th, 1989. Tainguy would restore the car in a dark blue finish and with beige leather trim and matched blue top. Between the scrapyard and restoration, a masquerade of the real identity of 100234 occurred, and the car would be known as 100047 for the



next 20 years. In 2010 the Talbot-Lago Owners Club documented that 100047 was a standard Talbot-Lago with standard limousine coachwork, which was scrapped in 1958 in Belgium while owned by M. Muytten.

From Tainguy and Vendiesse the Figoni passed to M. LaFuge, also known as Athane another trader in France, offered for sale on a stand at the 1992 edition of Retromobile its next owner was Sam Achio and the car remained in France, until passing into the fabled Rosso Bianco Collection of Peter Kaus in the late 1990s where it would join other important examples of French coachwork, including a Teardrop Figoni Talbot-Lago. Offered from the Rosso Bianco collection here in Quail Lodge in 2006, the purchaser on that day was the class action lawyer John O'Quinn at that time amassing one of the largest collections of cars the hobby has known.

O'Quinn elected to have the car re-restored and sent it to the renowned house of Tessier, returning it to France for the work to be carried out there. On his demise, the

collection was dispersed and this car midway through the journey of its rebuild was stalled and sold.

The present owner acquired the car from the O'Quinn Estate in 2010. The first task on hand was to reveal the true identity of the Talbot-Lago. In the process great help and support by the French Talbot Lago Owners Club, Claude Figoni, noted historian Peter Larsen, and Dominique Tessier was received. Fortunately, its state of being stripped for restoration made the process of identification easy. Analysis of the chassis frame revealed the number 3179, the engine bears the number 26179, and the rear axle number 3028; all matching the Talbot-Lago build sheet for car 100234. On multiple coach work and chrome pieces the number 27 was found, pointing to the post war coach build records of Figoni et Falaschi, project 1027. The Figoni record for 1027 confirms Talbot Lago 100234 and customer M. Fayole plus registration 4954 RQ3 (fitted to the car at Dauville concours) – les jeux sont faits – the car was unmasked.

Safe in this knowledge, its restoration has continued with both careful adhering to its inherent originality, but also the availability of the period images of the car, to ensure its accuracy. The color choices are two tones of French blue contrasted with a rich burgundy trim, which both accentuate its lines and style, as well as being very much of the period. As depicted on these pages, the result is a tremendous success and one fitting to the car's importance.

After its decade long rebuild, and the journey of its research, in place of chasing the rewards that it would no doubt garner on the show field, the current owner has elected to leave that fun for the next keeper - today, that could easily be you!

\$1,800,000 - 2,300,000

◆ See Legend on page 5 for bidding instructions.

50.

1931 FORD MODEL A ROADSTER PICK UP HOT ROD

Chassis no. A4531229

350ci OHV Chevrolet V8 Engine
Single Weber Carburetor
Est. 325bhp at 5,800rpm
Automatic Transmission
4-Wheel Performance Suspension
4-Wheel Performance Brakes

- ★ *Meticulously and tastefully prepared Ford Hot Rod*
- ★ *Very sporty and practical Model A*
- ★ *Elegant Black over Terracotta livery*
- ★ *Ready for cruise night or Hot Rod shows*



THE FORD MODEL A

On May 26, 1927, after having produced 15 million Model Ts, Henry Ford shut down his giant River Rouge complex to retool for the famous car's long-awaited replacement. More than six months would pass before a new Ford appeared. When it did, Americans crowded into showrooms to see a car so completely re-engineered that Ford named it the Model A. The new Model A's engine was rated at 40 horsepower, double that of the Model T. A conventional three-speed manual transmission replaced the Model T's eccentric planetary-gear transmission. Originally priced at \$445, the Open Pickup, or Roadster Pickup as they are commonly referred to, featured a non-folding canvas top that could be easily removed. As with most Model A Ford commercial cars, the Roadster Pickup's radiator shell and headlamp buckets were finished from the factory in black; dealers and subsequent

owners frequently upgraded the appearance by adding the passenger car's chromed radiator shell.

The availability, looks and design of Fords now legendary Model A made them the basis for the Hot Rod movement in the 1950s, and the Ford Model A Coupe would become the most iconic symbol of American Hot Rodding. They remain today as popular as ever. Nothing says 1950s Hot Rod more than a well-executed Ford Model A.

THE MOTORCAR OFFERED

Finished in a stealth Black exterior over a stunning Terracotta-colored custom interior, this Model A Roadster Pickup Hot Rod has been meticulously restored and customized. A powerful Chevy 350 cubic-inch V8 engine topped by a Weber carburetor is fitted under the louvered hood, and underneath, chassis, brakes and steering has been customized to both keep up with the extra power, but also give the Hot Rod better handling and the right look. The authentic Americana Hot Rod character of this stunning Model A Roadster Pickup is very impressive, and it stands ready to serve its next owner.

\$50,000 - 70,000

51.**1982 ASTON MARTIN V8 VOLANTE**

VIN. SCFCV81C4CTL15295
 Engine no. V580/5295 LFA

5,340cc DOHC V8 Engine
 4 Dual-Throat Weber Carburetors
 300bhp at 6,000rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Original US delivery LHD V8
- ★ Two owners in the last three decades
- ★ Retains matching-numbers engine
- ★ Offered with copy of factory build sheet

**THE ASTON MARTIN V8**

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-liter six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

THE MOTORCAR OFFERED

According to copies of Aston Martin's factory build records, this V8 Volante was built during November of 1982. The car was equipped with a left-hand drive steering arrangement and a 3-speed automatic transmission, just as it appears today, and destined for the US market. The Volante was finished in Hereford Brown over a Natural interior with dark brown piping and a brown top.

The Aston Martin's early history remains unknown, but from June of 1990 the Aston was in the garage of Donald Silpe. Mr. Silpe would sparingly drive his Aston up and down A1A and the surrounding environs to the tune of about 1,000 miles a year. The current owner acquired the car in April 2012 and has had the car on static display since. According to CARFAX, a mileage discrepancy was recorded in 2001 when a reading of 37,501 was listed against the

previous listing of 55,000. The car presently shows 66,949 miles on the odometer, a figure that would suggest the 2001 reading may have been an error.

The V8 is increasingly being appreciated by collectors as an important cornerstone of the Aston Martin story in America. After recommissioning, this V8 would make a lovely cruiser once again.

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

52.

1928 BENTLEY 4½ LITER LE MANS-STYLE TOURER REPLICA VANDEN PLAS Coachwork by VBE Restorations

Chassis no. RN 3043

Engine no. RN 3044

4,398cc SOHC Inline 4-Cylinder Engine
4 Overhead Valves Per Cylinder
110bhp at 3,500rpm
4-Speed C-Type Manual Gearbox
Front and Rear Leaf Spring Suspension
4-Wheel Drum Brakes

- ★ *Delightfully charismatic Le Mans style Tourer*
- ★ *Retaining matching chassis, engine and drivetrain*
- ★ *Fresh restoration by marque specialist Tim Cresswell of VBE Restorations*
- ★ *Participant of this year's North American Bentley Tour and highly event eligible*



THE BENTLEY 4½-LITER

W.O. Bentley proudly debuted the new 3-liter car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Liter's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably

heavy coachwork to the excellent 3-liter chassis rather than accept the expense and complexity of Bentley's 6½-liter.

The new 4½-liter model effectively employed the chassis, transmission and brakes of the 3-liter, combined with an engine that was in essence two-thirds of the six-cylinder 6½-liter unit. Thus, the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-'head' architecture but reverted to the front-end vertical camshaft drive of the 3-liter. Bentley Motors lost no time in race-proving its new car. The new model also retained that "bloody thump", as noted Bentley owner Walter Foden referred to it, a characteristic that enables one to clearly identify a 4-cylinder Bentley from many miles away. Bentley Motors wasted no time in proving the new car in competition.

The prototype 4½ nicknamed 'Old Mother Gun' as a rhyme for No. 1, was entered in that year's Grand Prix d'Endurance at the Circuit de la Sarthe.

At Le Mans in 1927 'Old Mother Gun' driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up. She returned to Le Mans in 1928 to win outright.

The 4½-liter was produced for three years, and all but 11 of the 662 cars were built on the 10' 10"-wheelbase chassis, with the balance built on the 9 foot 9½ inch wheelbase.

Purchasers of the 4½-liter model were, in common with those of all vintage-period Bentleys, free to specify their preferences



THE MOTORCAR OFFERED

from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required. The most iconic were the cars fitted with tourer bodies by Vanden Plas, who provided 669 bodies from 1922 to 1931.

According to a copy of the original factory records, this particular 4½ was delivered to its first owner Mr. T Ryan in May 1928. It is listed as a 10'10 standard wheelbase with a Staybright finish bonnet and fasteners fitted. Like many 4½ liters, it was originally fitted with a Weymann patent Saloon, built by Albany Coachbuilders. Mr. Ryan retained the car until 1929 when it passed to its next owner P. Morley Horder.

In 1937, it is noted in the factory records that the car was shortened to a 9 ft 9½ ins, short wheelbase specification and was rebodied most likely to a two seater form, a relatively common practice at this time. The car then passed through a series of short-term British owners. After the war in 1949, it was in the ownership of William "Horace" Rose, and then it passed to the ownership of F.C. Eggins. F.C. Eggins also owned another

4½, FB3306, and during this ownership, the engines were swapped.

The car was brought to the United States in 1963 by C.B. Seaman, who retained the car for two years before selling it to a long-term custodian, Roy G. Wild. Mr Wild was an ardent Bentley enthusiast and won a long-distance driving award at the RROC national meet in Monterey, CA after driving the car from Ohio to attend in 1967. Mr. Wild would also bring the car to the inaugural North American Vintage Bentley meet in 1981. The car remained in his possession until his passing in 2006. At this time, the car was purchased from Mr. Wild's estate by a Midwest-based Bentley enthusiast.

After much debate, it was decided to restore the vehicle and the job was entrusted to marque specialist Tim Cresswell of VBE



restorations. Not limiting the work to just cosmetics, the efforts would further extend to the mechanicals of the Bentley. As part of that process VBE were able to locate the original engine crankcase and reunited it with the car. During the crankcase swap the engine was fully inspected and was seen to be in extremely good order having been rebuilt with new components. In addition, the new Phoenix counterbalanced crankshaft and rods have been converted to shell bearings. The Bentley has also received a new radiator courtesy of Vintage Car Radiator Company in the United Kingdom.

At the same time, the crude two-seater body was replaced by the new VDP styled tourer body seen on the car today. This included proper Le Mans detailing, such as pattern dashboard switches. To complete the look of the 24 hour endurance classic, a Le Mans

spec tank and wings were also fitted. The body trimming was also done at VBE and is to a very high standard. It was also decided to forego the usual green and finish the car in black. The end result of this restoration is truly spectacular.

This year the car participated in the North American Vintage Bentley Meet and completed the 1,000 mile tour without incident, proving the quality of VBE's workmanship. The car was taken on a test drive by a Bonhams specialist at the time of consignment and they can report that it performed beautifully. The engine rotates smoothly and equally provides an ample amount of low-end torque. The gearbox shifts beautifully, and the chassis has impeccable road manners. The brakes are very well set-up and stop the car with great authority.

The 4½ Bentley is considered by many to be the best vintage Bentley for serious road rallying, and examples have competed on the Colorado Grand, California Mille, and even the Paris to Peking. The overall ruggedness of the chassis and ample power output makes them a joy to drive and they are much nimbler than 6½ or 8 Liters. Thanks to the wonderful work performed on the Bentley, this example would make an excellent event car for the enthusiast. It is reported to be 'on the button' and ready for any number of touring and road rally adventures.

\$750,000 - 900,000

♦ See Legend on page 5 for bidding instructions.



53.**1951 HUDSON HORNET CONVERTIBLE BROUGHAM**

Chassis no. 7A112278

308ci Inline 6-Cylinder Engine

Twin H-Power Carburetors

160bhp at 3,800rpm

Hydramatic Dual-Range Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully and authentically presented Hudson Hornet
- ★ Stunning and period-correct Maroon over Burgundy livery
- ★ Loaded with period-correct accessories and Twin H-Power induction system
- ★ A classic and iconic piece of open top Americana

**THE HUDSON HORNET**

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

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

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

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





THE MOTORCAR OFFERED

This beautiful Hornet Convertible Brougham emerged from Hudson's Detroit facility in 1951. The car presents in lovely condition inside and out, and it is apparent that a thorough refurbishment has been performed in the past. This elegant convertible was repainted in an elegant Maroon exterior color, with a reupholstered Burgundy interior to match, featuring maroon carpeting, correct leather-grain dash, and a smart black convertible top protecting the hides from the elements. The extensive bright work presents equally well, with stainless pieces brought to a high polish and plated chrome pieces. A Hudson radio and Weather Control heater is fitted inside, and dual windshield-mounted spotlights are in situ outside. The wheels are fitted with stunning chrome wheel trim and wrapped with thin white-wall tires. Offered from decade-long ownership in the impressive

stable of a renowned Southwestern collector, this iconic 1951 Hudson Hornet Convertible Brougham is both comfortable and timeless.

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

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



54.

1970 MASERATI GHIBLI 4.7 COUPE
Coachwork by Ghia

Chassis no. AM115.1568

Engine no. AM115.1568

4,719cc DOHC V8 Engine

4 Weber Carburetors

330bhp at 5,500rpm

5-Speed Manual ZF Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ Desirable factory 5-speed ZF gearbox and matching-numbers engine
- ★ Presented in its factory original livery of Blue Sera over light brown
- ★ US-market example believed to have been delivered new to California
- ★ Era-evoking Giorgetto Giugiaro design



THE MASERATI GHIBLI

A strong contender for the "most handsome car of the 1960s" title, Maserati's Ghibli debuted in coupe form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivaled the Ferrari Daytona for straight-line performance - its top speed was close to 275km/h (170mph) - while beating it for price. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tires did not foul the wheel arches. The roofline fell away from the top of the steeply raked windscreen to the

chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli's contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live rear axle form. In preference to the more complex suspension designs favored by its rivals, the Ghibli used leaf springs and a single locating arm, a much more easily maintained arrangement.

The power unit was Maserati's powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-liter form up to 1970 when it was superseded by the 4.9-liter SS version in order to meet ever more stringent

emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did over 50 years ago.



THE MOTORCAR OFFERED

This stunning Maserati Ghibli 4.7-Liter Coupe stands out as a beautifully presented example. Completed at Maserati's Modena workshops in December of 1970, this late-production Ghibli, chassis no. AM115.1568, was built as a left-hand drive Coupe, fitted with the desirable ZF 5-speed manual gearbox, and destined for the North American market. The new Ghibli had been special ordered in November of 1970, and was finished as it appears today, in the elegant Blue Sera exterior color over a white leather interior. The new Ghibli Coupe was optioned with Borrani wire wheels, power steering and brakes, and AM/FM radio.

Ghibli AM115.1568 was delivered new to Hillsborough, California, where it is recorded in the Ghibli Registry to have resided for at least four decades.

A comprehensive restoration was performed in the last decade, where both mechanical and cosmetic aspects of the car was attended to. Today the Ghibli looks stunning in its factor-correct color and with its matching-numbers engine in place. Alloy wheels are fitted shod on Michelin XWX tires, and inside a wood rimmed steering wheel, correct Veglia gauges and the factory Becker Europa radio greets one with a flair of authenticity.

These powerful and sharp-looking Giorgetto Giugiaro designed GT's are among the most desirable cars ever produced by the legendary Modena-based Maserati company and remain highly collectible today now that Maserati has brought back the Ghibli namesake to their model range. This smart, beautifully restored Ghibli, with its factory 5-speed ZF manual transmission

and striking color combination, truly makes an appearance wherever it goes. A great example for high-speed rallies such as the Copperstate 1000, this Ghibli 4.7-Liter Coupe is ready for its next owner.

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

55.

1967 FERRARI 330 GTC Coachwork by Pininfarina

Chassis no. 09599

Engine no. 9599

3,967cc SOHC V12 Engine

Triple Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Highly original, well-preserved example of the Pininfarina built 330 Grand Touring Coupe*
- ★ *Retains matching numbers, engine, bodywork and original interior*
- ★ *Previously owned by Ferrarista Dean Batchelor*
- ★ *Offered with Marcel Massini's History Report and service receipts*



THE FERRARI 330GTC

'At the top - at the absolute top - in the automotive enthusiasts' hierarchy of the cars of the world, there is only one. Ferrari. Is there really any question?' Thirty-plus years after Car and Driver magazine voiced that rhetorical inquiry the answer, of course, remains the same. And the car that prompted that eulogy? The Ferrari 330 GTC.

The two-seat 330 GTC debuted at the Geneva Motor Show in March 1966 and was essentially a closed version of the 275 GTS. Beneath its hood resided the 4.0-liter, 300bhp version of Ferrari's familiar 60-degree V12, as used in the 330GT 2+2. The short (94.5" wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by means of wishbones and coil springs.

First introduced on a road-going Ferrari (the 275 GTB) in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created an inherently better-balanced car. Much development work had concentrated on the reduction of noise levels in the cabin, which was luxuriously equipped in the best Gran Turismo manner: leather seats, electric windows and heated rear screen were standard; radio, air conditioning and Borrani wire wheels the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330 GTC to be the finest of high-speed conveyances for two people and their luggage.

THE MOTORCAR OFFERED

Renowned from new as one of Ferrari's best-performing and most-sophisticated classic V-12 Grand Touring models, the Pininfarina-bodied 330 GTC is particularly desirable. One of just 600 examples produced, this compelling, matching numbers example bears chassis Number 09599 and remains in highly original and well preserved condition.

According to history compiled by Ferrari historian Marcel Massini, 09599 is an original left-hand drive, European-specification model with Metric instruments. Documented by the Factory as the 180th 330 GTC produced in terms of assembly sequence, the chassis frame for 09599 was sent to Carrozzeria Pininfarina in Turin to receive its body (#C0190) in December 1966 and assembly of its potent V-12 engine was completed during February



1967, personally supervised by factory foreman Amos Franchini. Completed in March 1967, 09599 was tastefully finished in Argento (Silver) over Beige Scuro (Dark Beige) Connolly leather upholstery, the combination it retains today.

Delivered new to Milanese official Ferrari dealer M. Gastone Crepaldi S.a.s., 09599 was sold during April 1967 to Italian industrialist and Milan resident Michele Caprotti, who had the Ferrari serviced by the Factory's client assistance branch in March 1968 at 11,927 kilometers (7,156 miles). In December 1971, the 330 GTC was exported to California by Milanese dealer Dino Armando Genghini and in early 1972, acquired by Han Kuijsten of Oakland and a California Certificate of Compliance was issued on June 30, 1972. By June 1975, the Ferrari was owned by Dean Batchelor,

the automotive journalist and Ferrari book author, who also served at the time as technical assistant to the general manager of the renowned Harrah Automobile Museum collection in Reno, Nevada. By February 1979, 09599 was owned by Vincent De Tarr, a building contractor resident in South Lake Tahoe, California.

Remaining in California and still sporting its original color combination, 09599 benefits from a recent inspection and refurbishments by the Ferrari marque experts at GTO Engineering in Los Angeles. Wonderfully and attractively preserved and presented with a pleasing and irreplaceable patina of unrestored originality, 09599 is much more than a preservation-type car, benefiting from long-term Californian ownership since it was imported in 1971/1972, with the original Pininfarina bodywork and the original

leather hides, wood grain steering wheel, dash, and carpeting all in very good order. Desirable amenities include power window lifts and original specification, European-band Blaupunkt pushbutton radio. A truly rare and highly original example of one of Ferrari's best classic V-12 models ever produced, 330 GTC 09599 clearly benefits from its long-term ownership in Nevada and California, with interesting provenance including 1970s ownership by renowned Ferrari author and enthusiast, Dean Batchelor.

\$475,000 - 575,000

56.

1952 FERRARI 212 EUROPA CABRIOLET Coachwork by Ghia

Chassis no. 0233 EU

Engine no. 0233 EU

2,562cc SOHC V-12 Engine

3 Weber Carburetors

170bhp at 6,500rpm

5-Speed Manual Gearbox

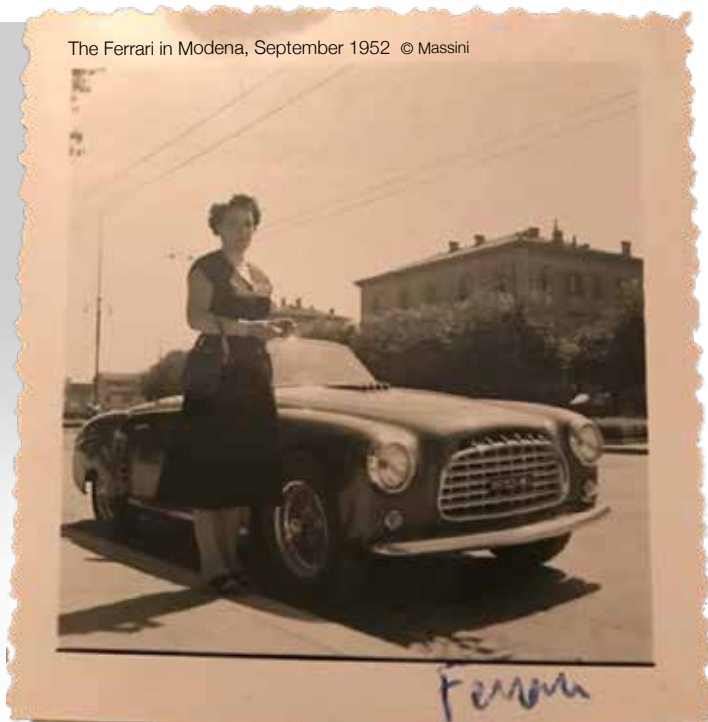
Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *The 1952 Geneva and Torino Auto Show Car*
- ★ *Certified with Ferrari Classiche Red Book and Marcel Massini Report*
- ★ *Award winning, comprehensive exacting restoration completed in 2017*
- ★ *Exquisite coachbuilt, open top V12 Ferrari*
- ★ *Cavallino Classic Wayne Obry Memorial Cup for Excellence in Restoration award winner*



The Ferrari in Modena, September 1952 © Massini



THE FERRARI 212

Produced in multiple variations between 1951 and 1952, the 212 achieved significant racing successes but more importantly it put some 110 individual chassis in the hands of clients. The 212 was bodied in a bewildering array of styles from lightweight spiders, coupés and berlinettas to stylish and luxurious cabriolets. Carrozzeria Alfredo Vignale contributed most of the 212's coachwork but the 212 also provided the basis for the first Ferrari by Pinin Farina and important designs by both Touring and Ghia.

Ferrari's original V12 designed by Gioacchino Colombo was only 1.5 liters, just 125cc per cylinder. Its displacement was first expanded to 1,995cc in the Ferrari 166, then to 2,341cc in the 1950. A further increase in the cylinder bore from 65mm to 68mm brought the individual cylinders to 212cc and the engine's displacement to 2,562cc. The chassis was Ferrari's proven design consisting of a double

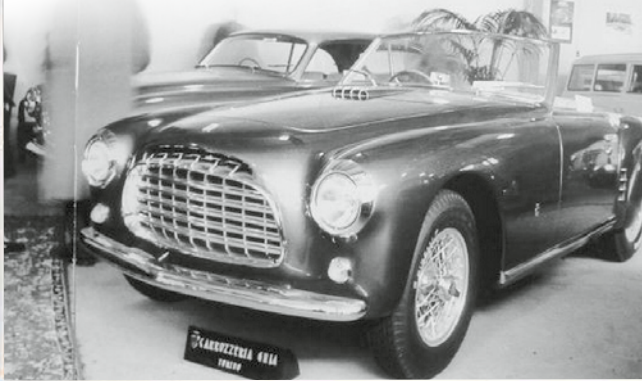
oval tube frame with double wishbones at the front suspended by a transverse leaf spring and a carefully located live rear axle with semi-elliptical leaf springs. The brakes were Ferrari's large hydraulically actuated drums. The transmission was mounted directly behind the engine and had five forward speeds.

There were two basic – but frequently intermingled – distinctions. The Export model, intended for racing on tighter circuits, had a wheelbase of only 2,250mm. The Inter version was typically built on a longer wheelbase chassis in both racing and Gran Turismo guise. Engines were tailored to clients' needs and to the specified coachwork with different tunes and carburation. The engine's elements were refined steadily including introduction during the 212's production of cylinder heads with individual intake ports, bringing the rated

power when fitted with three 36mm downdraft Weber carburetors to 170bhp. It was also during the 212's production that the model designation changed, without notice or comment, to 'EU', foreshadowing the 250 Europa that was to follow it.

While often competing against the large displacement Lampredi-engined 340 Mexico, the 212 earned its keep in racing, including first and second place finishes in the 1951 Carrera Panamericana by Piero Taruffi / Luigi Chinetti and Alberto Ascari / Luigi Villorresi. The 212's competitiveness was further demonstrated by the frequency with which their engines were updated by owners, in an effort to keep at bay newer and larger-displacement competitors. Reviving pre-war culture of tailor-made coachwork, the early Ferraris gave a certain rebirth to the coachbuilding industry and fostered innovative design from the established

1952 Geneva Auto Show © Massini



In period © Massini





carrossiers in Italy. The house of Ghia was one such house, founded some 105 years ago in 1916 by Giacinto Ghia of Turin, and the resurgence that it enjoyed in the 1950s and 1960s would ultimately continue comfortably into the 1970s when it was acquired by the Ford Motor Company. As recently as 2010 in the UK, Ford still used the brand for its top line models, while various styling exercises have also come under the Ghia banner.



THE MOTORCAR OFFERED

By definition this has every important ingredient that a Ferrari should have, 12 cylinders prancing under the hood, a convertible top offering open driving and beautiful sporting coachwork. To add to this it has a pedigree which is known throughout its life and is endorsed by Ferrari Red Book Certification. Not unlike other sister cars, it has an element of intrigue to its early days in that it was sold new not once, but twice by Ferrari as a new car, it is part of the rich tapestry of an industry that was more organic and generally fun than today's 'cookie cutter' formats.

According to its well-researched history report by Marcel Massini, the 212 was 'born' seventy years ago December 17, 1951, as 0191 EL. Its running gear was clothed in the following months by Ghia leading to a debut showing of the Ferrari at the 22nd Edition of the Geneva Motor Show, taking place as ever in March

of 1952. In this guise it is depicted in the book "Ferrari by Mailander", penned by Karl Ludvigsen. A month later the car was also seen on display at the Turin Motor Show, at Parco Valentino in Torino, Italy. That summer, on July 16, a Certificate of Origin was issued and the car sold by Enzo Ferrari to a Milan Publishing Company, Editoriale Domus S.p.A. who paid some 3,000,000 Italian Lira for her.

If the publishing house name does not resonate, nor its proprietor Gianna Mazzocchi, one of his publications almost certainly will, particularly those with a fascination for Italian machinery for he was the founder of Quattroruote. This and numerous other magazines that he created reflected his passion for automobiles and how they would influence society. He was a noted collector from the 1940s onward, and until recent years the company retained a

history of the automobile group of cars, as the Quattroruote Collection.

Mazzocchi received the car then finished in Medium Gray with a light gray fabric top and contrasting tan interior, a series of images still survive of the car in this form and newly licensed for the road with the Milano plates "MI 197153". Its final piece of visual history from those days is an image of a lady with the car at Largo Garibaldi in Modena.

At some point over the fall and winter, 0191EL was bought back by Ferrari, repainted in metallic blue and renumbered as 0233EU, following the latter numbering sequence of these cars as mentioned in the model text. It re-exited the factory in this new guise, destined for the hills above Cannes on the French Riviera becoming the property of Paul Arnold a resident of the Le Cannet. Now wearing





French customs plates his tenure appears to have been a brief series of weeks, before the Ferrari was exported on May 21, 1953 to New York. At this point the Italian registration was annulled.

From its arrival on the East Coast, its next moves have never been charted, until an extended period of ownership in the Mid-West. It is known to have been with a Donald Hopson of Davisburg, Michigan in around 1967, and later with an unnamed owner in Grand Blanc in the same state. The car's engine passed to L. Tom Caulfield of Wisconsin in this period.

Around a decade ago, arch Ferrari sleuth and trader Tom Shaughnessy managed to negotiate both the purchase of the car and its engine and reunite the two, selling the project to noted collector Jimmy Page,

of Boca Raton. Page entrusted Steve Beckman Metalworks and Bill Attaway to restore the car, which they duly did to an exceptionally high standard and returning it to the Metallic blue tone that it had arrived in America with 65 years ago.

On completion of the rebuild the 212 was debuted at the 2017 Pebble Beach Concours d'Elegance, and was later shown at the 2018 Cavallino Classic where it was awarded with the Wayne Obry Memorial Cup for the Ferrari Best Representing Excellence in Restoration Quality, which it richly deserved. It was subsequently acquired by the current owner - a prominent US collector of exquisite Best of the Best type sports cars - in whose impressive collection it has resided for the last 3½ years, and during which time it was granted Red Book Certification by Ferrari Classiche.

In fact, 0233EU was flown to the Ferrari Classiche Headquarters in Maranello, Italy to get their full stamp of approval.

With its distinctive looks, simple history and still fresh restoration this is an excellent example of the marque from start of the 12-cylinder Ferrari story which could provide an eye-catching show or tour car.

\$1,700,000 - 2,100,000

♦ See Legend on page 5 for bidding instructions.

57.**1975 LAMBORGHINI ESPADA SERIES III COUPE**

Design by Bertone

Chassis no. 9652

Engine no. 41459

3,929cc DOHC V-12 Engine

6 Weber Carburetors

350bhp at 6,200rpm

3-Speed TorqueFlite Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Distinctive Bertone styling
- ★ V-12 motoring with room for four
- ★ Delivered new to the US
- ★ Fetching Bianco over Rosso color scheme

**THE LAMBORGHINI ESPADA**

"Carrozzeria Bertone unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar." – David Hodges, *Lamborghini – The Legend*.

Named after a matador's sword, the Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-liter, four-cam V-12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupe to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame. Introduced in January 1970, the Series II

cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, upgraded brakes, minor suspension improvements and a restyled front grille. Espada production ceased in 1978 after 1,217 of these imposing cars had been built.

THE MOTORCAR OFFERED

This example of the final series Espada was completed at the Sant'Agata, Bolognese based Lamborghini plant in April of 1975, and benefits from the refinements carried out throughout the production run. Elegantly finished in Bianco white over a Rosso red interior, it was completed to American spec and delivered new to the United States on February 26, 1976. Showing in what appears to be largely original condition today, it was acquired by the current owner in 1998 and largely garaged without use since then. Ripe for recommissioning, this elegant example of the Bertone-designed Espada presents nicely throughout, and offers its next caretaker the opportunity for ample V-12 power along with room for four.

\$50,000 - 70,000
WITHOUT RESERVE

58.**1975 PORSCHE 911S 3.0 TARGA**

Chassis no. 9115210790
 Engine no. 6411861 (see text)

3.0 Liter SOHC Flat 6-Cylinder Engine
 Bosch K-Jetronic Fuel Injection
 165bhp at 5,800rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Beautiful example of the '75 911S Targa
- ★ Upgraded with 3.0-Liter SC type engine and transaxle
- ★ Well-improved 911 model, still retaining the classic style
- ★ Offered with tools, jack and space saver spare

**THE 2.7-LITER 911**

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguished by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raised top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the air-cooled, 'flat six' engine underwent the first of many enlargements - to 2.2 liters.

In 1974, all 911 variants received the 2.7-liter unit, hitherto reserved for the Carrera, when the latter went to 3.0 liters. Coupled to a tolerance of low-lead fuel, vastly superior fuel consumption, and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer. The interior and seats were re-designed with more comfortable seats, and the safety-bumpers

was successfully integrated, without changing the 911's pure design.

Over the past 40 years few sports cars have proved as versatile as Porsche's legendary 911, a model that has proved equally capable as a Grand Tourer, circuit racer or rally car. Success in the latter role came only a few years after its introduction, when works driver Vic Elford became European Rally Champion in 1967. In the modern era, the 911 has established itself as one of the most popular and successful sports cars and remains nothing short of an automotive icon.

THE MOTORCAR OFFERED

This beautiful Porsche 911 was completed at the Zuffenhausen-based works during December of 1974 as a 1975 model-year 911S 2.7 Targa. Elegantly finished in Off-white exterior with color-coded Fuchs alloy wheels shod Michelin tires, the 911 looks just right with the contrasting stainless-steel Targa roll bar and black Targa top. A 1982 model-year 3.0-Liter SC engine and transaxle has been fitted to give the car extra performance. Factory applied decals can be found throughout the car, and less than 59,000 miles was recorded on odometer at the time of cataloging. A tool kit, jack and a space saver spare tire is located in the luggage compartment. A lovely example of the quintessential 911 Targa, dating back to when the 911 had received many improvements, yet not lost its classic style.

\$40,000 - 50,000
WITHOUT RESERVE

59.

1959 CHEVROLET CORVETTE FUELIE SPORTS RACER

Chassis no. J59S104283

283ci OHV V8 Engine
 Rochester Fuel Injection
 290bhp at 5,300rpm
 4-Speed Manual Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ *Exciting period sports car racing history and photographs*
- ★ *Fitted with an original Fuelie 283 engine from the first Scaglietti Corvette*
- ★ *Wonderful professional restoration performed*
- ★ *Fully documented, and delivered from new to go racing*



THE RACING CORVETTES

Despite the short-lived 1957 AMA racing ban, Zora Arkus-Duntov managed to endow the rapidly maturing Corvette with a growing selection of high-performance parts, and under his guidance, the revolutionary small-block V-8 made quantum leaps in power, reliability and sophistication. However, while the Corvette was indeed a serious racing contender by 1959, with a proven engine and chassis combination only lacking lightweight bodywork. During that time, Carroll Shelby had enlisted Sergio Scaglietti to build three unique alloy body Corvettes in order to compete with the best European manufacturers. While the Scaglietti Corvette project foundered with GM management, the Corvette's prowess grew in the racing world, dominating road racing and winning the 1959 SCCA B-Production championship. Plans were also laid with Briggs Cunningham to contest the 24 Hours of Le Mans the following year.

THE MOTORCAR OFFERED

This exciting original 1959 Corvette sports racing car was factory ordered with the best options suited to go racing. It was factory painted in 503A Solid Black complemented by 490D Red Trim and 470E White convertible top. It was powered by the most potent engine available on Corvette's factory options list, the 283ci/290 horsepower solid lifter camshaft engine with Rochester fuel injection backed by a 4-speed manual transmission and Posi-traction rear axle.

This special Corvette was also equipped with courtesy lights, heavy duty brakes and suspension, deluxe heater and windshield washer which were the necessities needed to go racing. These options all together would add \$1,210 to its base price of \$3,875 for a total of \$5,227. The original buyer of this rare Corvette was Gene Cormany, the Vice President of Engineering for the Zollner

Corp. in Ft. Wayne, Indiana, a prime supplier of pistons for the American automobile and trucking industry. (Company owner Fred Zollner was one of the founders of the National Basketball Association and longtime owner of the Zollner Pistons team, later moved to Detroit where they became the Detroit Pistons). Cormany had attended an SCCA driving school at Lockbourne Air Force Base in 1958 and raced a Corvette later that season, reportedly without much gratification which led to the acquisition of this unique Corvette race car. He raced this car regularly throughout the Midwest in 1959 and 1960, scoring twelve top-three finishes including four wins out of 22 events.

The relationship between this Corvette race car and the first Scaglietti Corvette developed in the late 1980s. The previous owner of this Corvette racer had purchased



the original engine and fuel injection unit from the first Scaglietti Corvette with plans to install it into his race car. That motor was removed from the 1959 Scaglietti Corvette in order to get more power to be competitive at the vintage races. The engine was then saved until the race car was ready to be restored back to its period race glory.

Using period photos, this Corvette has been restored by a marque specialist to its period racing scheme of 503A Solid Black complemented by a 490D Red Leather Interior with white meatballs and race number 9. It still retains its unique racing equipment including a braced full width bolt in roll bar, side exhaust, and steel wheels with period Firestone tires. The driver and passenger sit behind a full-width cutdown windscreen which utilizes the original windshield mountings. It easily

converts to street driving configuration with a windshield swap.

Corvettes that have been racecars since new rarely survive in anything close to this kind of condition and almost never retain original documentation. Original documentation for this treasured car includes original dealer invoice, SCCA race results, ownership history, period photos and restoration history. A timeless car, it was state of the art in American V-8 sports cars in 1959 and it is still a welcome and competitive participant in historic racing series. Restored to the highest standards, it would complement any sports or racing car collection, with an intimate connection to one of the best-known Corvette projects in its 290hp Fuel Injected engine from the first of the Shelby Scaglietti Corvettes.

\$180,000 - 220,000



Motorcars from the Judge DiLoreto Collection

Lots 60 - 68

Bonhams is honored to have been chosen to offer the exceptional collection of the late Judge Joseph E. 'Joe' DiLoreto at the 24th annual Quail Lodge Auction. Joe was a passionate car guy and a well-known Gentleman Driver on the SoCal and international racing scene. His racing career stretched over 4 decades, and he was a founding member of the Vintage Auto Racing Association. He knew the Unser brothers, Carroll Shelby, Mario Andretti, Paul Newman and Steve McQueen, and each of his cars were maintained to the highest possible standards by his trusted crew chief Bob Habermehl.

Many articles were written about Judge DiLoreto's passion for sports and racing cars, among them was the 2007 Vintage Motorsport Magazine article, where DiLoreto was quoted:

"I've always been interested in performance cars and race cars in particular," states Joe DiLoreto before adding "I felt that if sometime in my life I had the financial resources to acquire a race car, I would certainly do so.". As it turns out, a successful career as a trial lawyer before becoming a judge for the Los Angeles Superior Court allowed him to buy the automobile of his dreams - followed by many others!

"I purchased cars that I liked based on their performance first, but aesthetic beauty comes into play, too. I have no classic Rolls Royce's, Bentleys or other automobiles of that nature. I prefer cars that have a lot of horsepower or handle well."

DiLoreto was understandably very proud of his 1974 Alfa Romeo Tipo 33 TT 12, which won the World Prototype Championship in 1975. A number of legendary racers sat in the cockpit back then, including Derek Bell, Jacky Ickx, Mario Andretti and Henri Pescarolo.



"This was the last and only World Championship that Alfa Romeo won," commented the Judge. "I was able to buy that car from the president of Alfa Romeo, and two tons of spare parts came with the deal. After the Italian manufacturer left motor racing, many of the other parts for the T33/TT/12 were sold off. I located the gentleman who purchased most of them in Milan, Italy. He agreed to sell me two spare dyno'd motors- one of them currently resides in the car. Basically, I have enough engines to run the car for the next hundred years!"

The DiLoreto collection is crowned by the championship-winning, ex Derek Bell and Henri Pescarolo 1974 Alfa Romeo Tipo 33 TT 12 - which Joe bought more than 4 decades ago directly from the Alfa Romeo Works racing team - along with his prized 1966 Shelby Cobra 427 recently restored by renowned expert Mike McCluskey. Other historic racers include a championship-winning Lola T290, a Dolphin America and Shelby Can-Am racer, two spectacular Jaguar sports cars and a custom build Ford Ranchero.

Judge Joe DiLoreto was a perfect ambassador and true enthusiast for the vintage motorsport hobby. His legacy and enthusiasm will live on and be remembered through these incredible automobiles which he diligently campaigned for decades.



60.**1967 AUSTIN-HEALEY 3000 MK III BJ8**

Chassis no. HBJ8L/39088

Engine no. 29K/RU/H13787

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

150bhp at 5,250rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ The final iteration of the legendary 'Big Healey'
- ★ Beautiful and classic Colorado Red over Black livery
- ★ Lovely Austin-Healey Drophead for spirited Sunday drives or tours

**THE AUSTIN-HEALEY 3000**

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the fully civilized 3000 Mk III. Fitted with roll-up windows and an easily operable soft top, the 2+2 tourer was quite enjoyable and safe for daily driving. Fitted with the potent 2,912cc 150bhp twin-carb six-cylinder engine, mated to a four-speed manual overdrive transmission, and equipped with disc brakes in the front, the 3000 Mk III provided performance worthy of its sporting heritage. Top speed was 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

THE MOTORCAR OFFERED

Offered here is a wonderful example of the final iteration of the classic Austin-Healey 3000, benefitting from the long list of improvements carried out through the nearly decade-long production run. Completed at the Abingdon factory during the latter part of 1966, this 3000 Mk III BJ8 was configured with left hand steering. Although the car's early history remains unknown, this lovely example is known to have joined DiLoreto's esteemed collection during the mid-1990s. Finished in Colorado Red with trim in black, the Healey displays an older restoration very well, and many finishes and ancillaries appear to be original and preserved. The Austin-Healey is fitted with chrome wire wheels, luggage rack and a classic wood-rimmed steering wheel, giving it just the right period look. The engine number plate falls into the right sequence of the chassis number, is of the correct 29K prefix type for

the series, and must be assumed to be the original factory unit.

A great sports car that can be used for spirited drives on twisty roads, or longer weekends away from home, the final-evolution Austin-Healey 3000 Mk III BJ8 has room for two with luggage and a picnic basket and would surely make for an excellent foray into the British sports car experience.

\$40,000 - 55,000
WITHOUT RESERVE

61.

1959 JAGUAR XK150 3.4 DROPHEAD COUPE

Chassis no. S827414DN

Engine no. V7059-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ Beautiful example of the fully-evolved XK Jaguar
- ★ Appropriately finished in Carmen Red over black livery
- ★ Elegant and timeless Jaguar looks and powerful Twin-cam power



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 four-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 Browns Lane, Coventry works during 1959, this now classic Jaguar XK150 was built as a top-of-the-line Drophead Coupe version and appears to have been configured as a right-hand drive example. The powerful and timeless Jaguar XK was acquired by Judge DiLoreto in the mid-2000s, and today displays its older restoration very well, while many finishes and ancillaries appear to be original and preserved. Finished in period-correct Carmen Red over a black interior and convertible top, this XK150 Drophead Coupe looks incredibly elegant and appropriate. Chrome wire wheels are installed fitted with whitewall tires, and out front a set of period-correct driving lights are mounted. The XK150's stamped engine block number appears to fall into the appropriate sequence, but the cylinder head appears to have been replaced at

some point. A great entry to rallies and driving events, this Jaguar benefits from the many updates and improvements carried out on the XK model since introduced in the late 1940s.

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

62.

1974 ALFA ROMEO TIPO 33 TT 12

Chassis no. AR11512*010*

Engine no. 11512 071

2,995cc DOHC Flat 12-Cylinder Engine

Lucas Fuel Injection

500bhp at 11,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ Autodelta works car part of the 1975 World Champion Winning season
- ★ Raced by Derek Bell and Henri Pescarolo to wins at Spa, Zeltweg and the Glen
- ★ Purchased directly from Alfa Romeo Works Team Autodelta by Judge DiLoreto



THE ALFA ROMEO TIPO 33

Alfa Romeo withdrew from top-class international racing at the end of the 1953 season, when its team of sports-racing coupés was led by Juan-Manuel Fangio. A period of relative inactivity followed, but in 1964 Alfa established Autodelta, an autonomous competitions department under the direction of Ing. Carlo Chiti. At first Autodelta ran modified production cars and special editions which were based on production components. Then, for 1967, Alfa Romeo and Autodelta jointly produced a bespoke sports-racer, the Tipo 33, keeping that designation even though it ran through a wide variety of engines and methods of chassis construction over the course of the succeeding decade.

The Tipo 33 began with a 2.0-liter V8 in a tubular chassis, progressing via a 3.0-liter V8 in a monocoque, before ending its

career with a 3.0-liter flat-twelve in another spaceframe. The T33/2's debut season was notably inauspicious: of the three endurance classics entered - Sebring 12 Hours, Targa Florio and Nürburgring 1,000km - only one resulted in a finish, Roberto Businello and Teodoro Zeccoli bringing their Tipo 33 home in 5th place in the latter event. Happily, 1968 would turn out to be an entirely different story. Its reliability problems sorted, the T33B-2 scored a resounding 1, 2, 3 finish in the 2-Liter Prototype class at Daytona, which was followed up by further class wins in the Targa Florio, Nürburgring 1,000km and at Le Mans.

While the 2.0-liter T33/2 was competitive in its class, it was seldom able to challenge for outright victory, a shortcoming Alfa addressed with the 3.0-liter T33/3. The

T33/3 proved similarly unreliable at first, though by the end of the 1970 season its promise was beginning to be fulfilled.

1971 would bring the T33/3 its first outright victories: in the BOAC 1,000km at Brands Hatch (Pescarolo/De Adamich) and the Targa Florio (Vaccarella/Hezemans), but on most tracks the superior power of the 5.0-liter Porsche 917 held sway and the World Championship went to the German manufacturer.

The change to a 3.0-liter formula for sports prototypes for 1972 should have seen the T33/3 ideally placed to secure its first World Championship, but Ferrari came up with the 312PB and Alfa once again had to settle for 2nd place. Retiring, temporarily, to lick its wounds, Alfa Romeo returned in 1974 with the flat-twelve-engined Tipo 33 TT 12. The season began at Monza where Mario Andretti,



THE MOTORCAR OFFERED

partnered by Arturo Merzario, led an Alfa Romeo 1, 2, 3. Matra took the World Championship that year, but Alfa Romeo were close behind and the following season their effort was masterminded by Willi Kauhsen's team. The Tipo 33 TT 12 took wins at Dijon, Monza, Spa, Watkins Glen, the Österreichring, the Nürburgring and the Targa Florio, winning the 1975 World Championship to crown a nine-year racing career.

The Tipo 33 TT 12-cylinder was the most successful variant of the Tipo 33, winning seven of eight races the Autodelta team entered in 1975, and clinching the FIA World Championship for Alfa Romeo that year. The car presented here from Judge DiLoreto's incredible collection of sports and racing cars, chassis AR11512*010*, played an important role in the 1975 season, and is considered a Championship Winning car.

Alfa Romeo/Autodelta factory records on file indicate that chassis 010 was manufactured in 1974. It saw its first outing at the 1974 1000 Km of Imola and would then race in all eight rounds of the 1975 World Championships season, driven primarily by legendary drivers Derek Bell and Henri Pescarolo. At first, 1975 looked to be a challenging year for the Alfa Romeo

racing program, as the political situation in Italy was such that Autodelta was unable to rely on government support and forced to look elsewhere for funding. A partnership was found with the Willi Kauhsen Racing Team (WKRT), which was active in German-based GT and Interserie racing. By transferring the official racing management from Autodelta to the WKRT, Alfa Romeo could represent Italy in the FIA World Championship while avoiding the political fallout. Though the cars were technically entered by the WKRT, Autodelta, under the direction of Carlo Chiti, was still largely responsible for the racing program.

The first round of the 1975 championship took place at Daytona, yet first race for the Tipo 33s was the 1000 Km of Mugello on March 23. In this race, chassis 010 was entrusted to Arturo Merzario and Jacky Ickx,



who qualified the car in pole position. In an exciting race in which the Alfa Romeo and its main competitor, Renault-Alpine, were locked in a battle for the lead, the Tipo 33 was eventually forced into a 2nd Place finish following an unexpected pit stop. In its next race at Dijon, chassis 010 would once again be in fierce battle with the Renault-Alpines. With Henri Pescarolo and Derek Bell behind the wheel, the Tipo 33 finished 4th. After suspension and oil pressure problems at Monza, chassis 010, now featuring Campari sponsorship, proved victorious at the 1000 Kilometers of Spa, as Derek Bell, who loved the challenging high-speed circuit, qualified on pole and dominated the race, which took place under challenging wet and dry conditions. "Spa was my first win in the Alfa," Bell said, "and I thought it was a great race because I beat Ickx in the other Alfa and his home circuit." Following Spa,

chassis 010 was raced in the Coppa Florio in Sicily, where Bell and Pescarolo finished 2nd. The following month, the Tipo 33 raced at Nürburgring, but retired after a minor incident.

The most successful race of the season was in June, at the 1000 Km Zeltweg in Austria. There, Pescarolo and Bell drove this car to victory, winning the FIA World Championship for Alfa Romeo. Not keen to rest on its laurels, the Alfa Romeo team came over to the US for the last race of the season, the Watkins Glen 6 Hours. Once again, Pescarolo and Bell won the race, giving chassis 010 its third win in eight races. In Peter Collins and Ed McDonough's definitive book, *Alfa Romeo Tipo 33: The Development & Racing History*, Derek Bell recalls his experience with chassis 010. "The car was phenomenal. It wasn't always

the quickest, but it won races. The car was really fabulous, had gotten reliable and never really let us down or certainly not often. Merzario would overrev it, but it would take it. The car was always very well prepared, and it ran well"

Following the winning 1975 season, Alfa Romeo retired chassis 010 and campaigned the latest Tipo 33 SC 12's and Turbos in 1976 and 1977. In April of 1980, Alfa Romeo sold 010 to Judge DiLoreto, at the time an aspiring collector and vintage racer. Original letters found in 010's impressive history file between Alfa Romeo/Autodelta and DiLoreto outlines that DiLoreto would not be able to sell the Tipo 33 for a 10-year period, without written consent from Alfa Romeo S.p.A, and outlines they would make spare parts available to him for the first 18 months. Throughout DiLoreto's

Derek Bell on the way to victory, Spa 1975.





Carlo Chiti joining his winning team for a photo after Derek Bell and Henri Pescarolo, in 010, won the Austrian 1,000 kms.



ownership, the Tipo 33 has been an active and competitive entrant in US vintage races, including several wins at the Monterey Historic Automobile Races. In his care, the Alfa Romeo has been consistently maintained by his skilled race mechanics, and 010 is today faithfully presented in its 1975 world championship livery.

Eligible for many prestigious events in the US and abroad, this Alfa Romeo is offered with a supply of spares including, wheels, a second tail section, a period Alfa Romeo briefcase with various electronic parts, and most importantly, a spare 33 TT 12 engine, purchased directly from Alfa Romeo and numbered 11512 079. Also included with the sale is the impressive history file of documents that includes period photographs, original Autodelta records such as built sheets, and correspondence

between Alfa Romeo/Autodelta and Judge DiLoreto, including a letter from Carlo Chiti confirming chassis 010 as one of the factory team cars that won the 1975 FIA World Championship for Makes.

Presented here is a rare opportunity to acquire one of the six original Tipo 33 TT 12's. Of the remaining five examples, one is a fixture in the Museo Storico Alfa Romeo in Arese, Italy, while another is displayed at the renowned Simeone Foundation Automotive Museum in Philadelphia, PA. In just one season, 010 accomplished everything that Alfa Romeo and Autodelta had originally set out to achieve with the Tipo 33. During its career as a works car, it was raced by many of the era's greatest drivers, including Derek Bell, Jacky Ickx, Henri Pescarolo, and Arturo Merzario. Beyond its incredible roster of drivers,

this Alfa Romeo possess a complete, uninterrupted provenance, remaining in DiLoreto's collection since its sale in 1980 from Alfa Romeo/Autodelta.

Boasting the 1975 Championship credentials, its iconic Campari livery, an exceptional competition record and unblemished history, Tipo 33 chassis no. 010 must be considered among the most significant Alfa Romeo racing cars of the postwar era.

\$1,700,000 - 2,200,000

Offered on Bill Of Sale

♦ See Legend on page 5 for bidding instructions.

63.

1972 LOLA T290

Chassis no. T290-HU27

2-Liter DOHC Cosworth Inline 4-Cylinder Engine
Mechanical Fuel Injection
Est. 300bhp at 6,400rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ Significant North American racing success in the 1970s with many victories
- ★ Raced in the hands of Warren Purdy, Tim Evans and Carl Thompson
- ★ Engine prepared by Bob Slate



LOLA CARS

From humble beginnings in 1958, when the prototype Mark 1 sports car emerged from a garage behind the Broadley family's tailoring shop in Bromley, Kent, Lola Cars quickly established a winning reputation and grew to become a major force in world motorsport. Lola's success in commercial racing car production was based firmly on design integrity and build quality, both evident from that very first sports car. Pitched into an arena dominated by Colin Chapman's Lotus 11s, the Lola Mk1 soon proved to be the car to beat.

Eric Broadley, his cousin Graham and Rob Rushbrook, at whose garage premises the first customer production versions were made, were the architects of the early success, which continued with a front-engined single-seater, the Formula Junior Mk2. By 1962, Lola was in Formula 1, with the well-sponsored team running an evolution

of the FJ frame powered by the 1,500cc Coventry-Climax FWMV V8 engine. John Surtees led the Bowmaker Finance-backed équipe, and a domestic F1 win in the 2000 Guineas race at Mallory Park presaged second places in the British and German GPs, which built towards the brilliant, multiple-world-champion motorcyclist finishing 4th in the 1962 Driver's World Championship, won by BRM's Graham Hill.

Among Broadley's early projects was the Mk6 GT coupé, which laid the foundations for Ford's all-conquering GT40, but the former builder's ability to produce cars for a wide variety of formulae was only just beginning to bubble to the surface. In 1966, for instance, Lola Cars's stock rose in the USA when Graham Hill won the celebrated Indianapolis 500 in a T90 and Surtees the inaugural Can-Am championship in a T70 Spyder.

The success of its T70 'Big Banger' notwithstanding, it was a return to small-bore sports racers that kicked off one of the most successful eras in the history of the company, which had moved to Slough before relocating to Huntingdon where the present Lola Cars International Company remains. While northern rival Chevron remained exclusively committed to closed spaceframe cars, Lola's weapon for 1970 shocked the Boltonians to the core. The neat aluminum monocoque T210 was an open barchetta with a smaller frontal area than the swoopy B16, the body of which was also produced by Specialised Mouldings.

The T210 set new parameters of excellence in the fledgling European 2-Liter Sports Car Championship for Makes in 1970. With Swiss-based Swedish veteran Jo Bonnier, Lola's European agent, heading up the



driving strength, it took all the might of Brian Redman to keep the 1,800cc Chevron (which had beaten Porsche 917s and T70s at some circuits) competitive in its second season. After the most exciting Group 6 confrontation in history, at the challenging Spa-Francorchamps circuit, Bonnier won the drivers' crown but Redman, by now in a hastily chopped-down B16 Spyder, did enough to earn Chevron manufacturers' honors.

Austrian Helmut Marko won the Championship again in 1971 with the T210's T212 successor, helping Lola to the manufacturer's crown that year. The subsequent ultra-successful and extremely attractive T290 family of 2.0-liter sports cars (which evolved through T292, T294, T296 and T298 versions) kept Lola in the hunt in European championships and for class

honors at Le Mans and in the USA. This T290 family of cars (and the closely related T280 series, powered by 3.0-liter Formula 1 Cosworth DFV V8 engines) are widely regarded as classics of production racing sports car design.

THE MOTORCAR OFFERED

Lola T290 chassis number HU27 offered here from the Judge DiLoreto collection was raced with great success at major North American circuits and series during the mid and late 1970s. In the hands of Warren Purdy, Tim Evans and Carl Thompson, HU27 took many podiums and wins. The Lola T290 joined the DiLoreto stable of sports and racing cars during the mid-1990s and was subsequently vintage raced for decades by Judge DiLoreto. He would keep the Lola in good fettle, and although the work was done some years ago, the Cosworth engine in the car has just about 10 hours on it after it was rebuilt by Bob Slate.

Examples of the ultra-rare, period-correct Cosworth DFV-engined Lola T290 come to the market only very infrequently and are keenly sought after when they do, which makes the opportunity to acquire this car one of exceptional significance for serious collectors.

\$110,000 - 140,000

64.

1961 DOLPHIN AMERICA SPORTS RACER

Chassis no. 004

302ci OHV Chevrolet V8 Engine
 Mechanical Fuel Injection
 Est. 300bhp at 6,400rpm
 5-Speed Manual Hewland Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ Campaigned at the Goodwood Revival and Monterey Historics
- ★ Accompanied by FIA paperwork
- ★ Fitted with powerful Chevy V8 engine prepared by Ed Pink



THE DOLPHIN ENGINEERING CO

Budd Hull established the Dolphin Engineering company of San Diego in December 1959 and over a five-year period the company produced three distinct models and nearly 50 cars. Significantly each Dolphin model won races in their respective categories making Dolphin a short lived, but quite successful winning marque. Dolphin racing cars were the product of Bud Hull's partnership with John Crosthwaite, an English race car design engineer, who worked with BRM, Cooper, Lotus and Mickey Thompson. Ken Miles was the Dolphin factory driver and contributed to handling development of the cars, that are today recognized as really competitive with the best contemporary European designs, having stiff, lightweight, straight tube chassis frames and state of the art all adjustable suspension.

The Dolphin America Sports Racer was produced by Dolphin engineer, Don Maslim, modifying the previous Dolphin Formula Junior design, literally widening the existing spaceframe and increasing the track from 47 to 51 inches. The Ferrari Testa Rossa look to the front of the car really excited aficionados of the day and the "America" was offered without engines or gearboxes, so customers could choose what they wanted from Crosley to Buick V8 power.

The first America was powered by a 750cc Coventry Climax engine and was shown in August 1962. With oil and water, but no fuel, the car weighed just 775 lbs. There followed an 1100cc Climax FWA-powered car which was campaigned with great success by West Coast driver Ron Cole, and the highly successful Dolphin – Abarth of Dan Parkinson that won two H Modified USA National

Championships in 1964 and 1966. In 1963, the Dolphin factory was commissioned by Otto Zipper to produce a Porsche engined example of their "America" model. This 1100-pound special was 160 pounds lighter than the Porsche RS Spyder model! The extremely rigid frame with sophisticated suspension and potent 1700cc RS61 engine and drive train combined with Ken Miles' driving was a formidable combination, with Mr. Miles taking the car to a number of successes in 1963.



THE MOTORCAR OFFERED

The Dolphin America Sports Racer offered here is fitted with a Dolphin Engineering Co chassis plate indicating that it was constructed at the El Cajon/San Diego Dolphin Works during December of 1961, fitted with a 4.7-Liter V8 engine and given chassis number 4. Although the early history of the car remains unclear, the Dolphin America Sports Racer appeared at local vintage race events around 1975 with a near-stock 215 Oldsmobile V8 engine and a Citroen transaxle. The 1961 Dolphin America Sports Racer joined the DiLoreto collection decades ago and would become a favorite of Judge DiLoreto to take to vintage racing events around the World. DiLoreto obtained FIA paperwork for the Dolphin America in 2003, and then brought the car to the Goodwood Revival motorsports event in the UK in 2004. The many racing scrutineering stickers affixed

to the rollbar attests to a comprehensive vintage racing record to date, including many outings at the Monterey Historics. Today the car is fitted with a powerful 4.8-liter Chevrolet V8 engine prepared by renowned race engine builder Ed Pink, and a durable Hewland FG 5-speed transaxle puts the power to the rear wheels.

This is a well-known sports racing car owned and campaigned for many years by Judge DiLoreto, and unquestionably the largest engined Dolphin America sports racer in existence.

It is competitive, and is a potent and unique racing car adding variety to any large capacity sports racing class.

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

Offered on Bill of Sale

65.

1966 SHELBY COBRA 427

Chassis no. CSX3205

427ci OHV V8 Engine
Dual Quad 4-Barrel Carburetors
Est. 400bhp at 6,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ Recent comprehensive restoration by renowned Cobra expert Mike McCluskey
- ★ Owned and treasured by DiLoreto for more than 37 years
- ★ Well-documented example of the legendary Big Block Cobra





THE SHELBY COBRA

Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Texan Carroll Shelby had gone racing in Europe in the late 1950s and realized that a combination of a lightweight American V8 engine and a proven European chassis was a winning combination. He had a Ford V8 installed in the chassis of an AC Ace, named the result the 'Cobra' and proved his point.

Formalizing the arrangement, Shelby had AC Cars send Cobras - minus engines - from England to be finished off at his facilities in California. The 260ci (4.2-liter) prototype first ran in January 1962, with production commencing later that year. In 1963, the more powerful 289ci (4.7-liter) unit was standardized. Rack-and-pinion

steering was the major MkII up-date; then in 1965 a new, stronger, coil-suspended MkIII chassis was introduced to accommodate Ford's 427ci (7-liter) V8 engine, which in race trim could produce well in excess of 500bhp. Wider bodywork, extended wheel arch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra MkIII look.

Shelby's "dream team" of drivers included Ken Miles, Phil Remington, and Pete Brock, who were supported by other racing legends behind the scenes. The Ford-powered, AC Ace-derived Cobra was faster and more reliable than almost anything else produced, dominating the competition in almost every instance. The Cobra won the U.S. Manufacturer's Championship consecutively in 1963, 1964, and 1965. Shelby would go on to win the hotly contested 1965 FIA World

Manufacturer's Championship in 1965 with the Pete Brock-designed Daytona Coupe.

Competition and semi, or 'street' competition (S/C) versions used the mighty 427. The 'S/C' had been created by the simple expedient of mildly 'de-tuning' 31 unsold competition cars. De-tuned? How does 0-100mph in 8.8 seconds and 165mph sound?

The Cobra set new standards of performance for road cars and was highly effective in competition. Just 1,000-or so Cobras of all types were built between 1962 and 1967.



THE MOTORCAR OFFERED

The Shelby American Automobile Club World Registry documents that CSX 3205 was Billed to Shelby American on January 4th, 1966, with work order number 18105 stating 'Build 427 Street Cobra CSX3205'. The work order was opened on February 24th, 1966 and closed on April 1st, 1966. Shelby invoice number A2997, dated April 11th, 1966, billed McCafferty Ford of Trenton, New Jersey for the new Cobra: 'CSX3205, 1966 Cobra - Primer/Black, \$6,145.00, less a credit of \$150.00 for 'no paint, primer only', plus freight, \$320.00, total \$6,315.00. CSX 3205 was trucked to New Jersey, where McCafferty had the new car painted blue. They dealership sold CSX 3205 Sid Quait of Drexel Hills, PA. Quait - who was reportedly one of McCafferty's salesmen - found the car uncomfortable for his large size and traded it back to the dealership later in the summer

with roughly 2,000 miles on the clock. Its next owner Frank Solack of Trenton, New Jersey, said the CSX 3205 sat on the McCafferty showroom floor from the late summer of 1966 into early 1968. At that time, Solack offered to trade the dealership his lime gold 1967 GT350 for the Cobra, and a deal was struck which valued the latter at \$5,500. Solack installed low-profile 'Indy' tires on the car's Sunburst wheels, noting that they were actually illegal for street use: 'When you lit them up, he recalled, they didn't squeal - they just made sort of a scraping noise until they got hot, caught, and you were off like a slingshot!' Solack also recalled that the Cobra was a lot to handle in the winter snow. Solack indicated that before he sold CSX 3205 he accidentally chipped the paint in the driver's door jamb and noticed red paint beneath the blue.

Solack advertised CSX 3205 for sale in 1971: 'Cobra 1967, 427 c.i.d. Blue with black interior. Completely original. 8,000 miles. Never raced or abused. \$7,000'. Dan Fitzgerald of Laconia, New Hampshire became the next owner, before it was in turn sold to Kirk White Motorcars of Philadelphia, Pennsylvania, and subsequently painted and acquired in December of 1972 by Charles Welles, who was stationed at the Philadelphia Naval Base. By 1974, a 427 cubic-inch engine was installed in place of the original 428 unit, and the car was registered as having covered some 12,000 miles. Andy Harmon of Hattiesburg, Mississippi purchased CSX 3205 in 1975 when its mileage had reached 14,000. He had the car painted a lighter blue color, with white scallops, pinstripes, center and side-stripes, and 'COBRA 427' spelled out in 4-inch letters. At this time a white hard top,



chrome side-pipes, full roll bar, hood scoop and Halibrand wheels was installed.

CSX 3205 was acquired by Judge DiLoreto with 21,000 miles on the odometer in October of 1983 and has since been a treasured part of his incredible collection of sports and racing cars. A personal friend of Carroll Shelby, DiLoreto naturally needed to own and enjoy the final evolution of Carroll's legendary Cobra. CSX 3205 today stands out as a well-documented example which benefits from Judge DiLoreto's diligent ownership for nearly four decades, and a recent, comprehensive restoration performed by renowned Cobra expert Mike McCluskey. With the tasteful and period-correct S/C upgrades, CSX 3205 looks spectacular in the Guardsman blue-like color it wears with white Shelby Le Mans Racing stripes and white-painted side

exhaust. Today the Cobra's Smith odometer reads less than 29,000 miles, a figure which is indeed believed to reflect CSX 3205's original mileage. This very Cobra has been featured in many books and magazines, including *'The Marque'*, *'The Shelby American'*, and it graced the cover of the May 1990 issue of *Sports Car International*. CSX 3205 is a genuine and pedigreed example of the legendary 427 Cobra.

\$900,000 - 1,200,000

◆ See Legend on page 5 for bidding instructions.

66.

1990 SHELBY CAN-AM RACING SINGLE SEATER

Chassis no. 033

201ci OHV Dodge V8 Engine
Electronic Fuel Injection
Est. 275bhp at 6,200rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ Acquired new by DiLoreto directly from his friend Carroll Shelby
- ★ Designed for the Shelby Can-Am series
- ★ Incredible power to weight ratio and handling



THE SHELBY CAN-AM

In 1990 Shelby returned to his racing roots and designed a Dodge-powered Can-Am spec race car. The cars were designed to be an inexpensive way for people to enter the racing scene. The chassis were built by Racefab Inc. of Rusk, Texas and housed a 3.3-liter 60-degree Dodge V6 in a special racing configuration making 255hp.

Originally, the plan was to produce two versions of this car, with the 255hp version for the entry circuit and a significantly more powerful 500hp model for the brave. Since all the cars were identical, the winners were to be the people with the best talent, not the team with the most funding. The engines had Shelby seals on them ensuring that they could only be repaired by Shelby and that all the engines stayed mechanically identical.

The first race was a demonstration event during the SCCA National Championship Runoffs. The Shelby Can-Am class, and a pro series were launched by the SCCA in 1991. The pro series ran for six years.

THE MOTORCAR OFFERED

Judge DiLoreto acquired this Shelby Can-Am Racing Single Seater soon after Shelby announced the new series in 1990. As personal friend of Carroll Shelby's; DiLoreto purchased the Can-Am directly from the Shelby American Works, and requested to receive chassis number 33, his favorite racing number. The Can-Am racer is finished in a red and white livery, topped by a blue rear wing. The Dodge V6 engine was prepared by Ed Pink in the past but has not seen track time for the past decade. When considering the Shelby Can-Am's incredible power to weight ratio, it is hard to think of a more enjoyable weekend track-toy.

\$30,000 - 50,000
WITHOUT RESERVE

67.

1974 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UE1S25187

Engine no. 7S16549LA

5,343cc SOHC V12 Engine

4 Zenith-Stromberg Carburetors

264bhp at 5,750rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve



THE JAGUAR E-TYPE SERIES III

Few self-respecting automotive connoisseurs could ever ignore that iconic 20th Century classic, the E-Type Jaguar. From its sensational launch with its 3.8-liter 6-cylinder 'XK' series engine in 1961 to its final expression as the 5.3-liter V12-engined Series III model twenty years later, Coventry's finest was not only an aspirational supercar of its era, but also a generally attainable one – always offering would-be owners' tremendous value for the money.

It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models

were produced, Jaguar's preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

With the large cross-slatted radiator grille – described by Motor Sport magazine as "a decorative birdcage" – flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting uprated brakes and power steering as standard. From the new Series' launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

THE MOTORCAR OFFERED

This lovely Series III E-Type Roadster was purchased by Judge DiLoreto a few decades ago, and has been kept largely in preserved cosmetic condition since, with much of the original interior still intact. The cockpit is fitted with a Moto Lita wood-rimmed steering wheel, A/C and manual transmission. The thrill of manipulating the torquey five-plus liter V12 via throttle and clutch is a sensation unique to these final evolution E-Types, themselves the ultimate evolution of the original E-Type design that dated back to 1961. One of the last of the breed, this E-Type is sure to provide many thrills for its next keeper.

\$55,000 - 75,000
WITHOUT RESERVE

68.

1958 FORD RANCHERO STREET ROD

Chassis no. C8RF142407

475ci Supercharged V8 Engine
 2 Four-barrel Carburetors
 Est. 950bhp at 6,800rpm
 Automatic Transmission with B&M Shift
 Independent Front Suspension - Live Rear Axle
 4-Wheel Disk Brakes

- ★ Offered from the Judge DiLoreto Collection
- ★ Hi-Po engine built by Louis Unser, performance chassis by Rick Parent
- ★ Fearless stoplight dragracer with a utility angle
- ★ A serious High Performance Hot Rod in Patriotic Livery



THE FORD RANCHERO

"It's more than a car! It's more than a truck! Any way you look at it, the stunning new Ranchero is the slickest, sleekest pickup ever to pack a load. And what a load! The Ranchero carries more than half a ton—more than many standard pickups!" -Ford advertisement for the new Ranchero

The Blue Oval and the Bowtie had been locked in a protracted battle in the market for pickup truck buyers since the end of the war. When the Ranchero debuted, it put Chevrolet on the back foot once again. The new vehicle had the good looks and luxury of a Fairlane with the practicality of a pickup from the B-pillar back - a veritable work boot with full brogue wingtip design.

THE MOTORCAR OFFERED

Finished in patriotic livery with Stars and Stripes running down the flanks, this 1958 Ranchero is as far from its original mechanical specification as it can be, while still retaining its original classic 1950s design. Judge DiLoreto commissioned the build of this serious Street Rod, and really took it all the way. Mind you, he was not a man to do things half-way. DiLoreto would entrust the chassis build of his Ranchero with Rick Parent, who fully customized it front to back, while fitting Weld Racing wheels on Mickey Thompson performance tires. A fully customized interior and steering wheel was installed, as was a Vintage Air A/C system to keep the cabin cool on a hot Southern California day. Out front, an extremely powerful 475 cubic-inch V8 built by Louis Unser was fitted, topped by a massive Supercharger sucking through two 4-barrel carburetors. A B&M quick shifter was fitted

to quickly go through the gears and get the potent truck up to speed. DiLoreto used his Ranchero Street Rod quite often, even on longer trips to Hot August Nights in Reno. The Ranchero is believed to put out as much as 950 horsepower, and will surely be the fastest truck in the Home Depot parking lot, should one decide to haul some lumber home with it.

\$60,000 - 90,000
WITHOUT RESERVE



69.

1955 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198.040.5500801

Engine no. 198980.5500828

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Delivered new and in single-family California ownership over 40 years*
- ★ *Restoration and maintenance work performed by Steve Marx and Hjeltness*
- ★ *Matching numbers example retaining original engine and coachwork*
- ★ *Thoroughly documented example, eligible for the finest events Globally*



THE MERCEDES-BENZ 300SL GULLWING

Instantly recognizable not only by automobile buffs, but virtually anyone on the planet, the immortal 300SL (for Sports Leicht) Gullwing coupe arguably competes for the title of "Greatest Sports Car of the 1950s," and surely qualifies for anyone's Top 10 list of the greatest automobiles of all time. A period favorite of wealthy celebrities, it ranks today among the most valued and collectable sports cars ever produced.

The 300SL coupe was the direct descendant of Mercedes-Benz' Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes-Benz historian W. Robert Nitzke writes that company management wanted to jump back into Grand Prix racing, where it had been so successful before the war, but lacked the time necessary

to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series. Because the engine and drivetrain were relatively heavy, the chassis would have to be extremely light. Test Department manager Rudolf Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: there was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to raise the entry so that the doors cut into the roof, but that meant hinging them from the top, thus giving birth to this car's timeless signature design feature.

The 300SL's first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco's open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third Coupe had gone off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race.

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea in its pocket for future use. After the grueling 24-hour epic, a pair of 300SLs had finished in the top two positions...and were then driven back to the factory!





THE MOTORCAR OFFERED

New York imported auto entrepreneur Max Hoffman, credited with urging Mercedes Benz to build a production sports car based on the 300SL racing car. The 300SL Gullwing, in final form, was unveiled at the New York International Motor Sports Show in early February 1954, and actual production began that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection. This prompted the factory to claim it was, "the fastest German production sports car." Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers.

Completed on October 11th and shipped on October 29th, 1955, to Mercedes-Benz Distributors of Manhattan, New York - the legendary Max Hoffmann agency - 300SL Gullwing chassis number 5500801 was a special-order example painted in DB 190 Graphite Gray with 1079 Red Leather. Robert Rau of Pacific Palisades, California bought this Gullwing new in 1955, and would go on to own and maintain the desirable sports car until 1979, when Stanley Kaufman of Long Beach, California bought the car. Mr. Kaufman would retain the Mercedes for over 30 years; a 30-year tenure characterized by an exceptional level of care and meticulous record keeping. According to the extensive history file that accompanies the Gullwing, the car was repainted in the gorgeous black that it is presented in today. While taking impeccable care and record keeping of Gullwing 5500801, Stanley Kaufman also entered the

car in Gullwing Group club events, and surely appreciated the hugely collectible aspect of the 300SL early on.

Stanley Kaufman would own Gullwing 5500801 until his passing in 2009, at which time his daughter, Joan Kaufman Nielsen, was entrusted with taking the car into the future carrying on this Gullwing's legacy. Given the plethora of records found in the impressive history file, it is evident that this Gullwing was routinely serviced and well maintained by Mercedes-Benz specialist Steve Marx of Costa Mesa, California. According to the service records Mr. Kaufman had started going to Marx back in 2004 and had the car go in every year for routine service and upkeep. Upon his passing in 2009, Jim Nielsen, Mr. Kaufman's son in law, kept the relationship with Marx for further refurbishments when needed. The Gullwing stayed in Mr. and Mrs. Nielsen's



loving care until being passed on in 2019 to the consigner's prominent collection of exceptional automobiles. The Gullwing was in 2019 entrusted with well-known 300SL expert Hjeltness Restoration of Escondido, California for further refurbishments.

Today 300SL 5500801 makes an excellent cosmetic impression, with a high-quality paint job over straight body with very good fit and finish. The as-delivered red leather interior is equally impressive, as is the balance of the cockpit, featuring the original VDO gauges and switchgear. A period-correct wood-rimmed steering wheel is fitted (yet original white-ivory wheel accompanies the sale of the car) and color-coded luggage is fitted on the rear luggage shelf. As a testament to a lifetime of true enthusiast's care, the chassis, engine and body numbers all match the factory build sheet on file, and the original chassis and ID plates remain intact. One of the most exotic

cars available when new, and brimming with innovative features, Gullwings were fast, beautiful, and exclusive. Their appeal continues to be timeless and consistently in demand, in part due to their inherent beauty but also their exceptional build quality. As with all iconic vehicles 5500801 has the pedigree long-term ownership and documentation that further validates its position as one of the most sought-after performance sports cars ever built.

\$1,250,000 - 1,500,000

◆ See Legend on page 5 for bidding instructions.

70.

1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113600918

Engine no. 6630881

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Purchased new by the consignor in December of 1972
- ★ Superbly preserved, highly original matching-numbers example
- ★ One of just about 100 factory-delivered right hand drive examples ever made
- ★ Factory Signal Yellow example highly optioned from new with electric sunroof and windows
- ★ Offered with extensive history file containing original sales brochure, books and tools



THE PORSCHE 911 CARRERA RS 2.7

Revealed at the 1972 Paris Auto Salon, Porsche revived the Carrera name for its luxuriously equipped, top-of-the-range 911 for model-year 1973. Designated "Carrera RS" (RennSport), the newcomer was intended as a limited-edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was progressively extended, eventually ending up at 1,590 units and allowing homologation in Group 3 for standard GT production cars. Of the 1,590 units, only the first 500 cars were built to exacting homologation specifications, by the use of thinner gauge sheet metal and glass. The majority of cars produced were to "Lightweight" (competition) specification, the remainder being delivered as the Carrera RS Touring, complete with 911S-type interior trim and fittings.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared 'arches') for improved handling, while the 2.7-liter, fuel-injected, air-cooled six-cylinder engine's 210bhp boosted top speed to around 150mph. Today these 1973 model-year 911 Carrera RS's are among the most collectible Porsches ever produced, and stand out as one of the most iconic and hallowed cars of the era. Collectors around the world have their eye on these cars, and they will undoubtedly remain as collectible as they are today decades from now.



THE MOTORCAR OFFERED

Even with a considerably high production number for the legendary 1973 model-year 911 Carrera RS 2.7, it has become increasingly hard to locate "best-of-the-best" examples. And when you take into consideration that just about 100 or so examples were equipped from the factory with right hand drive steering; it gets even harder! The exceptional Carrera offered here, chassis no. 9113600918, must be considered among the very best examples of the iconic model, not just due to its rare specification and superbly preserved original condition, but also due to the fact that it is offered for sale today by its original owner, who purchased the car brand new in December of 1972.

The story of 0918 really begins earlier in 1972, when the consignor - a renowned collector of spectacular sports cars and true 'car guy' - was considering his next new car to enjoy in

his hometown of Johannesburg, South Africa. Several upper end sports cars on the '72 market was considered, including a 246 Dino, Porsche 911S and BMW 3.0 CSI. But before pulling the trigger, he read an article about the introduction of the 1973 Porsche 911 Carrera RS 2.7, and soon rushed to the local Johannesburg Porsche dealer to place and order. But here he was told that just 100 right hand drive examples would be built, and none were destined for the South African market. However, he convinced the dealer one should go to South Africa and was able to place and order for 9113600918.

Completed at Porsche's Zuffenhausen factory during March of 1973, 0918 was the 918th example in the 911 Carrera RS 2.7 model range produced. Built to the Touring code 472 specifications, 0918 was completed just appears today, finished in

color code 6262 'Hellgelb' or Signal Yellow, over a black leatherette and Pepita interior, fitted with both passenger and driver side sports seats with headrests, and a driver's side mirror. Perhaps the most exciting, and certainly very rare detail on 0918's production record, was the right-hand drive steering, South Africa region configuration and no "Carrera" script request, but also the factory electric sunroof and power window options it was fitted with. All these details are documented in the well-known Gruber/Konradtsheim book on the model, Carrera RS. Once the new high-performance Porsche was completed, the consignor traveled to Zuffenhausen to see his new car be finalized and took a first test drive. He took delivery of the car in Johannesburg in October of 1973 and would put about 30,000 kilometers on it until 1977, when he migrated to the US. As the 911 Carrera RS 2.7 didn't conform to US



specifications, he had to leave it behind, and would sell the car to a family friend.

In 2001, as the car was old enough to import into the US, the consignor got the bug to get his old Porsche 911 Carrera RS 2.7 back and traced it through his brother-in-law who had kept in touch with the car and owner. At the time, the car remained in superb original condition, and had only traveled about 100,000 kilometers (60,000 miles) since new. The dry Johannesburg climate and interim custodians had been very good to the car, and it remained complete with factory delivered accessories such as tools, tire pump, books and manuals.

Today - offered from its original owner - 0918 presents in extraordinarily original condition. It is a car with integrity and no bad stories. It has fewer than 149,500 kilometers (92,900

miles) recorded on its odometer, a figure well-documented through the years. The original factory installed sports seats with Pepita inserts are intact, as are the original Fuchs wheels are in wonderful condition and fitted with a fresh set of Pirelli Centurato tires. The original brightwork, lights and lenses remain intact, as does the glass except from the windshield which was replaced as a rock chip hit some years back. One gentle respray in the original Signal Yellow color of the exterior panels has been performed, but jambs and compartments still carry the original factory applied paint. 0918 of course retains its original, matching numbers engine and transaxle.

0918 is offered with the full set of original tools, spare and jack, tire pump, owner's manual and supplement, and an original 1973

Porsche 911 Carrera RS 2.7 sales brochure. The car has been featured in magazine articles, which will accompany the sale as well. The level of originality seen on 0918 is just incredible and speaks not only to the fastidious high level of care and loving use this car has seen, but also the quality of these cars. As an exceedingly rare factory right hand drive delivered car (and sole example delivered new to South Africa), equipped with factory sunroof and electric windows - and now offered from the original owner - the level of pedigree found with 0918 will be very hard to find again.

\$700,000 - 900,000

♦ See Legend on page 5 for bidding instructions.



71.

1942 HUDSON SUPER SIX DE LUXE CONVERTIBLE

Chassis no. 2123532

212ci Power Dome Inline 6-Cylinder Engine
 Single Carburetor
 102 bhp at 4,200rpm
 3-Speed Manual Transmission w/Overdrive
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ Exceedingly rare '42 model-year Hudson, one of just 3 believed to survive
- ★ Comprehensive restoration performed by the experts at 21st Century Hudson
- ★ Stunning and period-correct Pageant Green over Saddle livery
- ★ Elegant and sophisticated Hudson Convertible for concours events or tours



THE 1942 HUDSON

In 1942 Hudson, Hudson proclaimed: "Americas Safest Car", built to serve better, last longer and cost less. Fully re-designed, the '42 Hudson Super Six De Luxe Convertible came equipped with deep buffed leather upholstery, airfoam seat cushions and an automatic top. Hudson promoted its True Center-Point Steering system, which made for light steering and excellent handling. The 1942 model brought on a lot of interior conveniences including a push button starter, "Teleflash signals" and "Bent Light" lucent lenses. Power was provided by a silky-smooth inline six-cylinder Power Dome engine, and the overdrive transmission made freeway cruising effortless. As with any US-manufactured 1942 model-year car, very few were made before focus was turned to the war efforts needed, and naturally even fewer remain in existence today.

THE MOTORCAR OFFERED

According to the Hudson Essex Terraplane Club official library, only twelve 1942 model-year Hudson Convertibles exist today, of which nine are Commodores, while just three are Super Sixes; one of them this very car. The Hudson was discovered in Utah in 1972 by Hudson Club member Gary Eisenberg of Fort Collins, Colorado. Gary owned and maintained the car until it was purchased by the consigner in 2015, a renowned Hudson specialist. Soon after, a complete restoration was embarked upon by the capable hands of 21st Century Hudson of Heyworth, IL. The body-off restoration was performed between 2016 and 2017, and the Hudson was rebuilt to its original standards. Hard to find one-year-only NOS items such as the steering wheel, dash lenses, and exterior trim and stainless was sourced and used during the restoration.

Rebuilding the manual overdrive transmission was left in good hands by 50-year Hudson club member and mechanic Al Saffrahn of Maricopa, Arizona. The engine was rebuilt by Hudson legend Randy Maas of Manito Illinois, who has built Hudson engines worldwide that have raced in The Great Race, Pan American Race and Goodwood. The interior was redone in a beautiful Saddle-colored leather with a corresponding Stayfast top in tan with a maroon pipping by Twin City Upholstery of Bloomington, IL, while the bodywork was repainted in a stunning Pageant green color. Upon its completion, the 1942 Super Six Convertible made its debut at the Hudson Essex Terraplane Club international meet in Bettendorf, Iowa.

\$50,000 - 75,000
WITHOUT RESERVE

72.**1972 VOLVO P1800 ES SPORTS WAGON**

Chassis no. 1836353-002665

1,986 cc OHV Inline 4-Cylinder Engine

Bosch Electronic Fuel Injection

125bhp at 6,000rpm

4-Speed Manual Gearbox w/ Overdrive

Independent Front Suspension - Live Rear Axle

Four-Wheel Hydraulic Disc Brakes

- ★ *Stunning, single-owner example with just over 64,000 miles from new*
- ★ *Uncommonly original and lovingly maintained in as-delivered condition*
- ★ *Desirable factory 4-speed manual example in Cypress Green over Tan livery*
- ★ *Fully documented with original sales documents, Window Sticker, records and literature*

**THE VOLVO P1800 ES**

Introduced in 1960 and popularized by The Saint television series, Volvo's stylish P1800 sports Coupe, was something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963. Breathing through twin carburetors, the sporty Volvo was a true 100mph-plus car. Fuel injection was standardized in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes arriving at the same time. By the end of the 1960s, the model was beginning to look dated, but the introduction of the 1800 ES sports estate extended its lease of life into the early 1970s. These remain among the most collectible and iconic station wagons ever produced.

THE MOTORCAR OFFERED

Purchased new by the consignor in June 1972, this handsome one-owner Volvo 1800ES was used daily for just two years until it was reserved for special occasions. During a four-year work assignment in Japan from 1982-1985, the Volvo was entrusted to the consignor's father-in-law in Houston, where it was garaged and started regularly to ensure good running order. Subsequent relocations to California (1991) and Houston (1994) saw the car carefully shipped in a moving van. Throughout its lifetime, the Volvo received fastidious care and attentive use; nonetheless, minor mishaps did occur, with expert repairs and regular maintenance performed with the objective of maintaining the vehicle's integrity and originality to the fullest. For example, in 2007, the consignor obtained a new exhaust system from Sweden, fabricated of stainless steel and consistent with the original design.

Following the consignor's eventual retirement to Nevada in 2008, the faithful Volvo was sparingly enjoyed and refreshed with a thorough major service in 2016, followed by further selective work completed during 2017 and 2021 ensuring the vehicle's readiness for enjoyment. History is exceptionally well documented by the factory-issued books/ manuals and original purchase documents including the window sticker, plus the original title and a wealth of service records, manuals and literature. Numerous spare parts and a fitted car cover are also included with the offering of this wonderfully maintained and presented 1972 Volvo 1800ES in Cypress Green, which will surely delight anyone who truly values the irreplaceable character and unmistakable feel of a highly original, never-restored European Sports/GT car.

\$50,000 - 70,000
WITHOUT RESERVE

73.

1930 BUCCIALI TAV 30 'LA MARIE' TORPÉDO SPORT TYPE CANNES Coachwork by Carrosserie J. Saoutchik

Chassis no. 101
Engine no. 1147

5,276cc Inline Side-valve 8-Cylinder Continental engine
Single Updraft Carburetor
114bhp at 3,600rpm
Unique Bucciali-designed 4-Speed Transaxle
Unique Bucciali-designed front-wheel drive system
4-Wheel Independent Suspension

- ★ *The famous and revolutionary one-off chassis known as "La Marie"*
- ★ *Ground-breaking front wheel drive design that has exerted enduring influence*
- ★ *Shown multiple times in various guises at the Paris Salon*
- ★ *Shown in 1930 at the New York Motor show and in 1931 at the New York and Chicago Motor Shows*
- ★ *Bristling with unique and radical technical solutions*
- ★ *Fitted with genuine Torpédo Sport Type Cannes body by Jacques Saoutchik*



BUCCIALI



In order to appreciate the deep technical innovation and unique nature of this Bucciali, one must immerse oneself in the volatile genesis and singular early history of the one-off chassis that underpins this Saoutchik-bodied car, all fueled by the intensely creative volcanic genius of the two brothers, Angelo and Paul-Albert Bucciali.

The first thing to grasp is that Bucciali was never an automobile manufacturer in the conventional meaning of that word. Indeed, from 1912 to 1926, the brothers manufactured no more than approximately eighteen automobiles under the name BUC, and from 1926 to 1932, approximately another eight Bucciali. And beneath these eight cars lurked the same chassis in several instances. Therefore, the final count is closer to four or five as it is not always easy to pinpoint exactly what went where in the busy workshop!

While all chassis were finished up to extraordinary mechanical standards, the second thing to comprehend is that all these extraordinary machines were prototypes whose only function was to showcase a long series of truly remarkable and innovative patents the brothers had taken out. From 1923 to 1962, no less than 53 patents were filed, outnumbering the cars by a factor of more than two! So when the Bucciali brothers went to the considerable expense of taking a stand at the Paris Salon from 1926 to 1932, the point of the exercise was not to sell cars, but to entice other makers into licensing avant-garde Bucciali front-wheel drive solutions for use on their mass-market automobiles.

Everything was always in a state of continuous flux in the tiny enterprise, and every time Paul-Albert's prolific brain spawned a new technical



TAV 3, now *La Marie*, in Cleveland in 1930.
Paul-Albert Bucciali at the wheel.

© Christian Huet



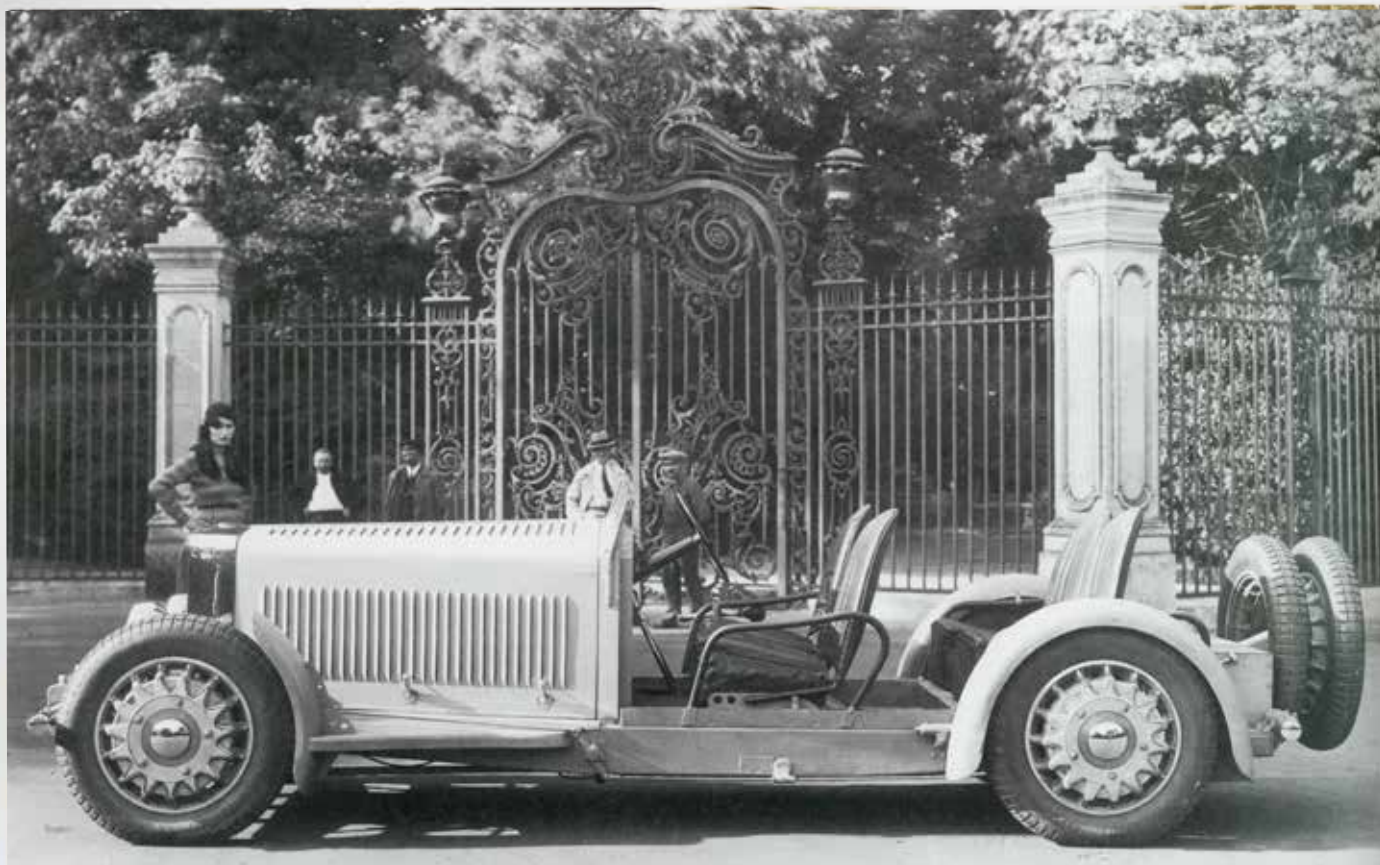
TAV 1 TO TAV 8

innovation, it was immediately incorporated on the latest available chassis which was then given a new model designation. Development chassis TAV 3, where TAV stands for Traction AVant, or front-wheel drive, eventually became the TAV 8 and was given model designation TAV 30 where "30" stands for 1930. It is now fitted with a genuine Saoutchik convertible body that was first mounted on a Mercedes 680S chassis. It is the only surviving genuine Bucciali chassis and the final development of the chassis that started life as a TAV 2. Its history is a fascinating showcase for the inventiveness of Paul-Albert Bucciali, and it has exerted a deep and lasting influence on American automotive history.

The TAV 1 of 1926 was the initial testbed for Paul-Albert Bucciali's theories concerning front-wheel drive, while the first TAV 2 built in 1927 was a mock-up that was used in 1930 to showcase a full-size wooden model of a projected sixteen-cylinder engine that was never constructed. The second TAV 2 was a long wheelbase working chassis that was given a faux cabriolet body by Labourdette. The third TAV 2 chassis, the chassis which eventually became the TAV 8, was constructed in 1927 on a short wheelbase and originally equipped with a four-cylinder Cime engine and a Sensaud de Lavaud gearbox for road testing purposes. In late 1928, it was fitted with a six-cylinder Continental engine, and the newly developed Bucciali TAV 3 transverse gearbox that was mounted ahead of the front axles and bridged a brand new independently sprung front-wheel drive system which was nothing less

than revolutionary, using spheres running in ball bearings at the hubs of the driving wheels. This chassis was rebaptized TAV 3, and it could be said that this unique assembly became the grandfather of IFS front-wheel drive systems as we know them today.

In 1929, an eight-cylinder Continental engine was then fitted to TAV 3 which was consecutively renumbered TAV 4, 5, 6, 7 and 8 across the next two years as the front-wheel drive system was continuously developed and perfected. These developments were complemented by no less than six different bodies, including the last two in 1931. At the Paris Salon, TAV 3 was certainly a frequent flier to promote the patents surrounding its ground-breaking drivetrain. It was first shown in 1929 as a complete chassis with fenders, hood, lights, grille, and four skimpy seats, but no body. Second outing was in 1930 as



TAV 3 in its 1929 configuration, 4 seats, no body. © Christian Huet

AMERICA

TAV 5 or 6, now sporting a gorgeous boattail roadster body by Labourdette in cream and dark green with snake-skin interior by Alpina. This exquisite Labourdette creation still exists in France. By 1931, TAV 6 had evolved into the TAV 8 and was back with a closed body of which no clear photo has survived.

But of much greater importance than the Salon appearances was the visit paid in the spring of 1929 to the Bucciali premises in Courbevoie by the upper management of the American manufacturer Peerless. Rumors were rife in the US of the new Cord automobile that was about to be introduced, and there was a scramble to secure front-wheel drive technology. The Peerless brass were impressed by what they saw and suggested that the TAV 3 be brought to the US for testing and demonstration.

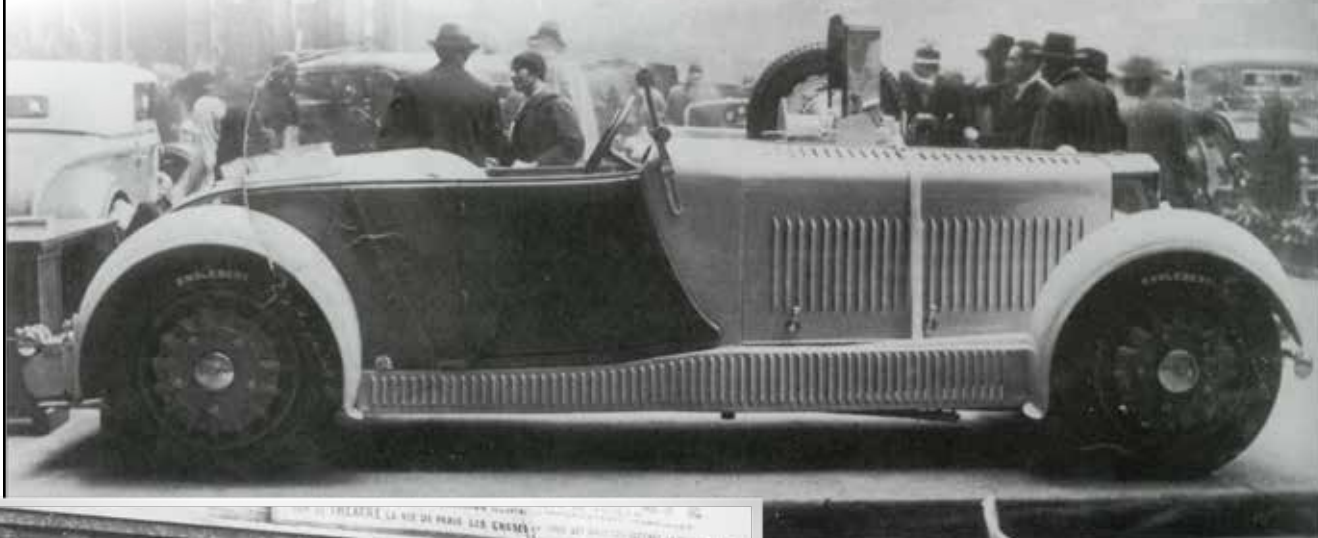
TAV 3 was given a makeshift touring car body and baptized La Marie for the coming trip. Angelo and Paul-Albert set off from Le Havre on December 18, 1929, to disembark in the Port of New York on December 28. That afternoon they had meetings with Mercer, Willys, and Duesenberg. On January 6, 1930, La Marie was on display at the New York

Motor Show where more meetings were held with Chrysler, Graham-Paige, Hupmobile, and Ruxton.

Then an astonishing winter expedition took place in sub-zero temperatures that brought the Bucciali brothers and La Marie to the offices of Du Pont Motors in Massachusetts, Chrysler in Detroit, Studebaker in South Bend, Indiana, Willys-Overland in Toledo, Ohio, and then General Motors in Detroit. Willys was especially demanding in their scrutiny and testing of the Bucciali front drive system, but like the other manufacturers, took no license. The engineers at Willys did not forget however, and committed what they had seen to memory.

Peerless in Cleveland Ohio was the final stop on February 8. A licensing agreement was set up for the manufacture of a Peerless tranction

La Marie with its Labourdette roadster body.
© Christian Huet



The short-lived Bucciali show room on the Champs-Élysées, 1931. © Christian Huet



THE MOTORCAR OFFERED

avant, and Bucciali was to become Peerless concessionary for France. By the summer of 1930, La Marie was back in France. Paul-Albert Bucciali then commissioned Labourdette to build an astonishingly beautiful roadster of his own design for the chassis. After show duties at the Paris Salon in October, the car was once again shipped to America in December, now with revised rear suspension and improved front-wheel drive technology. First shown at the Motor Show in New York and then Chicago, La Marie was with Peerless in Cleveland by January 17, 1931 for renewed examination by the engineers and finalizing of the contracts. But Peerless had overspent on the development of their magnificent V-16 prototype, and automobile manufacture ceased in June 1931. The Peerless traction avant became just another still-born project that was killed by the Depression.

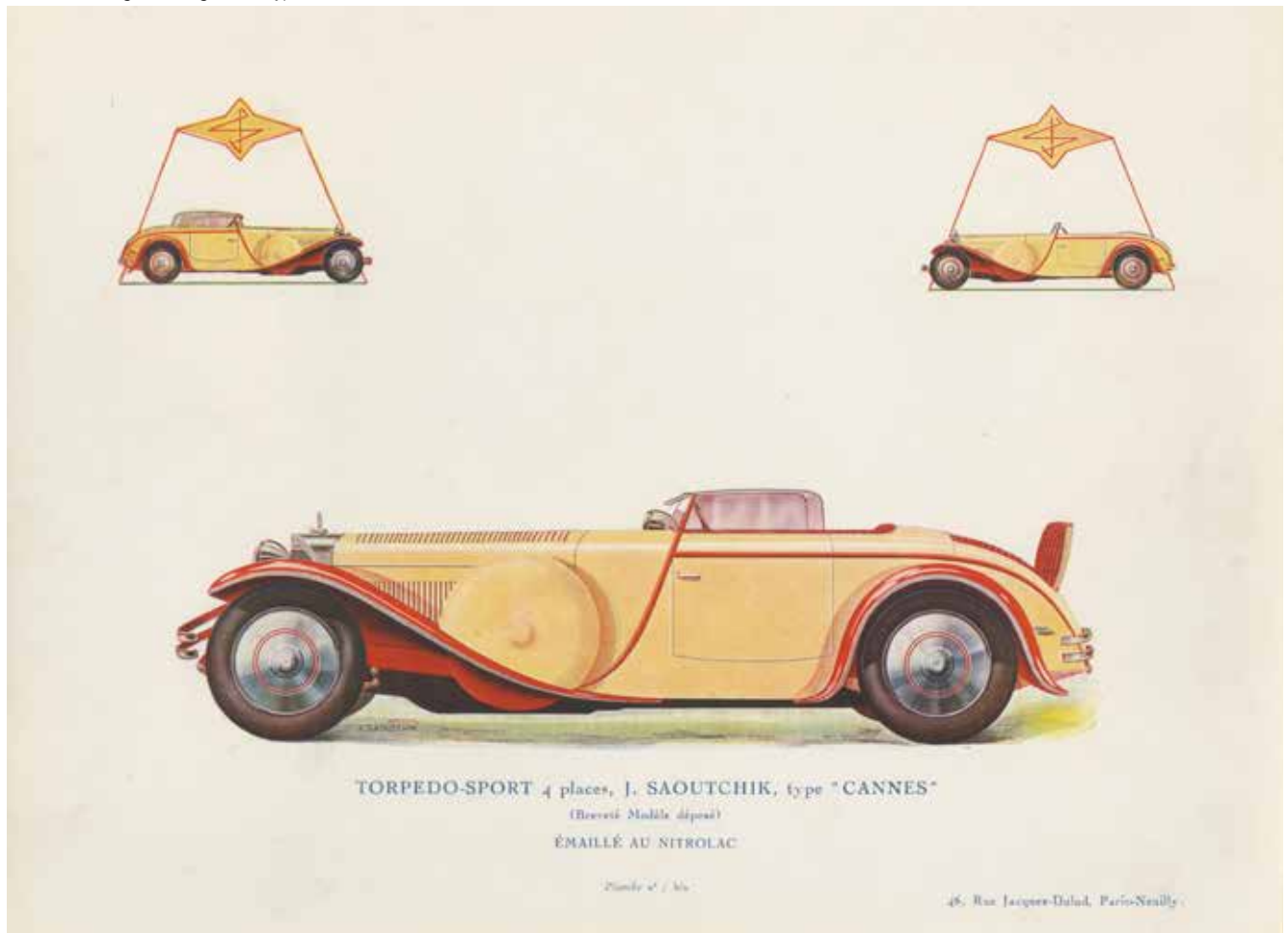
La Marie was shipped back to France and shown a final time at the October 1931 Paris Salon with a closed body by Guillet which turned out to be of poor quality. The car was removed from the stand after the opening of the Salon, and the chassis was re-fitted with the 1929 four-seat configuration and sixteen-cylinder type front fenders before returning to the show stand. After the show, the bare TAV 30 chassis was stored until 1940 by Paul-Albert Bucciali at 8 avenue Gambetta in Courbevoie. It was then moved to 7 rue Honoré d'Estienne d'Orves in Évry-Courcouronnes south of Paris where it remained until 1954, and then 60 avenue de la Défense until 1960. Paul-Albert also kept the Labourdette roadster body from 1930. In 1947, this body was mounted on a Mathis chassis for Paul-Albert's personal use.

In 1960, Serge Pozzoli and Jacques Rousseau bought all the Buccialis that Paul-Albert Bucciali owned for 1 franc – including La Marie and the Mathis as the garage was being expropriated. Pozzoli then kept the cars at his premises at 49 rue Petit in Paris. In 1965, he sold the Mathis to Francis Mortarini and sent La Marie to him for restoration. The TAV 30 chassis came back to rue Petit in 1966 with no work having been done. In 1969, Pozzoli then sold La Marie via Bart Loyens to the American collector and restorer Ray Jones in Michigan. Pozzoli also sold a number of parts including the front drive train and the sides of the "stork" bonnet from the Bucciali TAV 8-32 that had superseded La Marie. The Mathis went to Fritz Schlumpf and was gifted by him to its current owner on February 28, 1991, a year before he died. The Mathis still exists, fitted with the Labourdette roadster body.



1930 Bucciali front-wheel drive brochure. © Peter Larsen

Saoutchik design drawing for the *Type Cannes* cabriolet for Mercedes chassis. © Peter Larsen





THE END

In 1971, Jones sold the complete TAV 30 chassis, once again via Bart Loyens, to the famous German collector and Bugattiste Uwe Hücke. After some years he initiated a restoration that included mounting a Saoutchik convertible body from a Mercedes 680S whose chassis had been shortened to create an SSK. The body was slightly too long for the 3.3 m Bucciali wheelbase, so the axle was moved back 17 mm on the springs to create perfect optical balance. The Mercedes front fenders were modified to correspond precisely to a 1931-32 Saoutchik style.

Hücke then sold La Marie to the Blackhawk Museum Collection in 1985. At that time, Blackhawk also managed to acquire the stork bonnet sides off the TAV 8-32. The storks stamped into the steel were cut out and welded into the sides of a new bonnet. The result is nothing less than spectacular.

Paul-Albert Bucciali died on July 1, 1981. On June 21, 1948, he had instigated a patent infringement suit in France to be indemnified for the 5,668,130 military vehicles that had been built in the United States between 1940 and 1946 using Bucciali front-wheel drive patents.

Models were built of the Bucciali and Willys systems that were shown in court. Indeed, the similarities were remarkable. The suit dragged on to March 1960. Paul-Albert lost. He lost again in the court of appeals in 1966 and 1971, a victim of complex and deceitful postwar politics: the French government had received \$15 million from the USA to remedy patent infringements. But the money had been spent elsewhere, and there was nothing left for Paul-Albert Bucciali.

He died an embittered man. We now know that he has gone down in history as the inventor of modern front-wheel drive. TAV 30, La Marie, is the enduring testament to this legacy.

Refer Department

♦ See Legend on page 5 for bidding instructions.

74. ^Ω

1950 LANCIA AURELIA B50 CABRIOLET Coachwork by Pinin Farina

Chassis no. B50 1159

Engine no. B10 1797

1,754cc OHV All-alloy V6 Engine

Single Carburetor

56bhp at 4,000rpm

4-Speed Manual Transaxle

Independent Front Suspension - De Dion Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Superb Lancia engineering and elegant Pinin Farina coachwork*
- ★ *All-aluminum V6 engine and fully independent suspension*
- ★ *Offered with history file containing many receipts from refurbishments*
- ★ *Eligible for some of the most prominent events around the world*



THE LANCIA AURELIA

The first post-WWII Lancia, introduced for 1950, was the Aurelia, designed by Gianni Lancia and the highly respected engineer Vittorio Jano, formerly of Alfa Romeo. In the Lancia tradition, the new Aurelia sparked with innovation, yet was well conceived and solidly built. A new overhead valve 1754cc V-6 engine, constructed with aluminum block and heads, powered the Aurelia. Its four-speed manual transmission, designed integrally with the rear axle, utilized a column-mounted gear change lever. The front suspension was Lancia's own sliding pillar type. Aurelia variants were produced until mid-1958, when the design was replaced by the Lancia Flaminia.

The Aurelia B50 Pinin Farina Cabriolet debuted alongside the Aurelia B10 Berlina (sedan) at the 1950 Turin auto show. Although both Aurelias shared the B10 powertrain, the

Cabriolet was built on a specially lengthened 114.6-inch wheelbase chassis of the type provided by Lancia to coachbuilders. Thus, the roomy four-passenger convertible was a bit larger overall than the regular production Berlina. The Aurelia Pinin Farina Cabriolet was well received at the Turin show, leading Lancia to offer it as a special-order model. Each was hand-built by Pinin Farina, with finish and trim to individual order. Of a total of 265 are believed to have been built this is one of only a handful known to exist in its original Pinin Farina bodywork. No two cars were finished exactly the same and all were built to order.



THE MOTORCAR OFFERED

This charming 1950 Lancia Aurelia B50 was built by hand in September of 1950, sporting a right-hand drive configuration and featuring handsome Cabriolet coachwork by Pinin Farina. A previous owner purchased the car in 2005 from Auto Classic in Turin, Italy. Prior, the car was owned by the same family for over 20 years. The current owner - A prominent Canadian collector of exquisite sports and racing cars - purchased the B50 during August 2015 with a reported mileage of just 75,000 original kilometers (approximately 45,000 miles). Following acquisition, the Aurelia was sent to the European car specialists at Engineered Automotive in Toronto, Ontario, where a thorough, "nut-and-bolt" inspection of the car was completed, and extensive mechanical repairs were performed with the objective of occasional and enjoyable touring. The work stretched into March 2016, mostly due to parts scarcity, and

when the work was completed, approximately \$26,000 in Canadian funds was invested into the Aurelia's mechanical rejuvenation. All work performed is properly detailed in the history file accompanying the sale of the Lancia.

As related by the owner, the Aurelia features good bodywork and paint, with the interior compartment professionally and meticulously restored and replicating the original design and patterns. Driven 5-6 times/yearly in warm, dry weather, they also advise the car starts and runs very well, the battery was recently replaced in June 2020, the gearbox shifts very well, provided respect is paid to correct shifting technique, and the electrical system is in good condition. Since acquisition, the Aurelia has benefited handsomely from regular maintenance, oil changes and lubrication service, along with attentive visual inspections. A fresh oil

change and lubrication service were most performed most recently in June 2021.

Proper storage in a climate-controlled garage preserves the handsome and engaging appearance of this exceedingly rare coachbuilt Aurelia, which is desirably equipped with Carello lighting, a supplemental heater and window de-mister system, and Condor multi-band radio, amplifier and loudspeaker. As offered, this lovely Aurelia B50 Cabriolet it is a testament to the wizardry of Lancia's renowned engineers and the design and coachbuilding prowess of Battista "Pinin" Farina.

\$150,000 - 200,000

75.

1956 AUSTIN-HEALEY 100M BN2 LE MANS

Chassis no. BN2L233087

Engine no. B233087M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

110bhp at 4,500rpm

4-Speed Manual Transmission w/Overdrive

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ *One of the desirable 640 factory 100M Le Mans examples made*
- ★ *Comprehensive restoration performed by Healey specialist Fourintune*
- ★ *Retaining matching-numbers engine and body panels*
- ★ *Offered with history file, tools and jack*



THE AUSTIN-HEALEY 100M LE MANS



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

model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, a stiffer front anti-roll bar, special Armstrong front dampers, and a louvered bonnet. Power increased to 110bhp and top speed, with the windscreen folded flat, was within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars—mostly BN2s—were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA.

From October of 1955, the conversion was available, factory-fitted on the successor BN2



THE MOTORCAR OFFERED

Offered here is an extraordinary example of the increasingly popular and rare, factory 100M Le Mans Austin-Healey, eligible for some of the most prominent motoring events around the globe. According to its Heritage Trust Certificate, this fine Austin-Healey was completed at the Longbridge Austin-Healey works as a BN2 model, and factory equipped with the 100M Le Mans package, including a louvered hood, cold air intake, and other performance enhancing details. Furthermore, it featured the four-speed overdrive transmission, and the numerous smaller improvements implemented during the course of production since the introduction of the BN1 in 1953. The left-hand-drive Austin-Healey was like most of these iconic British Roadsters destined for the North American market.

The Austin-Healey 100M Le Mans is believed to have resided in Texas for many years, while

cared for in a local enthusiasts possession. Offered from a prominent Southern California based collection of exceptional European sports and racing cars, this rare factory-delivered 100M Le Mans has been treated to a comprehensive restoration by noted Austin-Healey restoration facility Fourintune, of Cedarburg, Wisconsin. Although the restoration was done some years back, it is evident that the work was done to a very high factory-correct level, using the right materials and finishes inside and out. The 100M is finished in black with red side coves over a black interior, and sports correctly painted wire wheels mounted with classic bias-ply tires. Lucas tripod headlights are fitted, and the cockpit is topped by a wood-rimmed steering wheel.

This fine example of one of Britain's most iconic Roadsters looks and performs like

a true sports car should. On a recent test-drive, the BN2 100M Le Mans offered spritely acceleration, good braking and handling, and a smooth gearshift. Equipped with the desirable 100M Le Mans package from the factory, the BN2 is true to the model's performance heritage, and would be a wonderful entry on a number of classic car driving events and rallies. The Healey's engine and body tags are still intact, and match that of the factory records found in the comprehensive history file. A tool kit, jack, side curtains and spare wheel are also included with the sale of the car. Mille Miglia eligible, the classic 100M Le Mans Healey remains one of the most popular mid-century sports cars ever produced, and this fine example deserves serious consideration.

\$160,000 - 210,000

76.

1960 LOTUS TYPE 18 FORMULA JUNIOR

Chassis no. 18-J-815

Frame no. 102

1,100cc OHV Ford Cosworth Inline 4-Cylinder Engine

Twin Weber Side Draft 40 DCOE Carburetors

Approx. 125bhp

4-Speed Manual Transmission

Double Wishbone Front with Upper and Lower Radius Arm Rear Suspension

4-Wheel Drum Brakes

- ★ A Mike Gent restoration
- ★ Delivered new to the United States
- ★ Eligible for countless vintage motor races internationally
- ★ A truly fine example of the venerable Lotus 18



THE LOTUS TYPE 18



'I always regard the Lotus 18 as my first Grand Prix design... forget the earlier front-engined cars, the Lotus 16s, they were really Formula 2 designs stretched for Formula 1. As far as I am concerned when they kept breaking, we eventually threw the whole bunch of ingredients up in the air and started again – and the result was the 18, and it started winning...' – Colin Chapman.

Introduced for the 1960 season, the Type 18 was Lotus's first mid-engined Grand Prix car design. 1960 was the last year of the 2½-Liter Formula 1 and the Lotus 18 won that year's Monaco Grand Prix, driven by Stirling Moss. The same car/driver combination triumphed again at Monte Carlo the following year, the first of the 1½-Liter Formula 1, and the highly versatile Type 18 would prove adaptable to both Formula 2 and Formula Junior applications.

As its name so aptly suggested, Formula Junior was the main 'feeder' racing class for Formula 1 and other more senior forms of motor sport in the early 1960s. The spaceframe Type 18 was Lotus's first foray into this hotly contested series and it proved to be the class of the field. Team Lotus works drivers Jim Clark and Trevor Taylor dominated the 1960 season.

The most successful of the Ford-engined Formula Junior tuning companies involved with these cars was Cosworth Engineering, whose power units breathed through twin-choke Weber 40 DCOE 40 carburetors, and which revved to a safe limit of 9,500rpm. These units drove through a Renault Dauphine-derived 4-speed close-ratio transaxle unit.



THE MOTORCAR OFFERED

Sold new on the 24th of November, 1960, Lotus 18 chassis number J-815 was delivered onto U.S. shores through the company's agent, Jay Chamberlain. The subsequent competition history has remained veiled in mystery. However, we can report that roughly 30 years ago the Lotus was received into the hands of monoposto guru, Mark Gent. His work is responsible for the fantastic condition the vehicle can be found in today. The car was fully restored and plenty of the original componentry replaced during the process remains boxed up with the car today.

Upon inspection, the Progress frame, 102, is correct to the car and contains a selection of new and old welds from the typical areas one would expect of a car fielded in competition for so many years. Furthermore, the Cosworth Ford motor is

mated to a correct Renault gearbox and further possesses the correct wet sump lubrication.

In more recent times, the Lotus has resided in the Pacific Northwest. The environment in the region facilitates wonderful preservation of vintage cars, and despite being barely run since the completion of the restoration, the little 18 shows wonderfully today. That being said, having been in stasis for such an extended period means that the car is due for some mechanical commissioning. Of note are several rose joints on the radius arms that need replacing. Prior to the sale of the car, Mike Gent will carry out the necessary inspection and turn the motor over.

The Lotus 18 is an incredibly user friendly machine and can be enjoyed by veterans and rookies alike, and thanks to its

accommodatingly large frame, a wide variety of sizes can be sat behind the wheel. In the 1960s the 18 was the car to have due to its competitiveness, and today the story is still very much the same as the model is eligible for countless vintage races across the world. Bonhams is proud to offer what is quite possibly one of the finest 18's to attend one of our sales.

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

77.

1966 JAGUAR E-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E14009

Engine no. 7E10958-9

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

- ★ Beautifully restored example of the classic Series 1 E-Type
- ★ Desirable, end-of-the-run, 4.2-liter covered headlight E-Type
- ★ Stunning factory Opalescent Silver Blue over Dark Blue livery
- ★ Accompanied by Heritage Certificate, owner's manual and restoration records



THE JAGUAR E-TYPE

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

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

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

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-liter engine was introduced on the

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



THE MOTORCAR OFFERED

This beautiful example of the classic Series 1 E-Type Roadster was completed near the end of production of the original, covered-headlight manufacturing run, thereby benefitting from the enlarged 4.2-Liter engine and fully synchronized transmission. According to the Jaguar Heritage Trust Certificate on file, this stunning E-Type was completed at Jaguar's Browns Lane plant on November 16, 1966. The Roadster was finished as it appears today, in the stunning Opalescent Silver Blue over Dark Blue livery, fitted with a blue convertible top, and configured with a left-hand drive steering arrangement. The new Jaguar was dispatched on December 5, 1966, and destined for the US market, where Jaguar Cars of New York would distribute the car to the first owner on record, a Dr. John Moe of Hopkins, Minnesota.

A comprehensive restoration was performed during previous ownership, and it is apparent at a close inspection that the work was carried out to a very high and factory correct level. The exterior was re-finished in the as-delivered Opalescent Silver Blue color, while the interior was trimmed in Dark Blue to match. An abundance of restoration receipts can be found in the history file, and documents extensive work performed by various specialist shops, including Predator Racing of Largo, Florida.

Chrome wire wheels are fitted, trimmed with thin red-line tires. The E-Type Roadster is offered from a renowned Virginia-based collection of exceptional classic sports cars, where it has been maintained and enjoyed among other great cars. One of the most iconic sports cars of all time, this E-type Roadster retains its original, matching-

numbers engine. Included with the sale of the Jaguar is an owner's manual, the Jaguar Heritage Trust Certificate, a comprehensive history file with receipts and records, a tool kit and jack.

**\$170,000 - 210,000
WITHOUT RESERVE**

78.

1979 PORSCHE 930 3.3 TURBO COUPE

Chassis no. 9309801161

Engine no. 6891359

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection - Twin-plug Ignition

Est. 285bhp at 5,750rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ One of the last 50 examples of the classic 930 Turbo produced for the US market
- ★ Delivered new with Paint to Sample exterior paint
- ★ Fitted with twin exhaust and twin-plug ignition
- ★ Matching-numbers example with Porsche Certificate of Authenticity



THE PORSCHE 930

"It offers the finest blend of ultimate performance and refinement I have ever come across." – Paul Frère on the Porsche 911 Turbo.

Much of the Porsche 911's development had resulted from the factory's racing program. It was the then FIA Group 4 homologation rules which required 400 road cars to be built and spurred the development of "Project 930": the legendary 911/930 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter Carrera RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible (hence only four speeds in the gearbox), capable of racing from a standstill to 100mph in 14 seconds.

What set the 930 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick "he-man" cars (e.g. the Holman & Moody-tuned Cobra 427 and the Ford GT40), Motor's Roger Bell reckoned what made the Porsche so different was that:

[It]hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car.

Although the Turbo's characteristic flared wheel arches and "tea tray" rear spoiler had already been seen on the Carrera model, the interior was the most luxurious yet

seen in a 911, featuring leather upholstery, air conditioning, and electric windows. In 1978, the Turbo's engine was enlarged to 3.3-liters, gaining an intercooler in the process. Furthermore, power increased to 300bhp and the top speed of what was then the fastest-accelerating road car of its day went up to 160mph. Due to strong emission regulation in the US, the Turbo was not imported to the U.S. market between 1979 and 1984, but returned in 1985 when equipped with upgraded Motronic engine management systems. Targa and Cabriolet versions were also introduced. More refined than hitherto, yet retaining its high-performance edge, the Porsche 930 Turbo sold in the thousands, arguably becoming one of the definitive sports cars of its age.



THE MOTORCAR OFFERED

This phenomenal 1979 Porsche 930 Turbo Coupe is one of the last 50 examples produced for the North American market, and benefits from the continuous improvements made through the initial 911 Turbo production run, a factory paint-to-sample exterior color, and twin-plug ignition upgrade. According to a copy of the Porsche-issued Certificate of Authenticity on file, 930 Turbo chassis no. 9309801161 was completed at the Zuffenhausen-based Porsche works during November of 1979, was painted in Metallic Paint to Sample code 99, and trimmed in Cork-colored leather. A US market example, the potent Porsche was equipped and destined for California, fitted with limited slip differential, electric side mirror on the right side, Sport Seats, electric sunroof and Pirelli tires. While in the consigner's hands - a prominent Reno-based collector of exceptional classic sports cars - the 930

Turbo Coupe has been treated to a repaint and professional re-trim in Cork-colored leather interior, with matching luxury wool carpets and dark brown upper dash contrast.

Twin exhaust and twin-plug cylinder heads are fitted, while the engine case is still the original matching numbers unit according to the Porsche Certificate of Authenticity. Just 47,889 miles are recorded on the odometer at the time of cataloging, and a tool kit, tire inflator and a space saver spare tire is situated in the luggage compartment. A period Blaupunkt radio is fitted, and outside the classic wide Fuchs alloy wheels with black centers gives the Porsche Turbo its iconic look. A plaque is located on the dash, dated December 1979, stating that 930 Turbo chassis number 9309801161 is one of the last 50 examples produced for the US market. The Metallic Copper-like Paint to Sample paint

is an extraordinarily complex color that really pops in the sunlight. The sale of this Porsche icon presents an amazing opportunity for a collector to acquire one of the very last examples of the original 930 Turbo.

\$110,000 - 130,000

79.

1967 FORD GT40 MK IV

Chassis no. J-9

427ci OHV Side-Oiler V8 Engine
Dual Holley 4-Barrel Carburetors
Est. 485bhp at 6,500rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Tested by Mario Andretti and Ford in period
- ★ One of just 10 examples manufactured and used in period
- ★ Well-documented history and provenance, and restoration by noted specialists
- ★ Featured on the cover of the 11/1967 issue of Car and Driver



1967 FORD GT40

The Ford GT story of course dates from 1963-64 when the mighty Ford Motor Company of Detroit, USA, was rebuffed by Ferrari in its attempts to buy into international endurance racing success simply by purchasing the Italian marque. Henry Ford II determined that if he could not join Ferrari then his company would darned well beat it, and the Ford GT program emerged as the first in major-league motor racing to employ large-scale computer-aided design and development, and to strengthen their team Ford engaged former Aston Martin racing director John Wyer, specialist British racing car constructor Eric Broadley of Lola Cars Ltd, and many other experienced 'racers'. Former Ferrari World Champion Driver Phil Hill headed the driver team together with such experienced hands as Richie Ginther and Ken Miles, but although the prototype Ford GTs of 1964 displayed tremendous speed they lacked

reliability and the expected short-term victory at Le Mans was denied them.

The cars failed again at Le Mans in 1965, but Carroll Shelby had been brought into the organization that year and Ken Miles and Lloyd Ruby achieved the Ford GT's maiden major race win in the 200kms Daytona Continental opening that new season. By 1966 uprated Ford GT Mark II cars had been developed with 7-liter V8 engines in place of the original 4.2 and 4.7-liter variants, and at last Ford achieved its long-coveted victory in the Le Mans 24-Hours classic, with Bruce McLaren/ Chris Amon heading a Ford 1-2-3 finish there. In 1967 the all-new honeycomb-chassis 7-liter Ford Mk IV cars were formidably fast and strong enough to win Le Mans again, this time co-driven by Dan Gurney/ A.J.Foyt in an all-American triumph.

Regulation changes abolished the 7-liter cars for 1968-69, when 5-liter Ford GT40s campaigned by the JW Automotive production unit in Gulf Oil livery famously achieved two more back-to-back Le Mans 24-Hour victories - leaving the Ford GT-series' tally at four in all, 1966-67-68-69.

The GT40s added World Championship of Makes laurels to this glittering record, and the model is renowned today as one of the greatest of all the great road-useable racing designs of the wonderful 1960s period.



THE MOTORCAR OFFERED

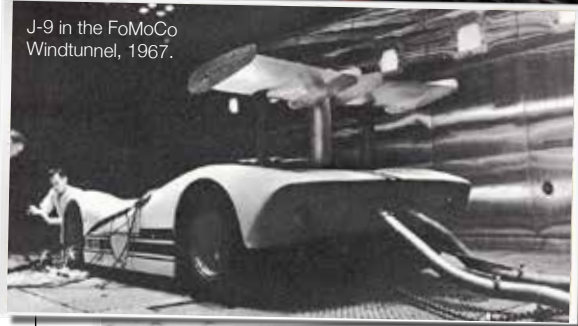
Well researched and documented, 1967 Ford GT40 Mk IV chassis no. J-9 offered here, is among the last examples of the legendary, fully evolved Mk IV 7-Liter GT40s built. Just 10 of these J-cars was completed in period, with an additional two assembled later. According to the renowned World Registry of Cobras and GT40s, when the 1968 Le Mans rules were announced with the news of engine size regulations capped at 5-Liters, it essentially outlawed Ford's GT40 and Ford would turn the J-cars over to Kar Kraft of Brighton, Michigan, who would then assemble the last two cars, J-9 as offered here, and J-10. J-9 was completed in August of 1967, as a Group 7 Can-Am open cockpit car and fitted with larger sponsons to accommodate larger fuel tanks. A special, 3-valve all-alloy 427 Ford V8 engine was fitted (the very engine model that Ford had planned to run at the 1968 Le Mans 24 Hours race), and an adjustable-dihedral

rear wing was affixed, similar to that used by on Jim Hall's Chaparrals. Designated G7A, J-9 was tested in Ford's corporate wind tunnel, and test driven at the Dearborn Ford factory test track by legendary Championship-winning driver Mario Andretti in 1967, and thus became the test car for Ford to possibly run in the Can-Am G7A group class. Andretti went on record saying J-9 was one of the scariest cars he ever tested!

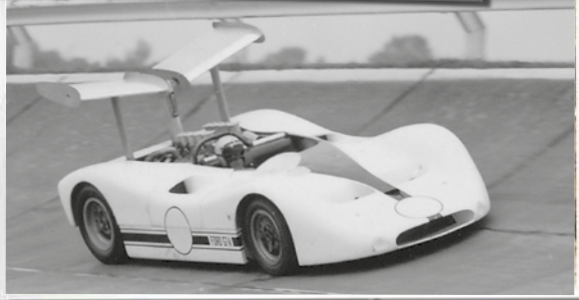
In November of 1967, J-9 would then grace the cover of *Car and Driver*, in a cool cutaway drawing showing the sophisticated racing car's inner secrets. J-9 was soon after sold by Ford to ex-Shelby American Team mechanics Charlie and Kerry Agapiou of Beverly Hills, California, for one dollar. The terms of the agreement with Ford indicated that the Agapiou brothers would agree to sell J-9 back to Ford a year later if Ford requested that,

for the same low price. However, Ford was onto new things, and J-9 remained with the Agapiou brothers until 2012, stored away and largely untouched, when acquired by Cobra Automotive of Wallingford, Connecticut. Cobra Automotive would then carry out the body conversion from the Can-Am G7A Spider body to the traditional Mk IV body as seen on the car today, and subsequently sell J-9 to the consignor.

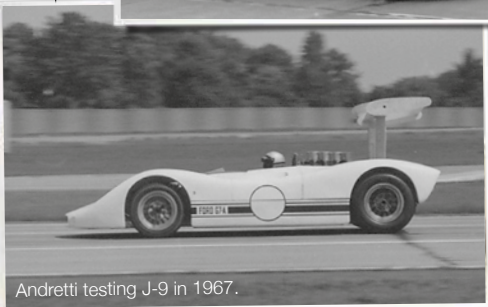
J-9 has since participated in some of the most exclusive classic racing events around the globe, including the Goodwood Revival, Goodwood Members Meeting, the 60th Anniversary at Road America and the Indianapolis Motor Speedway Brickyard Invitational. During 2018 and 2019 J-9 received a comprehensive mechanical restoration, noted Shelby expert Craig Conoley rebuilt the period 427 side-oiler race



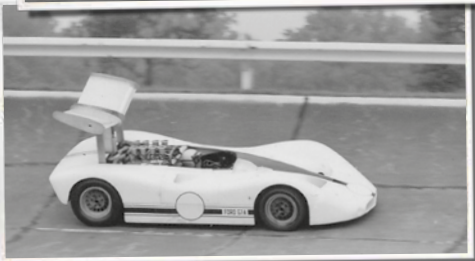
J-9 in the FoMoCo Windtunnel, 1967.



J-9 at Goodwood, 2015



Andretti testing J-9 in 1967.



engine, while the T-44 transaxle was redone by Patrick Wiseman of Traction Productions. The suspension and assembly was carried out by Graham Collins, whose father was an ex-Shelby employee and Crew Chief at the 1967 Le Mans winning Mk IV GT40.

Today J-9 retains its original chassis tub, chassis number tag and sub components, and the original Can-Am test body with the innovative rear spoiler is offered with the sale of the GT40 along with an extensive spares package. Further spares offered with the car includes period wheels, and a set of Tunnel Port aluminum cylinder heads. J-9's impressive history file contains 100s of digital photos of the car in action back in 1967, restoration photos, a copy of the *Car and Driver* November 1967 issue where the car graced the cover, FIA paperwork, receipts and correspondence, engine build blueprints and dyno sheets.

J-9 offers the next owner eligibility to some of the most exclusive racing events around the world, in a very historic and extremely powerful variation of the legendary original Ford GT40.

\$3,000,000 - 3,500,000

♦ See Legend on page 5 for bidding instructions.



80.

1953 NASH-HEALEY ROADSTER

Chassis no. 2369

253 CID OHV "Dual Jetfire" Inline 6-Cylinder Engine
Dual Side-Draft Carburetors
140 BHP at 4,000 RPM
3-Speed Manual Gearbox with Overdrive (not connected)
4-Wheel Hydraulic Drum Brakes
Independent Front Suspension
Live Rear Axle with Semi-Elliptical Leaf Springs

- ★ *One of Only 162 Pininfarina-Bodied Examples Built in 1953*
- ★ *Full Rotisserie Mechanical and Interior Restoration*
- ★ *Le Mans-Campaigned Jetfire Engine*
- ★ *Exciting Entry for Shows and Concours*



THE NASH-HEALEY



The Nash-Healey was first conceived mid-ocean on the RMS Queen Elizabeth, by Donald Healey and Nash-Kelvinator, two entrepreneurial automakers, who found themselves at the same dinner table with a similar vision. The result was a luxury two-seater sports car that was launched to showcase the Nash marque. The original iteration mated a hand-crafted European chassis and body with the prestigious Nash Ambassador drivetrain and the prototype debuted at the Paris Motor Show in September, 1950. Production began in 1951 and within the year, Pininfarina was tasked to refine the styling and subassembly commenced in Italy. Most notably, in 1952 a stripped-down aluminum-bodied version successfully campaigned on the international circuit, finishing third in the 24 Hours of Le Mans. The following year the roadster was launched with innovative

inboard headlights, and the now famed 'Le-Mans Dual Jetfire Ambassador Six' engine, so named for its success on the fabled track. Production continued for four years until 1954, when the Nash-Healey was retired and became a highly-sought collector's item.



THE MOTORCAR OFFERED

Only 506 Nash-Healeys were produced in all, and this car is one of just 162 built in 1953. Delivered to Southern California, the car was purchased in 1976 by David Martin, who repaired the car and used it as his daily driver until about 1990 when it was placed in storage.

In 2014 - the car emerged from hibernation and a rotisserie-style restoration commenced. The unibody was taken down to bare metal and any lead filler was replaced with resin and then completed in Pininfarina Red with a cream leather interior. The suspension, engine, transmission and instruments were rebuilt, according to original specification. The steering wheel and radio were restored by specialists and the brightwork replated. The car received a new wheels, tires and bearings, plus new carpet, leather upholstery, windshield, lap

belts and top. The entire project took over four years to complete and in 2018, this fabulous Nash-Healey won a Merit Award at the Ironstone Concours d'Elegance, California.

Nash-Healeys are scarce – but a Nash-Healey in this condition is positively rare. With only 200 miles on the rebuilt engine and stunning eye appeal, this amazing Pininfarina design is a superb example of the Donald Healey legend and an exciting contender for shows and concours.

\$70,000 - 100,000

81.

Exceptional recent restoration in striking livery

1955 MERCEDES-BENZ 300 S ROADSTER

Chassis no. 188.012.5500047

Engine no. 188.920.5500044 (See Text)

Body no. A188.012.5500011

2,996cc SOHC Inline 6-Cylinder Engine

3 Solex Carburetors

148bhp

4-Speed Manual Transmission

4-Wheel Coil Spring Independent Suspension with Rear Swing Axles

4-Wheel Hydraulic Drum Brakes

- ★ Beautiful, documented restoration by a marque specialist in stunning colors
- ★ One of only 141 300 S Roadsters built
- ★ Equipped with an original set of factory Karl Baisch fitted luggage
- ★ Complete with fascinating partial original Mercedes-Benz Touring Spares kit





THE MERCEDES-BENZ 300 S

The introduction of the 300 sedan marked Mercedes-Benz's postwar return to the great luxury automobiles for which they had earlier been famed. It was a masterful bridge between the old and the new, incorporating a traditional upright radiator shell and large headlamps with flowing, pontoon-style front fenders, fully integrated into up-to-date modern bodywork. In a touch of old-world craftsmanship much of the chrome trim was individually hand-fitted to each car.

The interior was an oasis of the finest old-world craftsmanship, with spectacular varnished woodwork everywhere one could look, and armchair-like seats upholstered in the best, thickest leathers. A modern inline six-cylinder engine was tucked under the hood, offering smooth performance to match the road manners of a modern tubular chassis and four-wheel independent

suspension. A novel touch was a pedal-operated central lubrication system. In short order the 300 became the favored transportation of the world's wealthiest, most important personages.

Those for whom the standard 300 was simply not quite *spezial* enough soon had an alternative, the 300 S, a finely crafted, hand-built car. This model represented an evolution of the 300 into more of a sporting grand tourer. The chassis was shortened by 150 mm and the engine's horsepower was increased by some 30 percent via higher compression and the fitment of triple carburetors, providing a top speed of 110 mph. Surrounding it was sumptuous two-door coachwork, individually hand-crafted by the Mercedes-Benz factory shop at Sindelfingen in three styles, Coupe, Cabriolet, and Roadster. The Roadster was

almost certainly the most striking variant, featuring a convertible top that folded flush with the rear deck, providing a smooth, clean, utterly sporting appearance that emphasized the 300 S's performance intentions.

A mere 141 of the 300 S Roadster were produced, the last of them in 1955, for a roster of owners that included numerous Hollywood film stars and prominent government figures, including the King of Jordan and the last Shah of Iran. The survivors are among the most exclusive, prized Mercedes-Benz passenger car models of the postwar era and remain fiercely sought-after by collectors. It is significant to note that they are considerably rarer by a factor of ten, than the famed 300 SL 'Gullwing.'





THE MOTORCAR OFFERED

The example offered here was produced late in the 300 S production run and thus incorporates all the running improvements made to the model over its life prior to the introduction of the successor 300 Sc. According to history passed to the current owner, it was purchased new in 1955 by an American medical doctor who shipped it to Charleston, South Carolina, where it is noted to have remained until 1970. It then moved to Tacoma, Washington, where it remained virtually untouched until the current owner began restoration in 2012. Between August 2012 and April 2021, a meticulous rebuild was undertaken in which every aspect of the car was fully restored and returned to the factory-correct specification. The restoration was led by Mr. Siegfried Linke, Mercedes-Benz expert and Pebble Beach Concours d'Elegance judge. All receipts for parts and work performed during the restoration are

available, as are hundreds of photographs of the restoration as it progressed.

The result is spectacular in its finish and details, with the gorgeous wooden dashboard supporting beautiful VDO instruments set within jewel-like chrome bezels, as well as a Becker Mexico radio with power antenna. The body gleams in its subtly metallic Seafoam Green, while the interior and top are both of a complementary hue and impressively well-finished. According to the owner, all parts have been refinished or refurbished, including the chrome, upholstery, interior wood, wiring, engine, and drivetrain.

Accompanying the car are several special accessories, including a Mercedes-Benz tool roll and rare original owner's manual, parts manual, workshop manual, and mint reprinted sales brochure. Especially fascinating and

rare is a Mercedes spares kit in a handsome wooden traveling box, designed for continental touring, which is partially complete and absolutely fascinating to examine. Further the trunk contains a full set of original, correct non-reproduction Karl Baisch fitted luggage as was available for the 300 S. It should be noted that the present engine bears the original engine number stamping but with an affixed Mercedes-Benz tag noting "Tauschaggregat" and stamped 188-55294, indicating a factory exchange unit. The owner believes that the 50,585km recorded at the time of cataloguing are actual, given the car's long sojourn out of public view between 1970 and 2012.

This is a very handsome example of a truly significant Mercedes-Benz model, one of the finest touring machines that the company has ever produced – a coachbuilt postwar classic in the grand tradition.

\$475,000 - 575,000

82.

2018 ASTON MARTIN DB4 GT CONTINUATION

Chassis no. DB4GT/0205/L

4.2-Liter DOHC Inline 6-Cylinder Engine
Triple Weber 48 DCOE 9W Carburetors
331bhp at 6,000rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Disc Brakes

- ★ *One of just 25 continuation DB4 GT's built by Aston Martin*
- ★ *Modernized and FIA compliant safety features*
- ★ *Exquisitely handbuilt at Newport Pagnell and improved to incredible standards*
- ★ *Eligible for a number of vintage racing events*



THE DB4 GT CONTINUATION

Soon after taking over the marque, Sir David Brown's efforts began a golden age for one of the most coveted brands in the whole of motoring, Aston Martin. Success was achieved both on the racetrack, culminating in an overall victory at Le Mans, and on the road with the DB series of production vehicles helped establish the firm's vaunted status.

Newport Pagnell, Aston Martin's spiritual home, was the epicenter of this grand renaissance. After it became understood in the early 1950s that the company would soon outgrow the current factory located in Essex, a new location for a larger facility would be needed in order to fulfill Brown's vision.

The last series production vehicle to be completed at the Newport Pagnell facility, a Vanquish S, rolled off the assembly line in 2007 and since then, the site has been home to the Aston Martin Works. Here, the specialists offer the opportunity for owners of classic Aston's

to receive unrivaled restorative work in addition to parts and servicing. With all of the necessary tools and equipment onsite, soon a goal emerged to once again complete a series of low volume, new cars built from the ground up. The highly desirable and hallowed DB4 GT seemed to be the perfect candidate for the Aston Martin Works Team to tackle. With a homologation commitment remaining unfulfilled for over 40 years, it was decided for a continuation series of vehicles to reach the promised production figure of 100 units. As it had previously stood, just 75 original GTs were made in period with an additional 19 Zagato bodied examples being finished soon after.

The 25 Continuation Series cars would be built to the rarest and most sought-after lightweight specification. Differentiating themselves further from the wheelbase and motor modifications of 'standard' GT's, Lightweights features heavy use of aluminum throughout the vehicle, hole drilling in key areas, and deletion of several

comfort features unnecessary for competition such as the radio and windshield washer fluid reservoir. In order to recreate a vehicle that has been out of production for half a century, Aston Martin studied both extant examples of GT's using the most precise 3D scanning methods available, and cross referenced the data with surviving technical drawings to get the best possible model. Unsurprisingly, the hand-built originals were never truly identical to one another and additionally it was discovered that all of the chassis from the real DB4 GTs possessed a slight kink.

Thanks to advances in modern manufacturing techniques, the inconsistencies and 'flaws' from the originals have been corrected in the Continuation models. Today, Aston Martin is able to produce these DB4 GT's to much higher tolerances, and as such, details like panel gaps are far better than what was capable in the 1950s. Furthermore, the paint is of an exquisite quality and efforts extended



THE MOTORCAR OFFERED

to even hand painting the external battery cut off symbols. Additional horsepower is an area few in the hobby can complain about, and Aston Martin delivered by punching the DOHC Inline-6 up to 4.2 liters of displacement. While the accessories around the motor such as the carburetors remain faithful, the output of the motor is now a thoroughly respectful 331hp. Aston Martin also went through the effort of beefing up other components within the drivetrain and suspension to make them robust enough to handle many hours on the track. Safety is another area of welcome improvement, and the continuation cars feature FIA compliant roll cages, seats, and fuel system. These modernization features are perhaps the most important as they provide a level of confidence and usability to the cars for their owners. Consequently, the Continuation series have been made welcome within the world of vintage racing and are compliant for a number of global events.

Delivered new to an incredibly fortunate Texan, DB4GT/0205/L wears a svelte Moonbean Silver exterior with a traditional single stripe of a different shade. Inside, rich, dark red leather swaths the racing buckets, door cards, and transmission tunnel. The sales invoice additionally lists a number of other specification details including: spotlight exterior lighting, electric steering, heater system, and headrest embroidery. Further items requested were a spare wheel and tire with spinners and a spare axle.

With under 100 miles present on the odometer, it is apparent this Aston Martin has been sparingly used since leaving Newport Pagnell. As a result, the vehicle appears factory fresh with little to no signs of use present anywhere on the vehicle. Outside of the modern cage and buckets, one is transported back to the mid-century sitting behind the wheel of this painstakingly assembled vehicle.

Further documentation on file shows correspondence with the EPA in order to achieve a racing exclusion necessary to import the Aston Martin onto our shores. With the heavy lifting already completed on the regulatory side of things, the next owner of this DB4 GT will be ready to take on the calendar of vintage racing events at legendary circuits like Road America, Watkins Glen, Sonoma, and Sebring. Campaigning this racer provides the best of both worlds by alleviating the worry of damaging a rare original all while experiencing a brand new and improved classic.

With only 25 completed, the opportunity to purchase a Continuation GT does not arrive often. This exquisite example is ready to tackle the racetrack with its next lucky owner.

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

♦ See Legend on page 5 for bidding instructions.

83.**1959 ASTON MARTIN DB MKIII SALOON**

Chassis no. AM300/3/1642

Engine no. DBA/1266

2,922 cc DOHC Inline 6-Cylinder Engine

Twin SU Carburetors

178bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent with Live Rear Axle Suspension

Front Disk and Rear Drum Hydraulically Assisted Brakes

- ★ *Delivered new to New York socialite Peter van Gerbig*
- ★ *Retains the original, matching numbers engine*
- ★ *One of only 551 DB MkIIIs made*
- ★ *Original left hand drive, fitted with dual exhaust and overdrive*

**THE ASTON MARTIN DB MKIII**

Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB MkIII nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, *'Goldfinger'*. It was also the last Aston Martin produced with the six-cylinder engine designed under the supervision of the great W O Bentley.

Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickenpenny. This restyled nose gives the car a more imposing look, while the interior

boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver.

The 3.0-liter engine had benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft, and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

If that still was not enough, customers could opt for a more powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburetors and produced 180bhp or 195 with the twin exhausts. This engine was fitted to 47 cars.



THE MOTORCAR OFFERED

This lovely DB MkIII was ordered new in New York through J.S. Inskip. Delivered on August 28, 1958 in Cardinal Grey over Champagne leather and was optioned with the twin exhaust system for a bit of extra oomph, overdrive, chromed wheels, and front disc brakes. The original owner was recorded as New York socialite Peter van Gerbig.

Little is known about the interim history of this machine. At some point in its life it was repainted cream with burgundy wheels and the interior retrimmed in tan. It was acquired by the current owner about a decade ago. Not actively used in the present ownership, it is ready for some light recommission work before active use. An exceedingly rare interim model that straddled between the DB2/4 and DB4, and made rarer still by the fact it was an

original left-hand drive export model from new, this MkIII is sure to provide ample enjoyment on any number of events, tours, or weekend drives.

**\$120,000 - 160,000
WITHOUT RESERVE**



84.

1965 ASTON MARTIN DB5 Coachwork by Touring

Chassis no. DB5/2269/L

Engine no. 400/2294

3,995cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

282bhp at 5,500rpm

3-Speed BorgWarner Automatic Transmission

Independent Front Suspension, Live Rear Axle with Coil Springs

4-Wheel Disc Brakes

- ★ Just 2 owners from new
- ★ Award winner at the 2015 Amelia Island Concours
- ★ Breathtakingly restored example
- ★ Truly iconic model; James Bond's preferred Aston Martin



THE ASTON MARTIN DB5

"Like all classic GT cars, it combines enormous speed and comfort and the more you put into your driving, the more the car returns for your entertainment. And the DB5 really is entertaining to anyone who can exploit its outstanding performance, handling and brakes. It will also carry four people (just) and a fair amount of luggage so the merits of family transport (if need be) have not entirely been sacrificed to speed and elegant looks." *Motor*, 6th February 1963.

Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Carrozzeria Touring of Milan-designed body established an instantly recognizable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised 3.0-liter unit had

been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's Superleggera body construction, which employed a lightweight tubular structure to support the aluminum body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-liter engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardized later.

The DB5's distinctive cowed headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, Series V DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars, and a slimmer bonnet scoop. Beneath the skin however, there were numerous improvements including alternator electrics,



THE MOTORCAR OFFERED

Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. From September 1964 the 314bhp, the triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

The spectacularly well-presented Aston Martin DB5 presented here was ordered new to the city of Chicago and delivered to a Mr. Peter Baraban Junior. Originally finished in the vibrant color of Fiesta Red, the interior features the more subdued and traditional black Connolly leather. Shown on the build sheet are a number of particular non-standard equipment items including a Normalair air conditioner, a Bosch Koln TR radio with power antenna, heated rear screen, 3.73 limited slip differential, engine breather valve scheme, chrome wheels, and lastly a Borg Warner automatic transmission.

Unlike many other Astons from the period originally fitted with auto boxes, this example has retained its original transmission unit from the very beginning and therefore has not followed many other examples down the manual transmission

swap path. As a result, the DB5 on offer presents as an exception and surely adds desirability due the rarity of non-converted cars. In addition, the later build date benefits this DB5 as it features the improved Model 8 transmission which is known to be a marked improvement over the earlier DG models. The combination of the automatic and limited slip were likely optioned out of necessity to handle the notoriously slippery northern Illinois fall and winters.

After having been in the possession of Mr. Baraban for a number of years, the car was sold in 1970 to the family which owns the car to this day. The car would be used sparingly over the next several decades as evidenced by the sub-35,000 miles present on the odometer. In 2008, the owner decided to restore the Aston Martin to truly spectacular condition with no expense spared. At this



time, the car showed in fair condition with signs of wear present from the decades of street driving but it was free from indications of any abuse. In all, the DB5 began as a fantastic restoration candidate. A plethora of documentation available to interested parties illustrates the lengths the teams of specialists went through to bring this DB5 up to the level it shows today. Invoices account the thousands of dollars-worth of work conducted to rehabilitate the foundations of the vehicle down to the bare chassis tubes. However, the work did not stop there and continued onto every other facet of the vehicle. Further invoices show additional thousands of dollars of engine work. Parts were sourced from the U.K. firm of Richard Stewart Williams Limited of Surrey, England and shipped back to the Midwest. Once arrived, Barry Sale of PHP Racengines Inc in Wauconda, Illinois completed the engine

build and tuning work. The rebuilt motor was later placed on a dyno and the results of this test running will be available within the assembled history file. Coachtrim LLC of Danbury, Connecticut was charged with finishing the interior, and much like the other jobs, thousands of dollars of work are represented on the invoice. The Finishing Touch Inc of Chicago, which has provided the chrome for multiple Amelia Island and Pebble Beach winners, also did the chrome work on this car.

As one can see in the images shown here on the page, this Aston Martin DB5 has been finished to an incredible standard. Resplendent in its new Silver Birch exterior, this deeply complex paint is best viewed on a bright sunny day when the light allows the subtle green shades to glisten. The result of the restoration is a feast for the senses

from the rich smell of the Connolly leather to the delicate grain on the wood steering wheel, and the 4 Liter Inline six cylinder wails in a symphony of exploding hydrocarbons. Even the air conditioning has been recently checked, holds pressure, and blows cold air. This example truly belongs amongst some of the finest DB5 available.

Since the completion of the restoration in 2013, the Aston has been sparingly used by its owner. The car was transported to the Amelia Island Concours d' Elegance in 2015 where its status was affirmed as an award winner and its trophy will be included upon purchase, as will both the rare DB5 workshop manual and parts manual. Moreover, the quality of the restoration is evident from the car's flawless completion of the Amelia Island Eight Flags Road Tour, and the ribbon evidencing this is also included with the purchase.



A bona fide automotive great, the Aston Martin DB5 remains as one of the most coveted vehicles for anyone bitten by the motoring bug. Its status as Mr. Bond's personal transportation, gorgeous Touring Superleggera lines, and raspy inline-6 makes for one of the most complete packages in the hobby. A fine example such as this will surely find itself well cherished within the confines of its next collection.

\$750,000 - 900,000

♦ See Legend on page 5 for bidding instructions.



85.**1975 MASERATI KHAM SIN**

Coachwork by Bertone

Chassis no. AM120US1116

4,930cc DOHC V8 Engine

Bosch Electronic Fuel Injection

320bhp at 5,500rpm

3-Speed BorgWarner Automatic Transmission

4-Wheel Independent Coil Spring Suspension

4-Wheel Power-Assisted Hydraulic Disc Brakes

- ★ One of only 430 Khamsins built
- ★ Delivered new to the United States
- ★ Two owners in the last four decades
- ★ A rare and unique Grand Routier



THE MASEARTI KHAM SIN

Maserati's final major introduction while under Citroën's control, the Khamsin - named after a hot Sahara Desert wind - debuted at the 1972 Turin Show and entered production in 1974. Styled and built at Bertone, the Khamsin's attractive, unitary-construction, 2+2, hatchback body was of all steel construction. The front-engined Khamsin featured state-of-the-art, all independent, double-wishbone suspension similar to that of the mid-engined Bora and Merak which, combined with a 50/50 front/rear weight distribution, endowed the Khamsin with near perfect balance; and if its grip level was ultimately inferior to the Bora's, then the Khamsin's conventional layout made it easier to control close to the limit.

Citroën's hydraulic technology (as found in the Maserati-engined Citroën SM) was employed to power the brakes and steering - the latter, in particular, being rated as highly effective by testers - and also to raise the concealed

headlamps. The power unit was a longer-stroke, 4.9-liter version of Maserati's familiar quad-cam V8 developing 320bhp at a lowly 5,500rpm and a lusty 354lb/ft of torque at 4,000 revs. A five-speed ZF manual gearbox or three-speed Borg-Warner automatic transmission were options, and when equipped with the former the Khamsin was good for around 240km/h (150mph). Although seemingly less exotic than the mid-engined Bora supercar, the Khamsin was Maserati's biggest-engined and most expensive offering at the time of its introduction, and thus could justifiably claim to be its top-of-the-range model. By virtue of its front-engined layout, the Khamsin offered greater practicality, providing a roomier and more comfortable interior and superior luggage carrying capacity.

A mere 430 examples of this most exclusive and consummate Grand Routier had been made when production ceased in 1982.

THE MOTORCAR OFFERED

This Khamsin was completed in April of 1975 and destined for the United States Market. It is not recorded where or to whom the car was originally delivered, but by the end of August 1981, it was in the garage of Robert and Betty Wells of Pendleton, Oregon. The Wells would retain the car for the next 17 years, no doubt enjoying their unique GT car and sparing themselves the worry of hill starts thanks to the optional automatic transmission.

The current owner purchased the car in the fall of 1998 and has retained it largely on static display since then. The subject of an older repaint—including the bumpers and various trim pieces—in a rather lovely shade of aubergine, the beige interior retains a fine, mostly original patina. With over a score of years without active use, recommissioning is advised before enjoying a dash to dinner or a weekend tour.

\$50,000 - 60,000
WITHOUT RESERVE

1937 FORD 5-WINDOW COUPE HOT ROD

Chassis no. 184013933

283ci OHV Chevrolet V8 Engine
 3 Twin-choke Rochester Carburetors
 Est. 290bhp at 5,400rpm
 5-Speed Manual Transmission
 4-Wheel Performance Suspension
 4-Wheel Performance Brakes

- ★ *Superb All-steel Hot Rod by legendary builder Roy Brizio*
- ★ *Stunning craftsmanship inside and out, and tasteful mechanical upgrades*
- ★ *Striking Plum Metallic exterior color over a light tan custom interior*
- ★ *Ready for competitive Hot Rod and Custom show judging*



THE 1937 FORD

The 1937 Fords made significant design changes, most importantly the teardrop-shaped covered headlights recessed into the catwalks between the front fenders and the revised sharp vee-shaped grille with horizontal elements. All the Fords now had "trunk" backs and stored their spare tires inside the bodywork. The hood now opened alligator-style from the front, and the windshield was a two-panel vee-shaped assembly with notable rake. Under the hood the now well-proven and refined Ford V8 had one notable change; the water flow reversed, and the water pumps pulled cold water out of the radiator and forced it into the cylinder block. It was the final substantial change in the layout and function of the flathead V8 that would continue in service until well into the Fifties.

THE MOTORCAR OFFERED

This striking and stylish 1937 Ford 2-Door Coupe Hot Rod has been created by legendary Hot Rod and Custom builder Roy Brizio and his Street Rods, Inc specialists in South San Francisco, Calif. Starting with an original all-steel 1937 Ford 2-Door Coupe, Brizio gave this spectacular Hot Rod the full works, starting with customizing the streamlined Coupe bodywork and finishing it in a vibrant Plum metallic color, while creating a custom trim of the interior. Mechanically the 1937 Ford has seen similarly tasteful upgrades, including fitment of a 283 cubic inch Chevrolet Corvette engine topped by a Rochester Tri-Carb set up. The power is transmitted through a 5-speed Tremec manual transmission and 9-inch Ford rear axle with 4.11 gears. A Heidts Mustang front end is fitted, along with performance brakes. Receipts from Brizio's comprehensive work accompany

the sale of the car, as does a history file with much paraphernalia and documentation. This professionally prepared 1937 Ford Hot Rod by legendary builder Brizio Street Rods, Inc is as thrilling to look at as it is to drive and would be equally at home at a Hot Rod and Custom show or cruising down the highway.

\$65,000 - 85,000

87.

1951 ALLARD J2 ROADSTER

Chassis no. 99J2123
Engine no. 96X104846

390ci OHV Cadillac V8 Engine
Triple Stromberg Carburetors
Est. 280bhp at 5,400rpm
4-Speed Manual Transmission
Semi-Independent Front Suspension - De Dion Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ *Desirable Cadillac-powered J2 with fascinating period racing pedigree*
- ★ *Well-documented example with factory records and many charming period photographs*
- ★ *Eligible for the most exclusive vintage racing and driving events*
- ★ *Offered with impressive history file and many spare parts*



THE ALLARD MOTOR COMPANY

Using a crashed Ford V8 Coupe onto which he had grafted the body of a Grand Prix Bugatti, Sydney Allard constructed one of the most unlikely of all pre-war trials specials. However, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential, providing the inspiration for future imitators including Carroll Shelby, who acknowledged Allard's influence on the Cobra.

THE MOTORCAR OFFERED

1951 Allard J2 Roadster chassis number 99J2123, is a desirable J2 with a fascinating, well-documented history from new. Original factory invoice and build sheets on file show the order for this car came through on the 7th of June 1951, specified with knock-off wire wheels, left-hand drive, left-hand spare wheel, twin fuel pumps, headlamp stone guards, and fittings to receive a Cadillac engine. The records also show the buyer requested a red interior and supplied a sample of metallic blue paint for the body. Delivery took place on the 31st of August 1951, to Mr. Del Lee of Grosse Pointe, Michigan, via Wood Motors of Detroit. Mr. Lee immediately handed his new Allard over to Cal Connell of the legendary shop Detroit Racing Equipment where it received its race-prepped Cadillac engine. Marvelous period color photographs show the car finished in dark metallic blue with a red interior, a single side-mount spare, and distinct polished alloy Borrani wire wheels.

Del Lee ran the car in numerous regional events at such legendary tracks as Thompson Speedway, Bridgehampton, and Watkins Glen. Multiple period photos show the car at the Detroit Region SCCA ice-racing event on Lake Orion, Michigan, providing a superb record of the car's original specification. At the Lake Orion event, reports say Lee thrilled the crowd near the front of the pack, only to throw it away when he spun while avoiding a bale late in the race. He seems to have experienced mixed results in competition, with his best moment coming at the Giant's Despair Hillclimb in Wilkes-Barre, Pennsylvania. Having scored a 4th in class in 1951, he returned in 1953 with 99J2123 to take 1st in Class B and the Hollenback Trophy for Fast Time of the Day.

Sometime around the 1954 Watkins Glen Grand Prix, Del Lee sold 99J2123 to Fred Lavel of Birmingham, Michigan. It appears Lavel had Lee drive the car in the Glen race,



before taking it back home. The following year, Lavel took the Allard to Bonneville, running it up to 127.47 miles per hour. At some point, Mr. Lavel replaced the Cadillac engine with a DeSoto Adventurer Hemi supplied by his friend and Chrysler man, Virgil Exner. The first trip to Bonneville clearly triggered the salt addiction, and he went to extreme measures in the quest for speed for the following year. For the 1956 event, Lavel removed the alloy Allard bodywork and set it aside with the idea of polishing it. He fitted slick and aerodynamic fiberglass body made by Sorrell, along with a Halibrand quick-change rear end, and Powerflight automatic transmission mated to the Hemi. With better aero, the car ran a respectable 150.75 miles per hour, but mechanical woes prevented further runs.

After Bonneville, 99J2123 led a relatively quiet life. Around 1958, Fred Lavel removed the Sorrell body, loosely refitted the original alloy bodywork which he had in storage and sold

the car to John Whitlock. It seems Mr. Whitlock did little with the car, selling it on the 17th of August 1968 to Robert Vandepaer or Jersey City, New Jersey. Lavel likely removed his Desoto engine before selling the car, and at some point, one of the owners fitted a 56 Corvette small-block V8 mated to a Jaguar Moss four-speed manual transmission. It is in this configuration that the most recent owner discovered the car in 1993 sitting in Vandepaer's Jersey City garage.

Photos in the file show the original Allard aluminum coachwork separate from the chassis when it was discovered. According to the previous owner, the body spent the last 35 years carefully stored away and preserved. The new owner embarked on a complete restoration, returning the car to period-correct specification, including the fitment of a 1959-specification Cadillac 390 V8. Details such as the Borrani wheels remain in place, and the owner sourced a very rare factory soft top and full-width

windscreen. Updates include a robust Muncie M21 gearbox, triple Strombergs on an aluminum Weiand manifold, and polished Offenhauser valve covers.

With the restoration completed, the owner participated in numerous VSCCA events on the East Coast, including the Fairmount Vintage Grand Prix, Pocono Vintage GP, Lime Rock Fall Festival, and two Allard reunion events at Pocono and Watkins Glen in the late 1990s. Along with the extensive history file, the sale includes numerous spares (including a Halibrand Quick-Change) and a VSCCA Log Book. The mildly-tuned Cadillac engine makes it a superb choice for pre-1957 road events and rallies, thanks to its torque, reliability, and driver-friendly nature. With well documented, fascinating history, Allard J2 2123 is an impressive example of the Anglo-American hybrid that set the racetrack alight during the dawn of American sports car racing.

\$225,000 - 275,000

88.

2006 FORD GT

VIN. 1FAFP90SX6Y401261

Engine no. 1FAFP90SX6Y401261

5,408cc DOHC Supercharged V8 Engine

Electronic Fuel Injection

550bhp at 6,500rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Extremely well-kept example with less than 2,700 miles from new*
- ★ *Highly optioned example with just 3 owners from new*
- ★ *Very collectible and extremely powerful Supercar*
- ★ *Offered with original owner's manuals and car cover*



THE FORD GT

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

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

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

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

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



THE MOTORCAR OFFERED

This stunning 2006 model-year Ford GT is offered in incredible original condition with fewer than 2,700 total miles since new. The car finished assembly by hand, at the Wixom, MI based Ford plant during May of 2006, and benefits from many of the improvements carried out during the production run. This capable American supercar was finished as it appears today in striking Mark IV Red, a color that highlights the design and curves of its muscular lightweight bodywork. Adding to its desirability, this GT was specified with the desirable four factory options; the luxurious McIntosh stereo system, lightweight alloy rims, painted calipers and the bold painted Shelby Le Mans stripes down the center of the car.

According to the CARFAX issued for this car, the GT received its Pre-Delivery

Inspection by King Ford of Murphy, North Carolina in July of 2006, and was sold later that month, to a first owner who appears to have resided in Sarasota, FL. The GT was serviced in the Sarasota, FL region over the next years. By 2016, the Ford GT had migrated West to California, where it is recorded with just 2,452 miles on the odometer. Purchased by the current and 3rd caretaker in 2017, the Ford GT has since resided in his prominent collection of sports and performance cars. Today this potent supercar has less than 2,700 miles on the odometer and shows impeccably well in original condition throughout.

The Ford GT is part of a rare class of modern cars that instantly became collectible and have become more and more sought after. Given its inimitable heritage, prolific performance, stunning

design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a great opportunity to add a low mileage and well-specified example to any collection.

\$290,000 - 330,000

89.

1971 MERCEDES-BENZ 280SE 3.5 COUPE

Chassis no. 111026.12.002322

Engine no. 116980.12.002033

3,499cc SOHC V8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

★ 20,918 original Miles

★ Single California family ownership from new

★ Impeccably maintained and preserved numbers matching 3.5

★ One of the last great classics from Mercedes-Benz

★ Offered with original window sticker, records, books and tools



THE MOTORCAR OFFERED

This phenomenal 280SE 3.5 Coupe was purchased by the consignor's aunt on January 4th, 1971 at Mercedes-Benz of Hollywood, California. The car's original window sticker shows that it was extraordinarily specified with Grey-Blue metallic paint over a blue leather interior. Additionally, this car is heavily optioned with an electronically heated rear window, Europa stereo radio, automatic antenna, tray pad, front center folding armrest, air conditioning, electric windows front and rear, and tinted glass.

In 1984, the ownership of the car was transferred from its original owner to her niece and husband, an airline pilot, and the car's current owner. At the time of the transfer, the car had been sparingly driven only 16,956 miles. In 1996, with the clear coat beginning to lightly craze, the car was

treated to a professional repainting in its original color. The results of the repaint are phenomenal and almost indistinguishable from the factory application. This car's interior and mechanicals are all original and it has been amazingly preserved and has always resided in southern California in a temperature controlled garage. Over the years, the car has been maintained with an open checkbook. Maintenance items replaced over the years include OEM specification tires, a new water pump, a Bosch high-pressure fuel pump, a new alternator and a new muffler assembly. All receipts and records are present in the impressive history file.

At the time of cataloging, this single family owned 280SE 3.5 Coupe has covered an incredibly low 20,918 original miles. The car's in outstanding "time-capsule

condition" and must be seen to fully appreciate its appearance and preservation efforts. The car is complete with its original window sticker, service records, books and tools.

\$80,000 - 100,000

90.

1957 ROLLS-ROYCE SILVER WRAITH
LONG WHEELBASE LIMOUSINE
Coachwork by H.J. Mulliner

Chassis no. LFLW95
Engine no. L94F

4,887cc F-Head Inline 6-Cylinder Engine
Single Downdraft Carburetor
Approximately 125bhp
4-Speed Automatic Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Hydraulic Drum Brakes



THE ROLLS-ROYCE SILVER WRAITH

Rolls-Royce's first post-war model, the Silver Wraith debuted in late 1946 and employed a chassis similar to that of the Silver Dawn and MkVI Bentley, though with a 7" longer wheelbase at 10' 7". The Wraith, however, was only intended for traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this 'F-head' layout being its large valves and generous water jacketing around the valve seats. Manufacture of the short-wheelbase Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

THE MOTORCAR OFFERED

According to factory records, this Rolls was ordered new by one J.D. Nelson, Esquire of Cincinnati, Ohio and delivered to the port on September 9, 1954 for transport to New York aboard the Queen Elizabeth. A well optioned machine, it was fitted with power windows and aerial and 'complete air conditioning' for the comfort of both the passengers and driver. Finished in Shell Grey over Black Pearl with Grey leather up front and Grey broadcloth in the rear, it exuded understated elegance.

The early history of this Rolls is not further recorded or known at the time of cataloging, but it was subject to a restoration at some point in the 1980s or '90s during which the Black Pearl lower portion of the car was repainted Dove Grey. Acquired by the present owner in January 2009, it has been off the road on static display since. Still

showing nicely with ample presence, after some recommissioning it would be a lovely touring car—especially for hot weather climates where the factory installed air conditioning is an added bonus!

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

91.

1988 FERRARI TESTAROSSA

Design by Pininfarina

VIN. ZFFSG17A6J0075197

Engine no. 00875

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

- ★ Five-time Ferrari Club of America Platinum Award winner
- ★ Exceedingly original example with less than 18,900 original miles
- ★ Comprehensive service and maintenance history
- ★ Offered with the original books and manuals in leather pouch and tools



THE FERRARI TESTAROSSA

Few cars are released and immediately become evocative of their era. Like the Stingray Corvette or Jaguar E-type have become symbols of the 1960's, it is hard to imagine the 1980's without the Ferrari Testarossa coming to mind. While the vehicle was fundamentally a development of the Berlinetta Boxer released in the 1970s, in many ways the new Testarossa was a departure from more traditional Ferraris.

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 Momo 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

Finished in classic Rossa Corsa with a tan interior, this Testarossa is a highly original example of one of Ferraris most recognizable supercars. Furthermore, this Testarossa was ordered new from the factory with the rare Corsa red carpets as it appears with today. The car delivered new to the US market, where Bob Sharp Ferrari of Danbury, Connecticut delivered it on January 23rd, 1988, to the first owner. This Concours condition example has had just 3 owners from new and was under a long term 18 years ownership until being added to the consigners impressive collection of exceptional classic sports cars.

Testarossa #0075197 underwent no expense spared, major engine-out service in 2018. The service included the belt service, new clutch, hoses, gaskets, brake and fuel lines. With less than

18,900 miles on this fine Testarossa, it presents beautifully original throughout. This exceptional example boasts multiple Ferrari Club of America Platinum Awards including a 100-point winner at the National Concorso Italiano in Monterey and Best of Show at the Phoenix Concorso. This car is accompanied by impeccable service records, clean Carfax report and the original tools and manuals.

This Testarossa must be among the best examples on the market today of the iconic model. The Ferrari would make an excellent addition to any collection and certainly represents the future of the hobby with growing enthusiasm for the model among rising collectors.

\$120,000 - 150,000



92.

1952 JAGUAR XK120 ROADSTER

Chassis no. 671867

Engine no. W4209-8

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 Hydraulic Drum Brakes

- ★ *Expertly restored by legendary XK Scott Sutton and other specialists*
- ★ *Tastefully and reversable upgraded with period performance features*
- ★ *Retains matching numbers driveline and bodywork*
- ★ *Offered with extensive history and restoration file*



THE JAGUAR XK120

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. 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.

THE MOTORCAR OFFERED

When a marque devotee conjures up the image of the ideal XK120 Roadster in his mind's eye – this car may well be what he sees. Old English White with red leather – la crème de la crème, with a cherry! Not surprisingly, this car was an award winner at multiple concours following its world-class frame-off restoration, which took over three years to complete in the early 1990s. No expense was spared, and no bolt left unturned.

The current owner - who has been its sole caretaker since the 1990s - recognized the significance of the Jaguar XK120 Roadster, also known as an OTS or Open Two-Seater, and submitted it to the care of Scott Sutton, a celebrated expert in the West Coast Jaguar community. Mr. Sutton commenced work on the Jaguar but was eventually unable to complete the project and Steve



Gordon was commissioned to coordinate the final stages of restoration.

Primarily, all mechanicals were meticulously disassembled, rebuilt, restored or renewed. The original engine was rebuilt according to, and sometimes beyond, original specifications. A new crankshaft, connecting rods, and pistons were installed, and the original gearbox case restored using the gears from an XK150 - the original XK120 gears accompany the car. The factory heavy-duty hydraulic drum brakes were restored, and powder coated accompanied by a new master cylinder and stainless-steel brake lines. The electrical system was rebuilt with a new wiring harness and the distributor replaced with a solid state Pertronix unit. The suspension received new hand-laced leaf springs that are, in the words of the owner, 'truly works of art!'

Meanwhile, the frame was stripped, prepared and powder coated while the metalwork was undertaken by the late great Jim Muzzy. An aficionado of the old skills, Mr. Muzzy hand-built panels over English and French forming tools, and hand-beat singular pieces. Except for the glass, it is his handiwork we see in the Brooklands screens, mirror and head rests on this car. The original paint was Old English White, and it took the expertise of Robert Etcheverry to complete the many layers of primer, color, and finally the clear coats, to restore the car to its former brilliance. The ultimate assembly and polishing fell to Brian Hoyt of Perfect Reflections to complete. The upholstery was crafted in luxurious red leather, exactly to specification by Ken Nemanic of Vintage Auto Upholstery, and the car was finished with custom, hand-built wire wheels,

slightly larger than original, and painted in Old English White by British Wire Wheels. This work comes with an extensive folio of invoices, most written by hand by the craftsmen themselves.

As testimony to the excellence of the restoration carried out almost 30 years ago, this XK120 is absolutely stunning. It is unusual to find an XK120 Roadster in such great condition, restored by true craftsmen, and presents an opportunity to be seized.

\$120,000 - 150,000

93.**2019 ASTON MARTIN VANQUISH
ZAGATO SHOOTING BRAKE**

VIN.SCFNMCUZ4KGJ54520

6.0-Liter 48-Valve DOHC V12 Engine
 Multipoint Sequential Fuel Injection
 580bhp at 7,000rpm
 8-Speed Touchtronic III Transaxle
 4-Wheel Independent Suspension
 4-Wheel Vented Carbon Ceramic Disc Brakes

- ★ Number 25 of only 99 produced worldwide
- ★ Over \$65,000 worth of optional equipment and a \$917,216 sticker price
- ★ Fewer than 60 miles present on the Odometer
- ★ Exquisite specification and condition

**THE ASTON MARTIN VANQUISH ZAGATO
SHOOTING BRAKE**

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, USA marked another milestone in what is recognised 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. Tantalisingly, the Shooting Brake was illustrated in a press photograph mostly covered, and it was not until October 2017 that images showing the entire car were made available. Even before the Shooting

Brake was officially announced, all 99 had been pre-sold.

With all four designs based upon the Vanquish S, each Zagato enjoys the combination of 600PS 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.

The Speedster and Shooting Brake represent the two extremes of the Vanquish Zagato family, the former being an uncompromising roofless design that expresses the raw excitement of an open-top ultra-high performance sports car. The Shooting Brake is still a strict two-seater, but one conceived as an individual and



exceptionally practical Gran Turismo. Its extended roof features the iconic Zagato 'double-bubble' profile complete with glass inlays to let light flood into the cockpit. The sculptural roof culminates in a powered tailgate that opens onto a luxuriously trimmed rear cabin area, complete with a tailored luggage set. Up front the dramatic herringbone carbon fiber fascia features anodized bronze rotary controls, extensive 'Z' motif quilting, and the option of fully aniline leather upholstery.

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

The 2019 Aston Martin Vanquish Zagato Shooting Brake we are proud to offer at this year's sale is number 25 of 99 total cars. With its Italian coachwork, the vehicle sports a fitting shade of sanguine paint called Hyper Red. Inside, many cows worth of Coral Sand leather adorn just about every surface. A true sight to behold, the equally sculptured interior of the vehicle features highly detailed stitchwork that represent many countless hours of craftsmanship and a wonderful variety of materials from brushed aluminum to carbon fiber make this Aston a luxurious cocoon of speed. The window sticker on file shows a further level of individualization with a number of extra options totaling to just under \$70,000. The most expensive of which is the carbon fiber boot floor at \$19,000. The accompanying custom luggage will surely avoid the degrading experience of having to sit atop something so mundane as carpet.

Showroom fresh, the odometer shows well under 100 miles and the condition of the rest of the car makes this limited use readily apparent. This stylish Aston is ready to be used by its next lucky owner whether that be carving up a back road or loading golf clubs into the cavernous boot. A highly collectible modern supercar - with a sticker price of \$917,216.00 - the desirability of this Zagato bodied Vanquish will most certainly continue to grow over the coming years making this a wonderful addition to any collection.

**\$600,000 - 800,000
WITHOUT RESERVE**

♦ See Legend on page 5 for bidding instructions.



94.

1925 BENTLEY 3-LITER SPEED MODEL TOURER
Coachwork by L & LT Taylor of Wolverhampton

Chassis no. 921

Engine no. 917

2,996cc SOHC Inline 4-Cylinder Engine

4 Overhead Valves Per Cylinder

80bhp at 3,500rpm

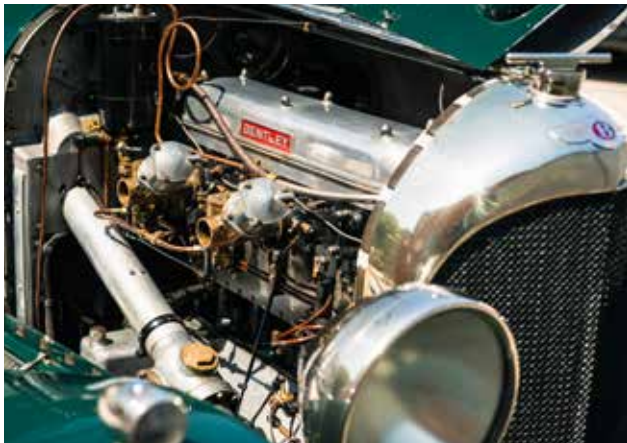
4-Speed Close-ratio Gearbox

Front and Rear Leaf Spring Suspension

Four-Wheel Drum Brakes with Perrot shaft actuation

- ★ *Desirable, short-chassis Speed Model*
- ★ *Well-documented example, Pebble Beach Concours d'Elegance Class Winner*
- ★ *Original matching numbers car with original sports coachwork*
- ★ *Eligible for a host of road touring events and rallies*





The BENTLEY 3-LITER

The genre of the sporting Vintage Bentley dates from the earliest days of Walter Owen Bentley's founding of the firm that bore his name. W.O. Bentley had proudly unveiled his new 3-liter car on Stand 126 at the 1919 Olympia Motor Exhibition—the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition, and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model.

Early success in the 1922 Isle of Man Tourist Trophy, where Bentleys finished second,

fourth, and fifth and took the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis). Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'sloper' carburetors, a higher compression ratio, different camshaft, and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type gearbox was adopted. These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) Andre Hartford shock absorbers.

The 3-Liter was by far the most numerous model of Vintage Bentley production, with some 1613 chassis built, however of those only a third were the short chassis Speed models.

THE MOTORCAR OFFERED

The entire Bentley world is fortunate to have had the histories of Vintage Bentleys so well distilled by Dr. Clare Hay, whose series of publications and research materials have provided great insight into how these cars were built and their specific careers. From the most recent 'Bentley - The Vintage Years', and other supporting material, we know that this immaculate 'WO', chassis 921 was built new with the matching number engine that it retains, number 917. It was ordered in December 1924 through Blackpool agents Queen & Brighton Ltd, and delivered to its first owner Hubert Mason of Birkdale, near Southport in England. True to the clientele of these cars, Mr. Mason must have been a young and adventurous man, as he was still only 35 years old when his Avro 616 aircraft crashed into the River Mersey 1936, making him a mere 26 years old when he purchased this car! Rather than following the crowd, he



elected to have the car bodied by a Midlands coachbuilder, L.T. Taylor of Wolverhampton. If registered for the road in Southport, it would have carried an 'FY' prefix to its license, however, no note of its original number is known.

Mason no doubt screamed his vintage Bentley around the roads of the Southport area for a couple of years, before selling it to a William Belrose in 1926. The following year the car passed to G C Campbell Taylor, who would surely have appreciated the name of its coachbuilder and kept the car for the next 6 years. In late 1932 or early 1933, it was re-registered for the road, presumably by Taylor with plate 'RB 7566' which it still wears. A further 5 owners followed through the 1930s. Having survived the war, the Bentley emerged in the ownership of C.H. Elliot in 1956, with whom it was registered with the Bentley

Drivers Club. Photos from this era show the body to be exactly as it is today, which is felt by Hay to have been slightly modified at the rear, but nevertheless original to the car. Post war keepers are noted as A R Larman in 1965, J O Stannard in 1970 who is believed to have kept the car for the next 5 years before selling to an A.J. Harper in 1980. It surfaced with Stanley Mann in 2007 and was acquired by the current owner 8 years ago. While with this caretaker in America, the Bentley has been given a well-deserved refurbishment with a bare metal repaint in British Racing Green and a newly matching interior completed by Classic Automobiles of Lancaster, California. A top end engine rebuild was carried out by Mosier Restorations at a similar time. The quality of this workmanship may be judged from a class win on this peninsula at the Pebble Beach Concours d'Elegance in 2014. Since then, the 3-Liter

has been regularly exercised on Vintage Bentley tours, while viewed today, its originality extends to include nice features such as the original numbered dashboard cluster and even its number bonnet/hood. Offering all the most desirable attributes of these cars, Speed Model, matching numbers and original coachwork, this is a blue chip Bentley which is ready to be enjoyed and is eligible for all manner of events including RROC and North American Vintage Bentley Club tours.

\$475,000 - 575,000



95.

1966 JAGUAR E-TYPE SERIES I 4.2 COUPE

Chassis no. 1E33597

Engine no. 7E10518-9

4,235cc DOHC Inline 6-Cylinder Engine

3 Weber Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Desirable, fully evolved Series I, covered headlight example*
- ★ *Well-preserved E-Type, with lovely original interior and original documentation*
- ★ *Delivered new to Pasadena, California*
- ★ *Retains matching-numbers 4.2-Liter engine*



THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was a lot more to the E-Type beneath the skin.

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-carburetor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's

performance did not disappoint: firstly, because it weighed around 500lb 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. Aerodynamically, the Coupé was superior to the Roadster and a more accomplished Grande Routière, enjoying a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-

friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and also to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-Type was 'the most beautiful car ever made'.



THE MOTORCAR OFFERED

This beautiful Series I E-Type Coupe was finished at Jaguar's Coventry works during the fall of 1966, benefiting from the upgraded, fully synchronized manual transmission and the larger 4.2-liter XK engine. It was built just like it appears today, a left-hand drive covered headlight Coupe model, most likely painted black over the black interior. Like many E-Types, this car was destined for the United States.

According to the original manufacturer's warranty card issued for this car and signed in period, Jaguar E-Type Coupe chassis no. 1E33597 was sold new by Peter Satori Motors of Pasadena, California, on December 24th, 1966 - quite a lovely Christmas present indeed - to a John S. Turnbridge of Pasadena, California. Further records in the service and maintenance book

shows the Jaguar would be serviced by Satori Motors in the late 1960s. The black E-Type is believed to have remained in California for many years, and kept it in largely original cosmetic condition, bar a repaint at some stage. Inside, the black leather interior is beautifully worn-in with great patina and believed to be mostly original. The classic wood-rimmed steering wheel is in situ, as are the first series toggle switches and original smith gauges.

Original books and manuals in pouch are accompanying the Jaguar, including a correct comprehensive tool roll, jack and knock-off tool. Chrome wire wheels with Michelin X thin red-line tires are fitted, giving the E-Type Coupe its classic and clean look. Overall, the car shows a tasteful amount of patina in and out. While maintaining functionality and operating

order, it performed very well on a recent test drive. Powered by the large 4.2 liter inline 6 that the car was delivered with new, this E-Type is equipped with the 4-speed manual fully synchronized transmission and upgraded Weber carburetors. Handling is provided by 4-wheel independent suspension that was so successful for Jaguar that they continued to use the same geometry for years of production with continual successful motorsports pedigree. This lovely, well-kept E-Type is offered from a prominent Reno-based collection of sophisticated sports cars and deserves serious consideration.

\$120,000 - 150,000

96.

MPH No. 5,

Offered from the Collection of Willem van Huystee

1934 RILEY MPH SPORTS TWO-SEATER

Chassis no. 44T 2246

Engine no. 14T 2246

1,633cc, OHV Inline 6-Cylinder Engine

2 SU Carburetors, 80bhp at 5,000rpm

4-Speed Pre-select Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

4-Wheel Drum Brakes

- ★ *The ultimate Riley, one of only 15 examples and first chassis number built*
- ★ *Believed to be the London Motor Show Stand MPH*
- ★ *Concours restored to the highest possible standards*
- ★ *Amelia Island Concours d'Elegance Best in Class Award Winner*



THE RILEY MPH

Riley was a company that had the rightful claim to being 'As Old As The Industry, As Modern As The Hour', its origins could be traced to 1896 and for a little more than 40 years, before they were acquired by the Nuffield Organization, they produced automobiles that were always innovative, unquestionably well thought out and invariably sporting.

As the company entered the 1930s, it didn't matter which model of Riley one bought, each had its own identity, with an imaginative product name, sedans were not just sedans, they were a Merlin or Falcon, or conjured an exciting location such as Biarritz or Monaco, and for those that wished to combine aerodynamics and sportsmanship, there was the rakish Kestrel with its swept back tail. While open touring cars had names like Alpine or Gamecock. Perhaps it was symptomatic

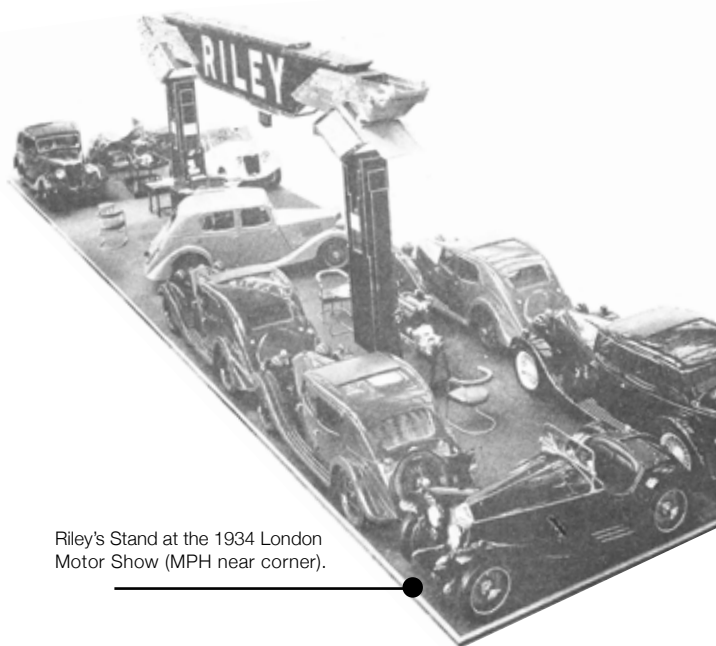
of the era, but somehow the level of design in even the closed cars was extremely novel and wherever possible the diamond of the Riley emblem was echoed in each car's trim.

The pinnacle of Riley production was undoubtedly the MPH. It was the definitive evolution of all the principles, engineering genius and styling cues of this famed British marque, and one that is placed in a near mythical status alongside other great icons of its era. Indeed, there are some that would argue that the MPH outshines its contemporaries from Italy and France in terms of outright beauty! To turn the dial a little more is the fact that less than 2 dozen were ever built by the works making the chance to own one very scarce.

THE MOTORCAR OFFERED

This emerald jewel comes to the market having ostensibly vanished from the community for many years, some even considered 'No.5' to be a lost car. Rediscovered and in fresh ownership it has been treated to a truly meticulous restoration such that it is now presented in a condition which must make it the finest of these cars extant.

Its resurfacing is coincidentally linked to Bonhams successful sale of the Bob Lutz, Swiss MPH in 2016, for it was shortly after that sale that the wife of the deceased owner reached out to Mr. van Huystee to say that she understood that he was interested in these cars and to ask if he might he want another one? That simple conversation began a new journey of MPH ownership for Mr. van Huystee, culminating in the completion of the restoration of the



Riley's Stand at the 1934 London Motor Show (MPH near corner).



MPH No. 5 in early days of Huehner's ownership, 1960s.



car and winning its class at the Amelia Island Concours d'Elegance this May. The individual histories of the 15 cars, together with their background have been vociferously researched by Robin Cameron in the UK, leading to his publication 'The Riley MPH – A history of its development & production 1932-1935'. From the chapter on 'No. 5' we know that despite its designation as the 5th MPH, its chassis number is actually the earliest in the sequence, and for this reason and that of a comment by Riley Sales Manager Arnold Farrar to its former owner that it is believed by Cameron to have been the car that Riley debuted at the London Motor Show at Olympia in 1934.

Farrar's recollection was that the car was sold new off the show stand to an overseas buyer, and that Riley had taken the car back

into stock relatively soon afterwards against a Kestrel, which is perhaps why its first UK road registration did not materialize until February 28, 1935. Then it was registered for the road on the Coventry plate 'ARW 485' by Flight Lieutenant J G Franks, whose address was given as c/o The Manager, Lloyds Bank, 6 Pall Mall in London. It is listed as having engine number T2246 as it does today, with a prefix of 15, and being finished in all blue paintwork. It appears that perhaps this sale was also cancelled, for another year passes and it was then registered for the road again as COE 354, a Birmingham number and to a Graham Donald of Kilbarchan, in Renfrewshire, Scotland, at this point and ex-Works, its engine prefix is recorded as 14, this anomaly suggests that Riley had exchanged a 15/6 engine for a 14/6 engine before its final sale. Cameron surmises, that these

dates which account for roughly a year before it found its first proper owner might have been a period in which the car was used as a Demonstrator for the works. As Mr. Cameron writes:

'Some potential buyers of such a costly Riley could have been expected to come to the factory as VIPs to discuss their particular specification requirements in person. Having been the 'Show' car it was probably finished to a slightly higher standard than the ex-Works norm, and of course it would have those later refinements, not on the prototypes, which would have shown the prospective customer what the standard cars would be like. It might have been shuffled around between dealerships to drum up sales; the first lmp off the production line certainly was.'



Donald is understood to have owned the car until he was called up to serve in the Second World War in 1939, at which point his Riley, as for so many other cars, vanishes from sight for a dozen or so years. It resurfaced when advertised by Character Cars of Wimbledon, now clearly having migrated to the south of England. It is described as being in excellent mechanical condition and had now gained two hood straps and a third windshield wiper. Within eighteen months the MPH sold again through another South London car dealer becoming the property of a Robert 'Bob' Huehner, who was known to be a distinguished American chemical engineer and at that time was on secondment to Europe. Mr Huehner would bring the car back with him when he returned to these shores and set about restoring it. Newly re-fettled it would prove to be an extremely

well-used car in the ensuing 4 decades of his ownership. Latterly, he commissioned a second restoration, which sadly he would not live to see the outcome of, and at this juncture, in 2003 the car passed to his son. Ultimately, this work would also not be finished by his son, leading to the chance call to Mr. van Huystee in 2017. When acquired, it had been within the Huehner family for a remarkable 63 years!

A fastidious collector, with a great eye for detail and love of perfection in the craft of restoration, Mr. van Huystee considered his next steps with the Riley, before entrusting a triumvirate of some of the finest restorers in the country centered in his home state of Pennsylvania. The car was literally dismantled entirely and rebuilt from the ground up.

The technical aspect was handled by respected engineers at Leydon Restorations, overseen by Eric Peterson, and in liaison with John Lomas of Blue Diamond in the UK. During this process the engine was completely rebuilt with new billet crankshaft, new rods and new pistons, and the Scintilla Magneto overhauled. When dyno-d it was found to develop 80hp at 5,000rpm, with 90ft lbs. of torque at 3,100rpm, figures that are some 50% more than when new! The complicated pre-selector system was rebuilt, using parts sourced from specialist Peter 'Banjo' Mayer in Germany. The brake system was totally overhauled, the drums re-machined and relined, new cables fitted. The radiator was remade in Europe. Completing the mechanical aspect, 5 new wheels were made and are now shod with Blockley tires. The aesthetics of the project were managed



MPH No. 5 – Class Award Winner at Amelia Island 2021



through David and 'Deeg' George at DL George Coachworks, themselves known for the quality of their paintwork, detail finishes and overall eye for the looks of a car. The colors chosen were a personal choice of Mr. van Huystee, along a truly British theme they mirror that of his modern Bentley Continental, the paint being in Barnato Green and through his friendship with former Bentley Motors Franz-Josef Paefgen, Saddle color leather was sourced from Italy. The trim work was carried out by noted Pebble Beach winning upholsterer Gary Maucher, and wood repair work by Kevin Amey. All told, this exhaustive restoration was completed at a cost approaching \$1m.

Very sadly, this would be one of the last projects that David George would see come to its fruition, with a 'firing up' party just

prior to the Riley being shipped to Florida for display at the Amelia Island Concours d'Elegance. This exquisite Riley was duly recognized for the quality of the rebuild, garnering a Best in Class award in the Sports and GT Cars Pre War category, even beating an outright Pebble Beach Best in Show for the award. Its fresh restoration is literally still being shaken down and should be considered as 'running in' for its first periods of use.

When parting with his first MPH, Mr. van Huystee had done so owing to his advancing years, but the possibility to exercise the knowledge learned in ownership and apply this to the restoration of this car proved an irresistible draw. The result is a true expression of our only being custodians of collectible cars, in that his wish was for it to be improved in his ownership and now that

has been achieved, his desire is for the next keeper to enjoy the car.

The phrase 'the best in the world' is frequently used in descriptions of cars, but with a pool of a mere 15 cars, and given the degree to which this MPH has been restored, we feel that it is entirely appropriate here. As a definitive example of its marque, 'No. 5' would be at home in any Museum or Concours display, or equally could provide an eminently usable tour car.

\$800,000 - 1,200,000

♦ See Legend on page 5 for bidding instructions.

97.

1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 11107.12.004058

3,499cc SOHC V8 Engine
Bosch Fuel Injection
200bhp at 5,800rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Vacuum Assisted Disc Brakes

- ★ *Desirable and luxurious 280SE 3.5 Cabriolet with floor shift and air conditioning*
- ★ *Top-of-the-line, hand-built Mercedes-Benz of supreme quality*
- ★ *Finished in enduringly elegant Silver Metallic over Black leather*
- ★ *In the care of a prominent US-based collection for decades*



THE MERCEDES-BENZ W111

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

Introduced in late 1969 as a prestige model to supplant the somewhat underpowered six-cylinder 280SE, the V8-powered, W111-Series 280SE 3.5, in both Coupe and Convertible form, was of immediate appeal to wealthy customers who were accustomed to having the best quality and workmanship available in an automobile, but didn't need or desire the next step up, the over-the-top 600.

The hand-built body of the new model was slightly restyled, with a cleaner and flatter nose and radiator shell, but was still quite conservative. Beneath the wide hood there

now rested a Bosch fuel-injected, 200bhp overhead-cam V8 with 211 foot-pounds of torque designed to deliver excellent performance. One reviewer referred to it as having a "hot-rod"-like persona with a lovely exhaust snarl, while meeting ever-more strict emissions laws in the US, the company's most vital market.

The compact, but sturdy engine was capable of moving this big 4/5-seater to 60 miles an hour in under 10 seconds, and offered a top speed in excess of 125mph. Large vacuum-assisted disc brakes at each corner allowed the driver to slow with ease, and handling was described as very comfortable, thanks to its coil-sprung independent suspension.

The craftsmen at Sindelfingen produced just 1,232 of these V8 Cabriolets, making them extremely rare. Both the open and closed

versions of the 3.5 were fitted with just about every luxury amenity a buyer could ask for. The few choices remaining pertained to paint and interior trim colors, which model of Becker stereo system was desired, and electric seat-back adjustment. It all added up to an impressively costly automobile, with a starting price exceeding \$13,000.



THE MOTORCAR OFFERED

This exceptional example of the era's flagship Mercedes-Benz Cabriolet was completed by hand at the Mercedes-Benz factory as a 1971 model-year 280SE 3.5-Liter Cabriolet. Although the elegant and now-classic Mercedes-Benz' early history remains unknown, the car is believed to have been destined for the US market soon after completion at the Stuttgart-based Mercedes works. The Mercedes-Benz would later join the consignor's impressive collection of impeccable collector cars.

Elegant Silver metallic paint adorns the stunning Cabriolet bodywork, while the luxurious interior is trimmed black leather, and topped by elegantly polished wood finishes. Known for their smoothness of operation, the 3.5-liter SOHC V8 under the hood embodies this trait entirely and makes the car effortless to drive, even in modern

traffic thanks to ample power on tap. This fine example features the desirable floor mounted gear shift, giving the car a more modern feel as opposed to the steering column mounted shifting arrangement. Little can be found in the way of wear (both in the interior and outside) and the chrome shines with prevailing luster. The car was equipped with a classic Becker radio, air conditioning and folding armrests. It has been stored in a climate-controlled environment for decades, while looked after by the in-house mechanics.

The Mercedes-Benz 280SE 3.5's desirability stems from a combination of its rarity and effortless luxury and operation. An example restored to exacting standards such as this is surely a must-have for any true Mercedes-Benz enthusiast.

\$290,000 - 330,000

98.

1930 ROLLS-ROYCE SPRINGFIELD
PHANTOM I SALAMANCA
Coachwork by Hibbard & Darrin

Chassis no. S476MR
Engine no. 22769

7,668cc OHV inline six-cylinder engine
Single carburetor
100bhp at 3,000rpm
Three-speed manual transmission
Four-wheel servo-assisted drum brakes

- ★ Restored by Pebble Beach award winner Stu Laidlaw
- ★ Delivered new to Chicagoland
- ★ Stunning custom coachwork
- ★ A rare and special machine



THE PHANTOM I



Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced

manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signaling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.



THE MOTORCAR OFFERED

This fetching Salamanca is one of the rare Hibbard & Darrin bodied Springfield Phantoms. The coachbuilder for discerning taste makers such as Jack Warner and Marlene Deitrich, this Rolls was ordered new by Louis A. Mitchell of Evanston, Illinois and delivered on May 14, 1931. Remaining in Chicagoland, the Rolls would later travel only a few miles west to join the garage of inventor Walter Goodman of Skokie according to the Schoellkopf card on file. The interim history from there is murkier, but by the late 1990s the Rolls was in Southern California with an esteemed collector and restored around 2000 by Pebble Beach award-winning restorer Stu Laidlaw.

The Salamanca was sparingly used for the next nearly decade before the engine was rebuilt in 2009 by Rolls-Royce specialist Roger Ford. During this service, new valves,

exhaust, radiator, and aluminum head were fitted while the drivetrain, clutch, and brakes were checked and lubricated and the generator rebuilt. Acquired by the present owner in January of 2010, the Rolls has been on static display since purchase. A stunning machine with its polished aluminum bodywork offset by its blue paintwork and matching blue top, mechanical recommission is recommended prior to active touring. Once back on the road, it will make an excellent vehicle for shows and events.

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

99.

1935 CADILLAC V16 MODEL 452-D CONVERTIBLE VICTORIA Coachwork by Fleetwood

Chassis no. 5100087
Engine no. 5100087

452ci OHV V16 Engine
2 Twin-Choke Cadillac Carburetors
185bhp at 3,800rpm
3-Speed Manual Transmission
4-Wheel Drum Brakes

- ★ 1 of 2 Fleetwood Convertible Victorias believed to have been built in 1935
- ★ Sporting the desirable Vee'd windshield design
- ★ Well-preserved older restoration in striking livery
- ★ Eligible for exclusive Concours d'Elegance and Classic Car Club of America Classic events



THE V16 CADILLAC

Cadillac astonished the world's automotive elite when it introduced a spectacular new ultra-luxury car, powered by an amazing sixteen-cylinder engine, at the 1930 New York Auto Show. This new super-sized Cadillac was clearly a General Motors response to the Duesenberg Model J, introduced by E. L. Cord the year before. However, while the snarl of the Duesenberg straight eight flaunted its raw, race-bred power, the Cadillac V16 would set new benchmarks for smooth, silent and superbly impressive performance.

Cadillac created the V16 to compete with and exceed the standards of the best automobiles in the world. GM dispatched a group of the new cars to Europe, where the Continent's most erudite automotive connoisseurs were invited to compare, first-hand, the beauty and substance of

the Cadillac V16 against the upper-crust cars of the time - including Isotta-Fraschini, Hispano-Suiza, Mercedes-Benz and, of course, Rolls-Royce. An impressive number of early V16s were exported as a result.

The heart of the Cadillac V16 was of course its magnificent engine. Displacing a total of 452 cubic inches on all its sixteen-cylinders, it featured overhead valves, and produced up to 185 horsepower. Beautifully detailed and meticulously sculpted, the engine's appearance was just as awe-inspiring as its soon-to-be-legendary smoothness and quietness.

The vast majority of V16 Cadillacs produced were built and sold in the 1930 model year. Measuring over 19-feet bumper to bumper and priced at \$8,150 - enough to buy a pair of Packard's - Buyer's wealthy enough

to afford a Cadillac in 1934 and 1935 had 54 body styles to choose from, as well as three engine options. The most affordable 355-D models were powered by a 353-cu. in V-8, rated at 120 horsepower, while the mid-range 370D models received Cadillac's 368-cu.in., 135-horsepower V-12. Positioned atop the range, the 452-D models came powered by a 452-cu.in. V-16, rated at an impressive 185 horsepower.



THE MOTORCAR OFFERED

The V16-powered 1935 Cadillac Series 452-D Convertible Coupe - or Convertible Victoria as they are also referred to - was an impressive automobile. Eight-plus decades later, that's still the case. This stunning example is believed to be one of only two that were built in 1935 in the Fleetwood 5-Passenger Convertible Coupe body style. The V16 was built with the latest technological innovations and high-quality semi-custom coachwork and was the 87th V16 made of the just 150 examples in produced in 1934 and 1935 combined.

Offered from a prominent US-based collection of exceptional Pre-War collector cars, the V16 Convertible Victoria displays an older yet very presentable restoration. The elegant and imposing Fleetwood bodywork is finished in a lovely dark red color, neatly contrasted by a light brown leather interior. Chrome and

brightwork adorns the impressive Cadillac V16, and is in equally wonderful condition. The engine compartment is detailed, and features factory-correct colors and finishes. White-wall tires are fitted on the sparkling chrome wire wheels. The vee'd windscreen gives the American Classic a rakish look, and a tan convertible top covers the passengers.

This rare V16 Fleetwood bodied Convertible Victoria would be welcomed at any national event and would without a doubt be a serious contender for a major award at Concours d'Elegance events such as Hershey or Amelia Island. A full Classic Car Club of America Classic, the impressive sixteen-cylinder powered Cadillac would be a great addition to any collection of Pre-War automobiles.

\$550,000 - 650,000

♦ See Legend on page 5 for bidding instructions.



100.**1958 FACEL VEGA EXCELLENCE EX1**

Chassis no. EX1 A2

Engine no. TY7-31348

5,913cc OHV Chrysler 'Wedge' V8 Engine

Single Carter Carburetor

360bhp at 5,200rpm

3-Speed Chrysler TorqueFlite Automatic

Independent Coil Spring Suspension - Live Rear Axle

4-Wheel Servo-Assisted Drum Brakes

- ★ One of only 154 Excellences built
- ★ Delivered new to the United States
- ★ The 12th EX1 produced
- ★ Stunning pillarless sedan

**THE FACEL VEGA EXCELLENCE**

Founded in 1939 by Jean Daninos, Facel, an acronym standing for FACEL 'Forges et Ateliers de Construction d'Eure-et-Loir' (in English: forge and construction workshop of the department of Eure-et-Loir), was a metal stamping company that built bodies for the likes of Panhard, Simca, and the aforementioned Delahaye. It was in 1954 the company decided to go into production of complete cars, with its first swing at the market coming in the form of a sleek and sporting coupe, designed by Daninos, and powered by a reliable Chrysler Hemi V8.

Open and airy in design, the pillar-less FV, and later HK500, was swift and luxurious—a unique alternative to a Bentley Continental or Maserati 3500. They were quickly snapped up by wealthy industrialists and glitterati alike, proving the company's slogan: "The Few Who Own the Finest". Improving on the concept,

it was determined in short order that Facel's market could be expanded by adding a couple more doors. Only two years after the introduction of the first Facel Vega coupe, the Excellence sedan was unveiled.

Clocking in at just under 17.5 feet long, with 125 inches spanning between the wheels, and tipping the scales at 4,200 pounds the Excellence was made to American proportions—a Hermès suit in size 50, extra-long. Featuring elegant slab-sided styling with pillarless suicide doors (beating the Lincoln Continental to the punch by a full 5 years), a wrap-around windscreen and subtle fines held sway in the front and rear, respectively.

Inside, driver and passengers alike were coddled by soft and sumptuous leather seats, chrome fixtures, and the classic Facel Vega dashboard that featured an aircraft-like

complement of gauges set in a dash of hand painted wood grain. In the back seats, the wood grain theme continued on the backs of the seats, along with a vanity and a second radio head unit. Power windows where, of course, standard.

Production began in May of 1958. Under the hood in the first edition of EX cars was Chrysler's 392ci Hemi V8, but this engine was virtually out of production by the time Facel released the Excellence, so only seven were built as equipped. The next iteration, the EX1 released in October of 1958, featured the 361ci, 360hp "Wedge" V8. Offered with either a TorqueFlite automatic or Pont-à-Mousson manual, the Excellence could reach 140mph with either transmission. From 1959 on, optional disc brakes hauled the big car to a stop. July 1961 saw the introduction of the final version of the Excellence, the EX2,



THE MOTORCAR OFFERED

which dropped the wrap around windscreen, smoothed out the tail fins, added turn-down door handles with improved latches, chassis improvements derived from the HK500 and Facel II mitigated earlier chassis flex problems, and featured the big 383ci, 390hp V8 under the front lid.

According to Facel factory production records kept by the Amicale Facel Holland, chassis number EX1 A2 was built in October 1958, per order of the Hoffman Motors for its first owner, Facel Vega enthusiast Fred Kanter of Boonton, New Jersey. This Facel was the 12th Excellence EX1 produced. It was delivered with a 383 cubic inch Chrysler wedge V8, a Torqueflite three-speed automatic transmission, and finished in two-tone Tudor Grey and black with red leather upholstery.

This Excellence would remain stateside, eventually being restored to its current carmine red over grey color scheme with an interior retrimmed in the original color. Making its way over the years from the East Coast to California, it would join the collection of the current owner in July of 2011. Remaining on static display

since acquisition, recommissioning is recommended before active enjoyment. As one of only 137 EX1s built, and 154 Excellence sedans ever made in all three of its iterations, it a rarely seen machine. With its unique, totally pillar-less four-door design, it will stand out no matter where it goes.

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

101.

1969 FERRARI 365 GT 2+2 Coachwork by Pininfarina

Chassis no. 12793
Engine no. 12793GT

4,390cc SOHC V12 Engine
3 Weber Carburetors
320bhp at 6,600rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Beautifully presented example of the classic Touring Ferrari
- ★ Elegant Pininfarina-built coachwork in Rosso Corsa
- ★ Retains original matching-numbers engine
- ★ Great Ferrari for high-speed rallies such as the Copperstate 1000



THE FERRARI 365GT 2+2

By the mid-1960s, fifty percent of all Ferraris produced were being built with four seats. Following on from the success of its first such model, the 250 GTE of 1960, Ferrari introduced the 330 GT 2+2 in January 1964. Its replacement, the 365 GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365 GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330 GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and in addition to featuring independent suspension all round (for the first time on a Ferrari 2+2) the car boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements included mounting the engine and drivetrain in rubber bushes to insulate the car's occupants

from noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.

Developing 320bhp in its 365GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox. The car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all around. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by Car magazine as 'the most civilized Ferrari yet.' According to the article written by Davide Marchi, in The Official Ferrari Magazine, Vol 32, Enzo Ferrari's most favorite car to be used as a daily driver was the 365 GT 2+2.



THE MOTORCAR OFFERED

Completed at the Maranello Ferrari works during July of 1969, the fine example of the 365 GT 2+2 offered here - chassis number 12793 - had been constructed, painted, and trimmed at the Pininfarina factory during the spring of 1969, before the final assembly and powertrain installment took place at Ferrari. According to noted Ferrari Historian Marcel Massini, 12793 was painted in Grigio Ortello (code 2.443.813), trimmed with Nero VM 8500 Interior, and was the 498th example of the approximately 800 365 GT 2+2's made between 1968 and 1971. 12793 was equipped as a left-hand drive car and destined for the US market, with miles-per-hour instrumentation.

12793 was delivered new to William Harrah's Modern Classic Motors in Nevada, who sold the Ferrari to its first owner on the West Coast. Records show that the

car was owned by Dr. C. R. Oliphant of San Diego, California by the mid 1970s, who is also believed to have been the first owner and sole caretaker of 12793 until 2016, when the car was sold to its current owner. The old blue and yellow California license plates remained with the car at this point, dating back to the 1970s. 12793 has been professionally maintained in the current ownership by Mr. Patrick Soares, a renowned Ferrari Mechanic and owner of Fiorano Motor Sports based in Doral, Florida. The Weber carburetors has been refurbished, serviced and adjusted, the hydraulic air shock absorbers serviced and repaired, and fluids and battery replaced. A compression test was done in 2017, and all 12 cylinders ranged consistently between 130 and 144.

Finished in the elegant and classic Rosso Corsa red color over a black leather interior,

12793 is a wonderful and well-kept example of these classic touring Ferraris. Importantly, 12793 retains its matching numbers engine. The roomy passenger cabin features air conditioning, power windows, correct Veglia gauges and a classic Blaupunkt radio. Chrome Borrani wire wheels are fitted, giving the Ferrari GT its classic, period-correct look. Owner's manuals, jack, and a set of 2 Koni shocks accompany the sale of the car.

\$140,000 - 170,000

Motorcars from the Eugene Williams Collection

Lots 102 - 108

Bonhams is honored to be offering cars from the collection of Northern California collector Mr. Eugene J. Williams.

Mr. Williams loved California, frequently travelling between Stockton, Discovery Bay, Santa Cruz, and Rancho Mirage, leaving his cars between these locations, which gave him the opportunity to drive each of them regularly.

He adored sharing his passion and enthusiasm with his whole family and was always delighted to take his cars to drives and shows, where American cars aficionados had the chance to look and feel the cars from the Collection.

The following lots reflect the attention given to the quality of the American cars collected by Mr. Williams throughout the years.

In loving memory of Eugene J. Williams.



102.**1959 LINCOLN CONTINENTAL 4-DOOR LANDAU**

Chassis no. H9YC426681

7,044cc OHV V8 Engine
Single 4-Barrel Carburetor

350hp at 4,400rpm

3-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Well-preserved car, garage-kept in the dryness of Rancho Mirage, CA
- ★ 16.4ft of elegant and majestic design
- ★ 1950s luxury
- ★ Attractive Sapphire color

**THE LINCOLN CONTINENTAL**

The products of Ford-owned Lincoln have for years rivalled those of General Motors' Cadillac division in their exclusivity and luxury, in particular the range-topping Continental. Nowadays synonymous with Lincoln, the 'Continental' model name was first used in 1940 for Bob Gregorie's masterly styling exercise on the existing V12 Zephyr chassis. A sportier, top-of-the-range companion to the Zephyr, the Continental had started out as a personal, custom-bodied one-off commissioned by Lincoln boss Edsel Ford, and would be hailed as a classic of automotive design by authorities as diverse as the Museum of Modern Art and the Classic Car Club of America. The demise of the V12 engine at the end of the 1948 season meant that there would be no more Continentals for seven years, but when it did return the new Continental caused just as much of a sensation as the original.

Premiered at the Paris Salon in October 1955, the Continental MkII was a sublimely styled hardtop coupe created by a team that included Gordon Buehrig, William Clay Ford and John Reinhart. Priced close to the then breathtaking \$10,000 mark, the Continental MkII was necessarily a most exclusive automobile. Nevertheless, Ford is reputed to have lost around \$1,000 on every MkII sold, an unsustainable situation that prompted the introduction of the heavily revised and considerably cheaper MkIII for 1958. Changes to the successor MkIV were mainly confined to external styling details, the most obvious of which was a reverse slant rear window. Lincoln's 430ci (7,049cc) overhead-valve V8 engine continued to power the Continental range, its 350bhp more than sufficient to propel these huge cars well past 100mph.

THE MOTORCAR OFFERED

Sporting a nice Sapphire color, the Continental offered here is a 4-door Landau body type – code 75A – that was part of Mr. Williams' collection for the past few years. Staying at one of his houses located in Rancho Mirage, CA, the car was sporadically used over weekend trips and holidays. Having previously received a restoration and paint respray, the vehicle shows some signs of aging, yet the car still presents nicely in a condition manifesting the care given to the car under its ownership. It should be noted that the car has remained static for a few months now, thus recommissioning and safety checks would have to be made before cruising again behind the wheel of this beauty.

\$15,000 - 20,000
WITHOUT RESERVE

103.**1959 CADILLAC ELDORADO BIARRITZ**

Chassis no. 59E013537

390ci OHV V-8 Engine

Single 4-Barrel Carburetor

345bhp at 4,800rpm

4-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension, Live Rear Axle

4-wheel drum 'Power Brakes'

- ★ *One of the most prestigious models in the American automotive History*
- ★ *Older restoration*
- ★ *Highly sought-after model*
- ★ *Desirable bucket seats*

**THE 59' ELDORADO BIARRITZ**

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

Under the skin, however, changes were much more modest. Cadillac's overhead valve V8, very much the industry trendsetter at its 1949 introduction, had matured very well. A displacement increase to 390 cubic inches and 10.5 to 1 compression resulted in 325 bhp. With three carburetors, the Eldorado engine made 20 more and could

be had in other models as an option. As befit a luxury car, Hydra-Matic transmission, power steering and power brakes were standard; for convertibles power windows and two-way power seat were included as well. Air suspension, the great hope of 1958, was on the wane and few cars were so equipped.

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

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



THE MOTORCAR OFFERED

Nicely garaged under a cover in the recent years, the car shows nicely while revealing slight fading signs of its past restoration. Mr. Williams' tastes were essentially directed towards 1957 and 1959 iconic American cars; among those, this one was evidently the one he was the proudest of. As Eugene said himself 'This is the best '59 I have ever owned' - and from what his family says, he had a lot.

Painted in Ebony Black with Ivory Top, the interior is made of White Cardiff and Florentine Grain Leather with Med Gray carpet. The car features an E-Z Eye Glass, heater, air conditioner and highly desirable bucket seats, on top of the factory accessories. While the car has visibly been restored in the past, few original stickers remain such as the Jack Instructions on the trunk boot or the Cadillac Certification Card in the engine bay.

Often considered as the Pinnacle of American motoring, the 1959 Cadillac Eldorado Biarritz has always been highly sought-after by Collectors and American car aficionados. While it is believed the number of extant examples is growing fewer, Bonhams is delighted and honored to offer one of those that has not seen the public market for a few years now. To be kept in the current condition or restored to higher standards, the car will surely please its new possessor. Recommissioning is recommended for further road use.

**\$130,000 - 180,000
WITHOUT RESERVE**



104.**1934 FORD MODEL 40 5-WINDOW COUPE**

Chassis no. 1845399934

5.0L Cobra HD V8 Engine
 Electronic Fuel Injection
 3-Speed Automatic Transmission
 Solid axles
 4-Wheel Drum Brakes

- ★ *Iconic 5-Window design*
- ★ *High-quality Hot Rod*
- ★ *Large 5.0L Cobra HD V8*
- ★ *Electrically operated rumble seat*

**34' 5-WINDOW COUPE**

The 1934 Fords looked very similar to the redesigned 1933s but were much enhanced. Ford again achieved a 10 horsepower increase in engine output with the new Stromberg two-barrel carburetor raising the V-8's output to 85 horsepower at 3,800 rpm. Other changes included a relocated fuel pump and a thermostat in the cooling system. Internally the '34 incorporated a cast steel crankshaft which was a revolutionary accomplishment in metallurgy, foundry technique and machining, and was fitted with lighter connecting rods.

Sporting and elegant at the same time, the classic 5-Window Coupe has been a popular choice for both collectors and hotrodders alike. With the trusty V-8 under the hood, and rugged good looks all around, many fine examples were subject to the customizers cutting torch with the roofs chopped and the bodies sectioned or channeled onto the frame.

THE MOTORCAR OFFERED

Like its sister-car from the collection, the Tudor Sedan, this 5-Window was kept garaged and under cover during Mr. Williams' ownership exactly alongside the Tudor in the same garage. Usage was similar, and the car was essentially driven to shows and Hot Rod events.

This professionally built Hot Rod features a burgundy paint job and chromed American Racing wheels. The fully customized interior sports grey leather and fabric on the seats, door panels, and headliner. A grey plastic dashboard and leather Lecarra steering wheel completes the cockpit.

Equipped with a 5.0 Cobra HD engine, the car perfectly follows the codes of Hot Rodding. It is equipped with a high performance engine, striking paint job and streamlined interior. The cherry on top are electrically operated doors

and the rumble seat hood. The overall look of the build attracts the eye and is now ready for new adventures and meets under new ownership. Mechanical recommissioning will be needed to further road use.

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

105.

1957 CADILLAC SERIES 62 CONVERTIBLE

Chassis no. 5762094249

365ci OHV V8 Engine

Single 4-barrel Carburetor

325bhp at 4,800rpm

4-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Power-Assisted Drum Brakes

Without Reserve

- ★ *An American Icon with the right amount of patina*
- ★ *Always kept garaged, under cover*
- ★ *Great candidate for use in its present condition or for restoration*
- ★ *Attractive red paint on black interior*



THE CADILLAC SERIES 62 CONVERTIBLE

The redesigned 1957 Cadillacs were the ninth-best selling marque in America even though Cadillac saw fit to introduce such extravagances as the Eldorado Brougham, at \$13,074 the most expensive car built in America by a margin of \$3,000. It was a period of nearly-unbridled optimism, tinged only slightly by hints of a forthcoming recession. But with 146,841 Cadillacs sold any economic malaise seemed to have little effect upon the prospects for General Motors' luxury brand.

A new X-braced chassis frame enabled the 1957 Cadillacs to feature longer, lower bodies offering undiminished interior space - thirteen styles in total - all of which sported dual rear lights and tail fins larger than before. General Motors' chief stylist Harley Earl had introduced tail fins on the 1948 Cadillacs, and the device would reach

its zenith in 1959 before fading away. The Series 62 Convertible was built on the 129.5 inch wheelbase chassis and, like all '57 Cadillacs, came with a 365cu in (6.0-liter) V8 engine, in standard trim producing 300bhp at 4,800rpm. Automatic transmission, power steering and power-assisted brakes were standard on all models.

THE MOTORCAR OFFERED

Under Mr. Williams' proprietorship, this Series 62 has remained in one of his houses located in Santa Cruz, California. The pairing of the car and the surrounding roads could have hardly been better, and the owner enjoyed using the car on weekends or vacations in this house. Always kept garaged and babied under a cover, the car shows signs of age while keeping a clean and eye-catching look. As shown on the trim plate, the car was originally delivered in Tahoe Blue but was resprayed to what appears to be a Dakota Red color while keeping the black soft top. The Trim plate also indicates accessories such as EZ Eye Glass, heater, and 6-way power seat. Following a mechanical recommissioning, this Series 62 could be used in its present condition or sympathetically restored. The car is now ready for a new ownership and will surely satisfy its new keeper.

\$50,000 - 70,000
WITHOUT RESERVE

106.**1959 FORD FAIRLANE 500 SKYLINER**

Chassis no. H9KW125758

312ci OHV V8

Single 4-Barrel Carburetor

225bhp

2-Speed Automatic Transmission

Front Independent with Live Rear Axle Suspension

4-Wheel Drum Brakes

★ *Iconic model from the 1950s*★ *H-Code engine*★ *Always garaged under cover*★ *Cruise-O-Matic transmission***THE FAIRLANE SKYLINER**

The Ford Fairlane Skyliner can claim to be America's first production convertible to feature a retractable hardtop. Introduced as Ford's top-of-the-range model in 1955, the Fairlane was rival to Chevrolet's successful Bel Air and came in six different body styles with a choice of six-cylinder or V8 engines. The range was re-styled for 1957, gaining new, lower bodies adorned with the latest styling fad – tail fins – and the Fairlane 500 introduced as the ultimate trim level. '57 was also notable as the year of the Skyliner's introduction. Considerably more expensive than the conventional Sunliner convertible, the Skyliner featured a hardtop that, at the touch of a button, automatically retracted back into the boot. In 1959, for its last year of production, the Skyliner was both re-engineered and re-styled, becoming part of the new range-topping Galaxie line-up, though continuing to be badged as a Fairlane 500.

THE MOTORCAR OFFERED

Nicely preserved in its Rancho Mirage, CA garage right next to the 59' Lincoln Continental also offered at this sale, this Skyliner had spent the last few years in the dry climate of the Coachella Valley. During this time it was essentially used for leisure trips there.

The previous sympathetic restoration is beginning to show some signs of aging, but the car still bears a clean look with its striking Colonial White and Torch Red paint as well as Torch Red soft-textured vinyl bolster and Raven striped nub fabric with Silver Strand interior. From the trim plate, we also understand that the car sports the Automatic Cruise O-Matic transmission that was introduced into Ford production in 1958 as an evolution of the Borg Warner made Ford-O-Matic transmission.

Representing Ford at their most creative, the Skyliner is a wonderful look at 1950s engineering solutions and will surely be a welcome addition to any collection. Recommissioning is needed for further enjoyment.

\$30,000 - 40,000
WITHOUT RESERVE

107.**1957 CHEVROLET BEL AIR 2 DOOR SEDAN**

Chassis no. VC570120659

502ci Chevrolet Performance V8 Engine

Holley 4-bbl Carburetor

461bhp at 5,200rpm

3-Speed Automatic Transmission

Independent Front suspensions and Live Rear Axle

4-Wheel Drum Brakes

- ★ A Hot-Rod done right
- ★ Upgraded with performance driveline and custom interior details
- ★ Striking yellow paint on tan interior
- ★ Classic 'Shoebox Chevy' with desirable upgrades

**THE CHEVROLET BEL-AIR**

Of all the '57 Chevrolets that collectors desire, the pinnacle is probably the Bel Air 2-door hardtop. It was ever thus: 166,426 were sold new, three times as many as the convertible and 30,000 more buyers than fancied the brand-new 4-door hardtop. Even today it seems perfectly proportioned, while the rockets on the hood, the fluted side fins and three shields on the front fenders just seem like whimsical details to accent the basic shape.

The interior was improved by a much more focused instrument panel in front of the driver, while the attractive exterior colors, such as Canyon Coral, Tropical Turquoise, Dusk Pearl, Coronado Yellow and Sierra Gold were carried into the interior. Under the hood, the engineers had a field day with eight engine options from the 235 cubic-inch 6-cylinder to the 283 cubic-inch fuel-injected V8 capable of 283 horsepower.

THE MOTORCAR OFFERED

This striking '57 Bel-Air Hot Rod was sparingly used for weekend drives and car meets. The car was regularly taken to events like Hot August Nights in Reno, NV where it would surely turn heads.

The car was gifted with a 502ci Chevrolet Performance engine producing a whopping 461bhp at 5,200rpm and is fed by a large 4-bbl Holley Carburetor. The good stuff continues inside the car with a fully customized chromed dashboard and bi-color leather seats – tan and black – with a tan leather headliner. The shiny American Racing wheels finish the car to give it an enticing street rod look.

As American as baseball, ice cream, and apple pie, this highly modified and upgraded Bel-Air is the quintessential American Hot Rod and the perfect car for parades, tours

and meets. Recommissioning and mechanical checks are recommended for safe and sound road use.

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

108.**1934 FORD MODEL 40 TUDOR SEDAN**

Chassis no. 1840893052

355ci V8 Blown Engine
 Holley Carburetor
 3-Speed Automatic Transmission
 Solid axles
 4-Wheel Drum Brakes

- ★ *Striking Model 40 Hot Rod*
- ★ *Impressive 355ci chromed Blown Engine*
- ★ *Always kept garaged, under cover*
- ★ *Perfect tool for night-cruises*

**34' TUDOR SEDAN**

Henry Ford gave the Model 40 two years, 1933 and 1934, to repay the company's investment. The car rose to the challenge, with production totaling just under 900,000 units in the two years. 1934 was the first year since 1929 that the Ford Motor Company earned a profit.

The 1934 Fords looked very similar to the redesigned 1933s but were much enhanced. Ford again achieved a 10 horsepower increase in engine output with the new Stromberg two-barrel carburetor raising the V-8's output to 85 horsepower at 3,800 rpm. Other changes included a relocated fuel pump and a thermostat in the cooling system. Internally the '34 incorporated a cast steel crankshaft which was a revolutionary accomplishment in metallurgy, foundry technique and machining, and was fitted with lighter connecting rods.

It was quite clear where consumers' preferences were going in 1934. Ford built nearly 270,000 Tudor sedans and 145,000 Fords. Of Phaetons, both Standard and Deluxe, there were only 4,290, a quantity that would be lost in the rounding of 2- and 4-door sedan production. Only station wagons were built in smaller quantities. The closed car had already vastly outstripped open car production and it would continue to skew further and further toward the comfort, convenience, warmth and safety of fully-enclosed steel bodies as the Thirties progressed.

THE MOTORCAR OFFERED

Showing nicely, this Hot Rod Tudor was garaged under a cover while present in Mr. Williams' collection. Along with other Hot Rods from the collection, the car was essentially used for cars & coffees, meets, parades, and events such as Hot August Nights in Reno, NV. This professionally built Hot Rod sports a two-tone paint job – Ivory on the main body and Grey on the flares. While the custom interior may show few signs of aging, especially on the driver's seat, the underside of the car advocates for the careful preservation of the car.

Gifted with a 355ci blown engine coupled with a Holley carburetor, the car was evidently built with care using some of the best mechanical components available. Finished with Halibrand Knock-Off wheels, the car is surely a head-turner and the perfect partner for night-cruises, Sunday drives, and American car meets. Mechanical checks and recommissioning will be needed for safe road usage.

\$40,000 - 50,000
WITHOUT RESERVE

109.

C.1928 PEDROSO ROADSTER

Chassis no. 101

2-Liter DOHC Alloy Inline 8-Cylinder Engine
Supercharged
3-Speed Manual Transmission
Leaf Spring Suspension
Dufaix Friction Shock Absorbers
4-Wheel Drum Brakes

- ★ *Exceedingly rare Eight-cylinder Pedroso motorcar*
- ★ *Believed to be the sole surviving example of the prototype model*
- ★ *Powered by sophisticated and innovative 2-liter dual overhead cam inline Eight*
- ★ *Sporting two-seat Roadster coachwork with dual rear-mounted spares*



THE PEDROSO

The Soriano-Pedroso was a French manufactured automobile, built at their manufacturing facilities in the posh French coastal town of Biarritz. Production ran from 1919 until 1924. Built by two native Spaniards Marques de San Carlos de Pedroso and Marques de Ivanrey Ricardo Soriano Sholtz von Hermensdorff, the original models were powered by engines manufactured by French automobile maker Ballot, with a capacity of 1,131 and 1,590 cubic centimeters, and later a 902 cubic centimeter Ruby-engined cyclecar joined production.

Although their main product was marine engines, in 1928, San Carlos de Pedroso built two specially designed two-liter prototype straight-eight supercharged twin-cam engines. Advanced for the day, the all-aluminum engines employed variable timing for the double-overhead-camshafts, which

was controlled from the cockpit. The Marquis de Pedroso intended to enter the car in the Le Mans 24-hour race, but he was injured in an accident in another car and was prevented from competing. Of the two Pedroso's built, only this car, serial number 101, is believed to have survived World War II.

This sporting Pedroso Roadster was brought to the United States in the sixties by the Marques' son, Jose Luis de Pedroso who raced it at vintage events on the East Coast. Gifted by the Estate of Jose Luis de Pedroso, the car has in recent years been displayed in the Vault of the world-renowned Petersen Automotive Museum in Los Angeles. The Pedroso displays and older restoration and has not been run or operated for some time. Featuring twin mounted rear spare tires and Brooklands-type aero windscreens, the car has a very \

sporting look, and the impressive, supercharged prototype DOHC inline Eight out front should ensure the car lives up to its sporting looks once operational. Period Jaeger and Le Nivex gauges are fitted in the dashboard, and Marchal headlights grace the front.

\$100,000 - 150,000

110.

1967 ASTON MARTIN DB6 SALOON

Chassis no. DB6/2687/L

Engine no. 400/2985

3,995cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

282bhp at 5,500rpm

5-Speed ZF Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Disc Brakes

- ★ Delivered new to the Pottsville, Pennsylvania area
- ★ Original left-hand drive and with the desirable ZF 5-speed
- ★ Documented by copies of its factory build records
- ★ Beautifully presented British motoring



THE ASTON MARTIN DB6

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

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

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

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





THE MOTORCAR OFFERED

According to copies of factory build records, this DB6 was ordered new by George Tregoe of Gilberton, Pennsylvania. From a family with rich history in the mining industry in the Pottstown area (his grandfather had died in a mining accident), Tregoe worked outside of that industry in sales, ordering his Aston through J.S. Inskip. Specifying the highly appropriate color scheme (for the region) of Charcoal Grey over Black Connolly hides, options included 3.73:1 limited slip differential, chrome wheels, rear window defroster, dual wing mirrors, detachable passenger headrest, Fiam horns with change over switch, dual Marchal fog lights, dual Britax three point seatbelts up front and dual Britax lap belts in the rear, and 7 pints of antifreeze to weather the tough winters. No delivery date is specified in the records, but it is likely the car arrived in the Keystone state in early to mid-1967.

The early history of the car beyond that is unknown although it appeared in the Aston Martin Owner's Club registry in 1992 with G.D. Rycroft and was acquired later that same year by Salem, Massachusetts enthusiast Albert "Tag" Goodhue III. Goodhue would retain the car for nearly two decades, showing it several times at the Lime Rock Concours. Acquired by the present owner in 2011, it has been on static display since purchase. The subject of a repaint in a lighter, bluish silver and receiving a retrimmed interior at some point in its life, along with a new radio, it is now ready for some recommissioning and future enjoyment.

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

111.

1965 TVR GRIFFITH 400 COUPE

Chassis no. 400/5/009

Engine no. 1072-K25F

289ci OHV Hi-Po Ford V8 Engine

Holley 4-Barrel Carburetor

271bhp at 5,900rpm

5-Speed Manual Tremec Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Wilwood Disc Brakes

- ★ *The 9th example of just 59 ever produced*
- ★ *Beautifully restored condition inside and out*
- ★ *Striking Opalescent Gunmetal Grey over Black and Scottish Tartan livery*
- ★ *Well-documented example with an abundance of records*



THE TVR GRIFFITH

'The performance of a Griffith was quite phenomenal by any standards. Certainly, in straight-line performance, if not in ultimate road behavior, the car was good enough to embarrass severely an E-Type Jaguar and many V12 Ferraris!' – Graham Robson, 'TVRs Volume 1'.

Founded in Blackpool in the late 1940s by Trevor Wilkinson, TVR began by making various 'specials' before introducing its first series production model – the TVR Sports Saloon – in 1954, most of which were sold in kit form. The car that really put TVR on the map though, was the Grantura. Launched in 1958, the Grantura used a multi-tubular spaceframe chassis with Volkswagen trailing-link independent suspension all round, which was clothed in very pretty fiberglass coachwork that set the pattern for TVRs for years to come.

The generously proportioned engine bay could accommodate a wide variety of engines, those of Ford and BMC being the most popular, while Grantura owners intending to go racing, as many of them did, usually specified the 1.2-liter Coventry Climax FWE unit.

Perhaps inspired by Carroll Shelby's Cobra, which had resulted from dropping a Ford V8 engine into an AC Ace, American motor dealer Jack Griffith and close friend of Shelby performed the same trick on a MkIII Grantura. The prototype was shipped to the UK and the concept approved by the factory, with production of the new model commencing towards the end of 1962.

The Griffith 400 was designed by Mark Donohue (Graduate at Brown University in Mechanical Engineering) and David Hives of

TVR. Mr. Donohue was hired by Mr. Griffith to develop the Griffith 400, including the suspension which was 'State of the Art', and featured unequal wishbones and coil springs in all four corners. Lightweight and compact, the Griffith afforded the prospect of some seriously exciting motoring.



THE MOTORCAR OFFERED

This powerful 1965 Griffith Series 400 is the 9th of just 59 examples produced by Jack Griffith at his Plainview, New York, facility. Extensively documented and listed in the original Griffith Registry of 1975, the car is said to have been first sold by Tom's Pit Stop Motors of Scotch Plains, New Jersey, and spent time in Maryland before it was campaigned in autocross events by former Griffith Club of America president Joe Rauh in California. It additionally spent time in Connecticut, where it was refurbished in 2013. The seller acquired it in 2019.

The car is finished in Opalescent Gunmetal Grey over black leather upholstery with Scottish Tartan cloth inserts, and power comes from a Ford 289 cubic-inch Hi-Po V8 paired with a Tremec five-speed manual transmission. Additional equipment includes Wilwood four-wheel disc brakes, 14" Minilite

magnesium wheels, and a Nardi wood-rimmed steering wheel. An August 2020 service performed by Moyer's Repair Service in Santa Ana, California, included the installation of replacement wiring, mahogany dash panels, and new upholstery, and the Holley 750-cfm Double Pumper carburetor was rebuilt in March 2021. This Griffith is now offered with period literature, complete tool kit, service records, and a clean California title in the seller's name.

The fiberglass body on this example was reportedly modified using components from Nigel Reuben Racing Design of Worcestershire, England, under previous ownership before a repaint was performed in 2013 in Opalescent Gunmetal Grey, a period Jaguar color. Features include chrome split bumpers, Ford Cortina Mark I-sourced taillights, Talbot-style mirrors, a

vented hood and fenders, and Lucas fog lamps. Mark Donohue lettering has been applied to the front fenders along with American flag decals. There are 4 bins of documents, photos, parts and much supporting documentation that accompany this very rare piece of automotive history.

\$100,000 - 140,000

112.

1949 BENTLEY MARK VI COUPE Coachwork by Pinin Farina

Chassis no. B466DA

4,257cc OHV Inline 6-Cylinder Engine

Single Twin-Choke Carburetor

Approximately 132bhp

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Sportingly elegant and rare Pinin Farina Coupe coachwork*
- ★ *Striking Mason Black over Green Livery*
- ★ *In the adoring care of a prominent collection for decades*
- ★ *Offered with records and documentation*



THE BENTLEY MARK VI

In 1946 Bentley Motors Ltd made a complete departure from their former production policy when they announced the introduction of an entirely new Bentley that was factory built throughout. The new car was fitted with a standard all steel bodywork design, finished and furnished at Crewe where Bentley production still continues to this day. The tried and tested 4,257cc six-cylinder engine was retained, fitted with a detachable aluminum alloy cylinder head with inserted valve seats. Both the Rolls-Royce and Bentley shared a 4,257cc F-head straight-six. Though Rolls-Royce and Bentley never released horsepower figures, output has been estimated at approximately 126-132 horsepower with induction handled by a pair of SU carburetors (Stromberg for LHD cars) and electrical components supplied by Lucas. The engine was fitted to a frame chassis, which was riveted with cruciform center

bracing and a box section pan to support the front suspension components. Lubrication was by way of a Bijur centralized system, operated by a foot pump situated just to the left of the steering column on right hand drive cars. It was advised that this pedal should be depressed once every hundred miles.

The manual gearbox had four forward gears with synchromesh on second, third and fourth gear. Despite the relatively high price tag when compared to other luxury cars available immediately after the war, the demand for this motorcar was substantial. The demand for the new car was so high that customers had to be put on waiting lists, which at times stretched to over three years.

Production lasted until 1952 with more than 5,000 chassis finding their way to lucky new owners, making it one of Bentley's most

successful models ever. The vast majority of Bentley Mark VIs produced were fitted with the new standard steel coachwork from the factory, however keeping with tradition, special coach-built bodies were also available upon request. 99 chassis (or just about 2%) of the Bentley Mk VI production would receive custom coachwork. Among the coachbuilders and designers who were selected to grace a Mark VI chassis with their individual creations was Park Ward, H.J. Mulliner, James Young, and legendary Italian firm Pinin Farina.



THE MOTORCAR OFFERED

This handsome and exceedingly rare 1949 Bentley Mark VI chassis no. B466DA is one of very few examples fitted with custom Coupe coachwork by Pinin Farina. B466DA was reportedly supplied to a P. Benoist in October of 1948, and online sites show some beautiful period images of the Pinin Farina bodied Bentley at a Concours d'Elegance event. Finished in Mason's Black over a striking green interior, the Bentley wears an older restoration, still showing very well. Whitewall tires are fitted, and the engine compartment is clean and detailed. The Pinin Farina bodywork is fitted with the traditional coachbuilder badges, and a classic Bentley 'Flying B' radiator cap is fitted. B466DA has formed part of an impressive US based collection of collector cars for the past few decades, while in a climate-controlled environment.

An extremely luxurious automobile in wonderful condition, this very stylish Mark VI Pinin Farina Coupe embodies the very best elements from the immediate post war period of Bentley production, topped by elegant Italian styling.

\$375,000 - 450,000



113.

1967 FORD MUSTANG HOLMAN & MOODY COMPETITION NOTCHBACK

Chassis no. C7HM-10118-GT

302ci Ford Racing OHV V-8

Crankshaft, Rods, and Pistons Etched by Holman & Moody

Single 4-Barrel Holley Carburetor on Roush Intake

Est. 420bhp

4-Speed Toploader Manual Transmission with Reinforced Case

Holman & Moody Talladega Super Speedway Front and Trans Am Rear Suspension

Rally Springs,

Four-Wheel Drum Brakes

- ★ Built by Holman & Moody in 1971 for Peruvian racer Cristobal "Batman" Galjuf, Sr.
- ★ Extraordinary historical documentation of its ownership, build, and racing career
- ★ Meticulous restoration to the original competition specifications and appearance
- ★ Running a Holman & Moody-built Ford Racing V-8
- ★ An exceptional, genuine and important competition Mustang from a truly legendary shop



"BATMAN" AND THE WEDDING PRESENT

Cristobal Galjuf came of age in Peru sitting at his father's side, rapturously listening to the reports of local road rallies on the family radio. The elder Galjuf was a great fan of racing but, when his son became old enough to drive and own a car of his own, was not supportive of the young man taking on such a dangerous hobby. After some thought, Cristobal decided that he would race – but under a pseudonym. He chose "Batman," after his favorite comic book character. The nickname would stick with him for his entire racing career, and he later fondly recalled his father mentioning that "Batman" was his favorite driver – never knowing that he had long been cheering on his own son.

"Batman's" mount was, most frequently, a variant of a Ford Mustang, perhaps because Ford operated a large assembly plant in Lima that produced the model for the South

American market. He first owned a Shelby GT350, later acquiring a Group 2 Mustang, and competed with both cars. Mustangs would come to run in the family. When Cristobal met his future wife, she was working at the Ford plant. They married in June 1968, and it was at that point that another Mustang joined the household – a rather plain-Jane new hardtop coupe, which the groom bought his bride as a wedding present, using her own employee discount. She drove the car as her everyday transportation while raising the family's three children.

In 1971, "Batman" decided that his wife's wedding present Mustang would become his next race car. (How thrilled, exactly, Mrs. Galjuf was with this arrangement, is not recorded.) Always seeking the competitive advantage, he began researching which

companies were producing the most successful racing Fords in the United States, a path which led him to the famed Charlotte, North Carolina, aircraft hangar of Holman & Moody.

Holman & Moody corresponded with Cristobal, learning what he wanted. Quite a bit of the discussion involved how, exactly, he planned to get the car to Charlotte and back again, since Peru was at the time under a military dictatorship – and North Carolina was not exactly in the backyard, in any case. An arrangement was finally made to fly the car out to Miami, where Holman & Moody picked it up for transport to Charlotte. Once in the shop it spent over three months being transformed into a highly able racing vehicle. Upon its completion, Cristobal traveled to Charlotte, then to Georgia, where he had rented out Road Atlanta for a day. There he



drove and tested the car all day, supported by Holman & Moody mechanics. After testing was completed, he returned to Charlotte, and the following morning met personally with John Holman and had a long discussion about cars and racing. Afterward, the Mustang was completely disassembled and shipped back to Peru, under the guise of used mechanical parts.

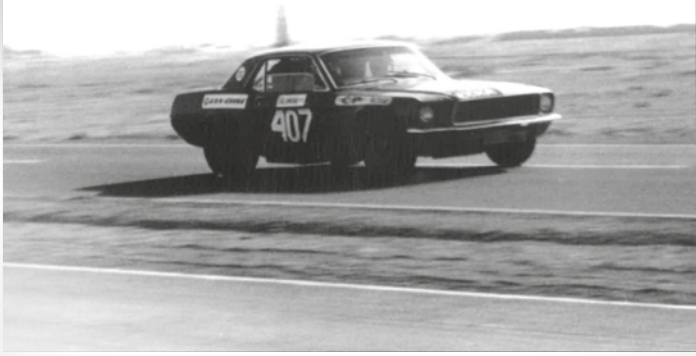
Upon its successful return and reassembly, the Mustang raced with "Batman" in road rallies in the 400 class, most frequently as number 406 or 407, with "Echa muni," the nickname of Cristobal's favorite soccer club, emblazoned on the hood, during the 1973 season. It finished 1st Overall in the Mollendo-Arequipa-Mollendo event and the races at the Circuito Passamayo and Circuito Canete, and 2nd Overall in the Lima-Arequipa-Lima and a second event

at Circuito Pasamayo. Finally it finished 1st Overall in Frontera-Frontera, a particularly challenging event held over 3,000 kilometers on the Panamericana road from the border of Ecuador and Peru up to the top of Peru and Chile! It was an outstanding year and the car more than earned its second trip back to Holman & Moody for a complete overall in preparation for the next season.

Fate, as sometimes happens, intervened. A close friend of "Batman" and fellow driver had the brakes fail on his own Mustang during the rally in Andes and sailed off a cliff to his end. Cristobal looked at his own young family and decided that perhaps his father had been right about racing's risks. When the Mustang arrived back in Peru, freshly rebuilt, he decided it was time for someone else to take it on for the next season.

Another friend in the racing community, Miguel Nawaro, bought the car and raced it for a couple of years, but lacked "Batman's" success behind the wheel. The car was then sold to Brazo Vicich, owner of a local shop and a collector of old cars, and remained there into the 1980s. At that time, Cristobal Galjuf, Jr., son of the original driver, was dating the niece of local businessman and car collector Jorge Nicolini, and the young couple visited Vicich's shop to look at two cars that Nicolini was interested in purchasing. They turned out to be the Shelby GT350 and the Mustang owned and raced by Cristobal Sr. Needless to say, the two cars received a ringing endorsement and Nicolini had acquired them within days. The engine of the 1967 Mustang was sent to Holman & Moody to be rebuilt by the "original shop;" it turned out to have a fatal crack, and a new engine was built by the shop as a result.

The Holman & Moody Mustang at work, racing in Peru in the 1970s





On a trip to Lima in 2011, the current owner was informed of Nicolini's collection and was able to pay it a visit. Upon seeing the historic Mustang, he immediately fell in love. Negotiating the purchase from Nicolini over lunch was not difficult; getting the car out of Peru proved a minor nightmare, but finally the Mustang found its way onto a cargo jet bound for the States. Upon its safe arrival, a full restoration was undertaken by Cameron Bishop to exactly the original specifications. The only modification was necessitated by the fact that the Ford Racing high-nickel 302ci V-8 replacement engine built by Holman & Moody for the car was a 'tall deck' mill that could not actually fit into the car; an all-new exhaust and hood were fabricated to accommodate the V-8 and its Bud Moore NASCAR aluminum heads, Holley four-barrel carburetor, and Roush-prepped intake successfully. Holman & Moody also supplied

a replacement serial number tag to identify the car as one of their original creations.

The car is accompanied by an absolutely thorough and fascinating history file, including extensive copies of Peruvian newspaper reports on "Batman's" exploits, copies of correspondence with the Galjuf family, partial restoration receipts, and a letter from Lee Holman, president of Holman & Moody, attesting to the Mustang's authenticity. Many original parts, including the original hood, engine pieces that were replaced, and original tires are available to the successful buyer FOB Cave Creek, Arizona.

\$175,000 - 200,000



114.**1994 PORSCHE 911 TYPE 964 SPEEDSTER**

VIN. WP0CB2960RS465258

3,600cc SOHC 6-Cylinder Engine
 Bosch Fuel Injection
 250bhp at 6,100rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Just two owners from new*
- ★ *Under 16,500 miles present on the odometer*
- ★ *One of only 936 built*
- ★ *Complete with original books, manuals, and radio*

**THE PORSCHE 964 SPEEDSTER**

With the introduction of the 911 Speedster in January 1989, Porsche revived a charismatic model from its past, the name previously having been applied to that most stylish of the many Type 356 variants. Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-liter Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell, and thus was the last 911 model to feature the 'old style' body. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual hood.

Their arrival represented a major step forward in the development of Porsche's perennial 911, the Type 964 Carreras marked the first time that four-wheel drive had been seen on

a series-production model, appearing on the Carrera 4. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-liter flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

It took Porsche a couple of years to re-introduced the Speedster to the 911 line-up, the Type 964 version being announced in October 1992. Based on the Carrera 2, it looked very like its

immediate predecessor, but unlike the latter was not initially available with the 'Turbo-Look' body style. It is estimated that only 936 Type 964 Speedsters were built for the 1993 model year, with some of the later examples being completed as 1994 cars and sold alongside the successor Type 993 Porsches. With the latter's introduction, the Speedster once again disappeared from the 911 catalogue, only to be revived a few years ago as part of Porsche's 'Exclusive' programme of strictly limited edition models.



THE MOTORCAR OFFERED

This beautifully well presented Grand Prix White (code L908) 964 Speedster bears the wonderful distinction of only having 2 owners since leaving Stuttgart. Since 1995, this open top sports car has been under the care of a dedicated marque enthusiast who's credentials are backed up by a Pebble Beach award many years ago with another model. Being such a rare and coveted model from the very beginning, this Porsche has lightly driven and less than 16,500 show on the odometer, further indicating the level of care bestowed onto the vehicle.

As is made apparent by the photos presented here, this Speedster has been lovingly maintained over the past couple of decades. Its paint glistens with plentiful luster in the sunshine and little can be found in the way of rock chips, scratches, and scuffs on the totality of the body panels. Matching white

cup-style rims complete a slick, sporting image. The convertible top fits taut over its hoops and shows to have barely been exposed to the sun. The story is very much the same with the interior of this 964. Little can be found in the way of wear on even the seats and other common wear points like the shift knob present in equal fashion. Even the carpets on the floor, trunk and parcel shelf appear almost factory fresh. Purposeful with its stripped down door cards, the speedster's back to basics approach means there is little to distract oneself with while behind the wheel. It is a true driver focused environment, although if some musical accompaniment is desired, a modern Alpine radio head unit has been installed in the dashboard. The original Becker unit will accompany the car upon sale along with the vehicle's original books, manuals, tire inflator, back bumper and most importantly, a large collection of service records.

The most recent work on the car included the fitment of 4 new tires and installation of a new battery in 2015. At the time the car also passed a safety inspection, although it should be noted that only several hundred miles have been added to the odometer since then. As such, we recommend servicing the car and inspecting components that are subject to degrading after years of storage. Nevertheless, this Speedster is a wonderful example that will surely provide many happy miles of motoring to its next owner once it is back on the button.

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

115.

1972 CITROËN DS 21

Design by Flaminio Bertoni

Chassis no. DS21-4659395

2,175cc OHV Inline 4-Cylinder Engine

Single Carburetor

115bhp at 5,500rpm

4-Speed Semi-Automatic Transmission

4-Wheel Independent Pneumatic Suspension

4-Wheel Hydraulic Disc Brakes

- ★ Rare, North American market DS 21
- ★ Produced in the final model-year of US market production
- ★ Sophisticated chassis with futuristic Flaminio Bertoni-penned coachwork
- ★ Equipped with air conditioning



THE CITROËN DS21

Citroën's magnificent, space-age DS turned the motoring world on its head when it launched at the 1955 Paris Auto Salon. Onlookers at the show were stacked ten-deep, gendarmes were called in to control the crowds and visitors began waving their Francs at Citroën representatives to get their deposits down on this most remarkable machine. With such a scene unfolding, it would be easy to assume the DS was an exotic sports car or highly exclusive limousine for the elite. But in fact, Citroën's stunning new creation was a mid-priced family sedan, taking and more than 12,000 deposits on the first day of the show! Despite the humble purpose, the DS was a technological tour de force, featuring hydraulic suspension (pioneered on the Traction Avant's self-leveling rear end), high-pressure self-centering steering, semi-automatic gearbox, radial tires, and four-wheel disc brakes.

It was wrapped in a gorgeous, futuristic body penned by Italian sculptor Flaminio Bertoni and French aeronautical engineer Andre Lefebvre. The great French theorist and aesthete Roland Barthes described it as having "fallen from the sky." The DS would go on to become an enduring symbol of French ingenuity, creativity, and Avant Garde style. More than a million were built over 20 years, with everyone from middle-class families to heads of state counted among the proud owners.

THE MOTORCAR OFFERED

This elegant and sophisticated Citroën DS 21 4-door Sedan was completed at the Parisian Ste Ame Citroën manufacturing facility during December of 1972. The DS was built for the North American market, in the final production year Citroën would market these futuristic machines in the American marketplace. The rare DS 21 looks stunning in its Sky-Blue exterior with white roof, and matching blue and white velour interior. Original ID plates and finishes in compartments attests to a well-preserved example, most likely kept as a special interest car in past decades as opposed to a daily driver. Air conditioning is fitted to keep the passenger cool and comfortable.

\$20,000 - 30,000
WITHOUT RESERVE

116.**2001 FERRARI 456M GTA**
Design by Pininfarina

VIN. ZFFWL50A210123101

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

- ★ Finished in exquisite Azzuro California over Crema Leather
- ★ Comes complete with books, tools and service records
- ★ California ownership since 2001 with a clean Carfax report
- ★ One of only 650 produced

**THE FERRARI 456**

Not since the 412's demise in 1989 had Ferrari offered a '2+2' and when the 456GT debuted at the Paris Salon in October 1992 it was obvious that the long awaited newcomer eclipsed all Maranello's previous four-seat Grand Tourers. Although new from stem to stern, the 456GT incorporated elements familiar to generations of Ferrari cognoscenti - front-mounted four-cam V12, rear transaxle, tubular steel spaceframe chassis and all-independent suspension - while making an appearance for the first time were electronically-controlled adaptive suspension and a six-speed gearbox. Essentially a de-tuned version of that powering the 550 and 575, the new 5.5-litre V12 unleashed no less than 442bhp at a lowly 6,250rpm yet remained smooth and tractable from idling speed to red-line thanks to its state-of-the-art engine management system. F40 excepted, the 456 was the most powerful road car developed by Ferrari up to that time.

THE MOTORCAR OFFERED

This automatic transmission example of the 456 M GT has covered 30,600 miles from new and comes with factory manuals, clean Carfax, tool kit and tire inflation kit. Finished in the beautiful light blue metallic (Azzurro California) with an off-white leather interior (Crema), a combination rarely seen and quite appealing. Factory options include power Daytona style seats with blue piping, blue upper dashboard, blue carpeting and silver brake calipers. This 456M also features the excellent soundtrack coming from a Tubi exhaust system. This 456's history file contains numerous service receipts documenting the care that it was given. The current owner purchased this grand tourer around 2014 and has been enjoying it since. Only approximately 200 miles have been driven since the car's latest service. Like many Ferraris of this era, the car does have some shrinkage of the leather on top of the

dash which can easily be addressed. Other than a few minor scuffs on the exterior, this example is in overall nice condition. Given the up to date service history and rarity, with only 650 456M GTAs produced, this is certainly a prancing horse not to pass up.

\$35,000 - 50,000
WITHOUT RESERVE

117.

1997 PORSCHE 911 TURBO S

VIN. WP0AG2993V5376048

Engine no. 61V02552

3,608cc SOHC Inline 6-Cylinder Engine

Electronic Fuel Injection with Twin Turbochargers

424bhp at 5,750rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension with Coil Springs

4-Wheel Ventilated and Drilled Disc Brakes

- ★ *Ex-Otis Chandler*
- ★ *Fewer than 1,700 original miles*
- ★ *One of only 183 993 Turbo S models produced for the US*
- ★ *Extremely well optioned, including paint to sample*



THE PORSCHE 993

In 1993, Porsche introduced what is regarded by many as the most beautiful 911 of all—the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form. The Type 993's arrival marked a return to basic principles, being recognizably a 911, but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The 993-range offering was comprised of the familiar two- and four-wheel drive models, a Cabriolet convertible, the Turbo, but also included the new range topping 1997 993 Turbo S. All were powered by the latest, 3.6-liter version of Porsche's perennial flat-six engine.

Among the new features on the 993 Turbo was an electronically controlled viscous coupling all-wheel drive system—something

Porsche had not offered on a turbocharged model since the 959—the system greatly improved the performance of the Turbo. Under the engine lid—now topped with a sculpted spoiler tail with downturned edges—resided the 3.6-liter flat six fed by twin KKK K16 turbos, each featuring integrated wastegates and two charge air intercoolers. Combined with bigger brakes, fatter tires, a wide body and stance, and specially designed "Technologie-Rad" cast alloy wheels, the 993 Turbo was one of the fastest cars on the planet. However, Porsche's Exclusive Department was not yet satisfied. On a mission to produce the world's highest performing, most technologically advanced 911 variant to ever leave Stuttgart, the 1997 993 Turbo S was created. Packing 424 horsepower for the U.S. and Global markets, the Turbo S featured a myriad of updates throughout. The Turbo S was visually

distinguished by vented rear fenders, yellow brake calipers, a special rear spoiler, four-tipped exhaust system, and an Aero kit front spoiler with special ventilation and fog-light placement. From its introduction, the Turbo S was—and remains—a tour de force as one of the most powerful and sophisticated Porsche models ever unleashed.

Thanks to its status as the final air cooled 911, popularity of the 993 has steadily increased as the years go by.





THE MOTORCAR OFFERED

This outstanding example of Stuttgart's highest performing 911 available to the U.S. of the period was completed on July 24, 1997 and destined for the U.S. Ordered new by car collector and *LA Times* publisher Otis Chandler, this ranks among the most highly optioned Turbo S examples on the planet. Chandler specified the car as an homage to Mark Donahue's Sunoco-sponsored, Penske run Porsche 917/30 that dominated the 1973 season (it didn't hurt that Chandler had a 917/30 in his own collection at the time). As such, there was little regard for cost when it came to the option list—and what an exhaustive list it is. 24 option codes are listed on the build decal, with the Porsche Certificate of Authenticity listing them in detail. Non-metallic paint-to-sample blue was specified on the exterior with yellow and red decal graphics on the sides, front and rear along with yellow Turbo S script. Inside

the option list exploded with dual racing style sport seats in the full Midnight Blue leather interior offset but yellow stitching and seatbelts. White faced gauges with red trim rings furthered echoed the theme while the raciness of the whole package was turned to 11 with carbon fiber door cards, door pulls, and dash. In case the roar of the twin turbo flat six wasn't the right soundtrack for the moment, a digital sound package and remote 6-CD changer was also included. Oh, and while we're at it, the rear seat has been deleted with a package shelf now in its place.

Otis would keep the car for only a few years before selling it to a Philadelphia enthusiast. The car would have one other Pennsylvania keeper before being acquired by the present owner in August of 2006. It has been on static display since purchase.

Now showing only 1,688 miles from new on the odometer, this is not just one of the most richly optioned Turbo Ss but also one of the lowest mileage examples too. The car is accompanied by its COA and copies of past titlework. When considering the cars ultra-desirable specification, über low mileage, originality, and single owner history, it becomes clear that this is the finest 993 Turbo S to come to market. It is likely that a better example will never be found.

**\$260,000 - 320,000
WITHOUT RESERVE**



118.

1967 JAGUAR E-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E13274

Engine no. 7E9292-9

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

- ★ Matching numbers example complete with Hard Top
- ★ Presented in its original Cream over Black colorway
- ★ Under 35,000 miles present on the odometer
- ★ Continuously cared for with records back to 2002



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

Presented here is a well-kept, matching numbers Series I E-Type Roadster with hard top showing under 35,000 original miles on its odometer. Records dating back to 2002 display invoices of continuous routine maintenance being carried out by its then Pennsylvania based owner. Oil changes and other minor jobs including fixing a radiator leak and a non-functioning headlight make up the type of work performed on the vehicle during this period. In 2006, a more comprehensive series of jobs were performed culminating in a light, sympathetic restoration. Great effort was undertaken to retain the bevy of original components still found on the car. Many of these were removed and serviced for proper functioning. Most of the focus however was under the hood. Everything installed in the engine bay was removed and rebuilt when necessary. This included the carburetors, distributor, water and fuel pumps. The

motor itself was cleaned to show quality and connected to a fresh and functional cooling system. After entering its current ownership, the Roadster received another round of refreshing. The various mechanical and electric systems were given another check and received attention where needed.

To this day, the engine bay and all of the aluminum components within shine with a jewelry like quality. Furthermore, the Jaguar still wears its original as-delivered colorway of Cream over black interior and convertible top. This traditional scheme fits the car rather nicely and makes the vehicle far more unassuming. Well kept, the roadster has weathered the years nicely and dutiful past owners have helped to keep the surfaces free of serious blemishes. The interior of the vehicle presents with an equal level welcoming usability. The seat leather and armrest both

contain a bit of slack in the same comforting manner of a nicely worn-in glove. A suite of Smiths gauges and a period Blaupunkt stereo round off an interior which is most certainly a nice place to be on a warm sunny day.

A must have for any collection, the E-Types many positive qualities have enshrined it as one of the true automotive greats. With its clean, soft lines and 6-cylinder howl, few cars are able to stack up against the Jaguar magic. A well cared for example presented in its original colorway with so few miles on the odometer will surely find itself in good company with its next owner.

\$190,000 - 240,000

119.**1931 FORD MODEL A 'PADDY WAGON'**

Chassis no. A3445396

200ci Flathead Inline-4 Cylinder Engine

Single Updraft Carburetor

40bhp at 2,200rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Lead Springs with Three Quarter Floating Rear Axle

4-Wheel Mechanical Drum Brakes

- ★ *Chicago Police themed Paddy Wagon*
- ★ *Final year of the Model A*
- ★ *Sireno siren along with other police props*
- ★ *A must-have for any collector*

**THE MODEL A**

Ford practically owned that market with its indomitable Model T that had ruled America's roadways since it first rolled into driveways in 1908. But when old Henry Ford was finally convinced that the 'Tin Lizzie's' day was done, production was shut down for the change over from 'T' to 'A'.

The similarities between the 'A' and the 'T' were great. Both were four-cylinder, water-cooled vehicles with solid axles front and rear, leaf-spring suspension and mechanical drum brakes on all four corners. They were both rugged and inexpensive to run. However, there were at least 1,800 differences between the new cars. A simple matter of arithmetic, the 'T' had 5,000 different parts and the 'A' had 6,800. One of the biggest differences is that the Model T's flat head four displaced 176.7 cubic inches and produced 20 horsepower.

The 'A' on the other hand, used a 200.5cid engine to generate double the output to go through a new three-speed transmission to the rear wheels.

THE MOTORCAR OFFERED

This handsome Model A Sport Coupe features a jet black paint job over a fitting black interior. The muted, period correct color scheme is well suited to the sporty bodywork. The car is an honest example of how Ford continued its dominance after phasing out the Model T in 1927. A thoroughly modern car for the time, it made for very useful law enforcement transportation. This paddy wagon was themed around the Chicago Police Department. Interesting features on this Model A include steel frame and window bars, rear prisoner benches including shackle mounts, Sireno siren, roof mounted red lights as well as dual side mounted spare wheels. To complete this tribute, this paddy wagon comes with the added props of a billy club as well as a replica tommy gun. This final year Model A is ready to provide its next care taker with years of motoring and even possibly at home with some other law enforcement vehicles.

\$25,000 - 35,000
WITHOUT RESERVE

120.**1965 AMPHICAR MODEL 770 CABRIOLET**

Chassis no. 104076

1,147cc OHV Inline 4-Cylinder Engine
43bhp at 4,750rpm4-Speed Synchronized Manual Transmission
Single Speed With Reverse Water Transmission4-Wheel Independent Suspension
4-Wheel Waterproof Hydraulic Drum Brakes

- ★ Beautiful example of the legendary amphibious Amphicar 770
- ★ Charming red over red and white livery
- ★ Land or sea, this can do it
- ★ Saves the hassle of having to buy a boat!

**THE AMPHICAR**

Hans Trippel's experiments with amphibious vehicles began in the 1930s, bearing fruit in wartime in the form of the Volkswagen based Schwimmwagen, more than 14,000 of which saw service with the German Army in WWII. Trippel revived the concept post-war with the Amphicar (originally called the Eurocar). Necessity of unitary construction, the cabriolet-style Amphicar was powered by a 70cu in (1,147cc) four-cylinder Triumph Herald engine mounted in the rear and driving the rear wheels. A special transmission drove the two propellers that afforded a maximum cruising speed on water of around 6 knots (7mph), the top speed on land being around 70mph. No special steering gear was required for use on water, the car being steered in the normal way. The design certainly worked, as demonstrated by a well-publicized stunt that saw an Amphicar successfully cross the English Channel from France to England

in 1962. Nevertheless, and despite the attractions of its dual capability, the Amphicar was not a commercial success. In what should have been its biggest market - the USA - the Amphicar was handicapped by the many difficulties involved in trying to comply with smog and safety regulations. Demand for what was essentially a novelty vehicle never remotely approached the 20,000 units projected annually, only 3,000-or-so being constructed before production ceased in 1968.

THE MOTORCAR OFFERED

Finished in bright red with a matching red and white vinyl interior, this Amphicar joined the consignor's impressive collection about a decade ago. Unusual in any way, this Amphicar Model 770 Cabriolet would be the ideal classic car/classic boat choice for a lake or beach house, but would require a thorough, water-tight checkup before being launched in the water. A previous High Sierra Show-n-Shine entrant, the car has seen water use in the past, and would surely be in its right element back on the water.

\$40,000 - 50,000
WITHOUT RESERVE

121.

1954 ROLLS-ROYCE SILVER DAWN
DROPHHEAD COUPE
Coachwork by Park Ward & Co. Ltd.

Chassis no. LSMF10

Engine no. S5F

4,566-cc Inline F-Head 6-Cylinder Engine

Single Downdraft Carburetor

130-hp (est.)

4-Speed Hydra-Matic Automatic Transmission

Independent Coil Spring Front and Live Rear Axle with

Semi-Elliptic Leaf Springs Rear Suspension

4-Wheel Power-Assisted Hydraulic Drum Brakes

- ★ One of only six made, three with automatics
- ★ Delivered new to Baroness Rozelle Empain
- ★ Heavily optioned with power featured
- ★ Exceedingly rare, coachbuilt luxury



THE SILVER DAWN

The Rolls-Royce Silver Dawn was the first completely new car Rolls introduced after World War II. Manufacture began in 1949 and ran through 1955. The war had changed the market, and the Silver Dawn was advertised as a car the owner could drive rather than be driven in. It was also the first model to offer standard factory bodies, as well as coach built ones. Because England was in the throes of a post-war financial crisis and needed hard currency, the Silver Dawn was an export-only model until 1953. Consequently, the bulk of the production is left hand drive. Only 760 were made, 60-some receiving custom bodies. The engine was a 4.3-liter, straight six upon introduction, rising to 4.6 in 1953.





THE MOTORCAR OFFERED

This Park Ward "Foursome" Drophead Coupe is one of only six made, and adds further exclusivity by being only one of three with an automatic transmission. It also has the larger 4.5 engine. The swooping, black front fenders blend seamlessly into the tapered rear with spats covering the rear wheels. The dual-tone paint has mint green sides over dark green which set off the matching dark green seats with mint green piping. Attractive red piping breaks up the expanse of the black top. Left hand drive enhances the driving experience in North America.

According to copies of the factory record, this stunning Rolls was ordered by an equally stunning and flamboyant person—the Baroness Rozelle Empain (née Rowland), the wife of Baron Jean Empain. An American burlesque performer, she and her husband were known to throw

elaborate, Gatsby-esque parties at their palace. While Baron Empain controlled the Paris subway, that would not be how he or his wife would travel. This Rolls was delivered new to Château de Bouffémont, just north of Paris, on June 17, 1953. The Baroness was assured she ride in style with her coachbuilt drophead finished in Moss Green over tan hides and optioned with power windows, top, and steering as well as automatic gearbox, model 4200 radio, high frequency horns, fog lamps, and more. The Baroness kept the Rolls until 1966, when it was to a Monsieur Sadoul of Paris's 7th Arrondissement.

It is likely the car remained in France, receiving a restoration in the 1980s during which it was finished in its current two tone green. In 1988 took first place at the Grand Prix de Diane Hermes, with the award given by Britain's Princess Anne. Acquired by the current owner

in November of 2009, the Drophead has remained on static display for the last dozen years. Still retaining its restoration from the 1980s, the car has mellowed over the years but still carries with it plenty of presence, although recommissioning will be required prior to active use.

The offered lot provides the opportunity to own an almost unique coach built open car from Britain's most prestigious manufacturer during the period when the British motor industry regained its footing after the war. It is a rare beauty that would be the perfect transportation to one of the world's great automotive events, whether the driver is a participant or a spectator.

\$250,000 - 300,000
WITHOUT RESERVE

122.

Formerly in the collections of David Tunick and Dick Teague

1911 PACKARD MODEL 18 RUNABOUT

Chassis no. 19101

Engine no. 19101

265.7ci T-head inline 4-cylinder engine

Packard carburetor, 53bhp

3-speed manual transaxle

4-wheel semi-elliptical leaf springs with solid front and live rear axle

Rear wheel mechanical drum brakes

★ *Exceptionally rare T-Head Packard Runabout*

★ *High quality Brass Touring Car*

★ *Known history back to 1916*

★ *A handsome sporting car from one of the finest manufacturers of the period*



EARLY PACKARD CARS

Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio, from which the first Packard car emerged in November 1899. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One,' was adopted as the company's advertising slogan.

By 1903 Packard's first four-cylinder car - the Model K - had arrived and the single-cylinder's days were numbered. Packard's four grew in engine capacity over the next few years before stabilizing at 431.9ci (7,080cc) in

1907 with the introduction of the Model 30, by which time the number of body styles offered had increased from one to four. In 1909 the company introduced a downsized Packard - the Model 18 - featuring a shorter wheelbase and smaller (265.7ci, 4,356cc) four-cylinder engine. Built to the same exemplary standards as the range-topping Model 30 yet \$1,000 cheaper, the Model 18 was nevertheless consistently outsold by its larger sibling until it disappeared from the range at the end of the 1912 season when Packard ceased to build four-cylinder cars.



THE MOTORCAR OFFERED

This fine example of Packard's beautifully designed Model 18 is rare in that it is known to have always been in the Runabout form in which it is seen today. The Runabouts were built on special short wheelbase chassis measuring a mere 102 inches in 1909-1911 seasons and are thought to have accounted for a fraction of their production figures, with most being touring or formal cars. As it was in 1911 only 400 of the Model were built in total. To add to the aesthetic appeal, the radiator and engine are set back significantly in the chassis which when combined with the transaxle 'box' makes for excellent weight distribution and therefore handling too. It was a formula that they mirrored on the Model 30 Runabouts also.

According to the well-researched Packards Online Registry, car 19101's ownership can be charted back to the teen era, and while its original purchaser is not recorded, from this

information we do know that the next owner was Frederick T. Ward of East Orange, New Jersey who acquired the car in 1916. Ward's tenure stretched forward for a considerable time, and it was most likely not until the 1940s when it next changed hands, being purchased then by the noted collector David Tunick, in a peak buying period for him. He retained the Model 18 until 1958 when it passed to another luminary in the hobby, Dick Teague, the famed AMC design vice president. This began a series of Mid-West owners, next being Jack Frost of Detroit in 1960; Norm Viney of Ohio in 1964 and briefly Bob Earausquin also of Ohio in 1980. At that point the car moved south to renowned Packard historian and co-author of Packard: A History of the Car and Company, L. Morgan Yost of Cherokee Village, Arkansas. Mr. Yost retained the Model 18 for the next eighteen years, and it is understood to have been restored during

his ownership. From there it moved overseas through Mark Smith, into Spanish ownership only returning to the US in the last few years.

Sporting its distinctive white paintwork, the car has always been a familiar sight in the hobby and is rated by experts to be a highly authentic example of its breed. Viewed today, it retains key elements of the model including its matched numbers engine, correct Packard carburetor, oiler system, period Hartford shocks. A full complement of Brass accoutrements such as Packard Model 18 script headlights are present and all of its brightwork has been exquisitely refinished and literally gleams from stern to stern. An ideal and sporting tour car, to assist with this it has the added benefit of a modern starter motor and later period Bosch magneto. It offers all of the quality of the early Packards at a modest price point.

\$150,000 - 175,000

123.**2015 FORD SHELBY GT500 SUPER SNAKE PROTOTYPE**

VIN.1FA6P8CF5F5339066

Shelby Serial no. CSM 15SS0001C

302ci DOHC Supercharged V8 Engine
 Computer Controlled Port Injection
 850bhp at 7,400rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- ★ Built by Shelby America
- ★ The prototype for the Super Snake model
- ★ Heavily optioned
- ★ Featured in numerous publications

**THE MOTORCAR OFFERED**

Shelby's most legendary machines are not the ones built in some Detroit factory with Carroll's name on them but the ones built in-house by the wizards in Shelby's own shop. That's where the Cobra came from, the original GT350, and more recently, the GT500 Super Snake. Starting with a Mustang GT, the horsepower gurus at Shelby America set out to turn a fast car into a weapon. Offered in a few different packages, the absolute top of the heap was a \$54,999 "750+ HP" package – this on top of the price of the new Mustang GT donor car. Featuring a gargantuan Kenne Bell supercharger, upgraded suspension, Wilwood disc brakes, short throw shifter, front and rear splitters, a carbon fiber hood, and more, this Snake was capable of getting to 60mph in under 4 seconds and pulling 0.98g on the skidpad.

The offered vehicle is not just any Super Snake but the original prototype. Bedecked with virtually every option Shelby could imagine offering and finished dark red with a matching red and black leather interior, this car was featured in numerous car shows and publications including *Road & Track*, *Car & Driver*, *Motor Trend*, and more. No mere show queen, this Super Snake was both a test bed and marketing tool for Shelby, racking up just under 13,000 miles in the first 12 months on the road.

Used more judiciously since, it has been sparingly driven while in the care of the current owner, who acquired the car in 2016. Complete with original Team Shelby literature, this Shelby prototype is ready to rumble into a new garage.

\$60,000 - 80,000
WITHOUT RESERVE

124.

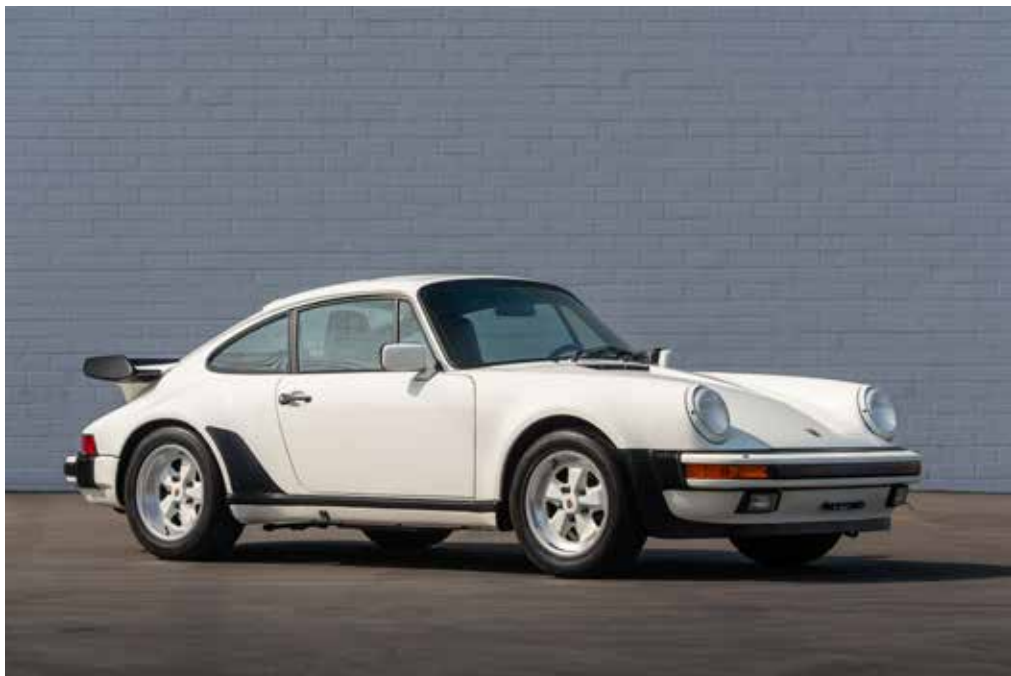
1987 PORSCHE 930 3.3 TURBO COUPE

VIN. WPOJB0930HS050814

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

Without Reserve

- ★ Gorgeous white over burgundy color scheme
- ★ Nicely optioned example
- ★ Formerly a Texas car
- ★ One of the most raw and exciting production cars ever built



THE PORSCHE 930 TURBO

"It offers the finest blend of ultimate performance and refinement I have ever come across..." – Paul Frère on the Porsche 911 Turbo. What set the 911 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, Motor's Roger Bell reckoned what made the Porsche so different was that it "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

THE MOTORCAR OFFERED

This handsome 930 was finished at the Zuffenhausen factory in January 1987. The early history of the car is not as of yet known, but according to the CARFAX report, it was in Texas at the beginning of the millennium. Finished in white over burgundy hides and outfitted with an optional Blaupunkt cassette radio, the current owner acquired the car in May 2005 with 9,273 miles—a figure corroborated by the CARFAX report. Since acquisition, the speedometer was replaced with a metric unit and the odometer re-zeroed. An additional 146 kilometers are now showing, but the original mileage cannot be verified.

Complete with a tool roll, it has been exceedingly sparingly used since purchase and largely been on static display. As such, recommissioning is recommended prior to finding out what happens when you lift in

the middle of a corner. One of the most raw and unbridled cars available on the market in its day, the 930 3.3 Turbo has rightfully earned its place as a legend, and it is quite rare to find an example that has been as carefully maintained and unfettered as this.

\$70,000 - 100,000
WITHOUT RESERVE

125.

1984 FERRARI 512 BBI
Coachwork by Scaglietti
Design by Pininfarina

VIN. ZFFJA09B000051339

5.0L DOHC Flat 12-Cylinder Engine
Bosch K-Jetronic Fuel Injection
340bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One of 1,007 512 BBI models produced
- ★ Documented service history since 1994
- ★ Desirable red over tan color combination
- ★ Iconic Pininfarina designed 12-Cylinder Ferrari



THE FERRARI 512 BB 'BERLINETTA BOXER'

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

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

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

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



THE MOTORCAR OFFERED

This attractive example of the iconic 512BBi is finished in Rosso Corsa over tan leather interior with tan dash, with Daytona style seat inserts and tan carpets. The car also features power windows and air conditioning. The silver finished center lock wheels carry the appropriate Michelin TRX rubber to connect with the road. Equipped with the factory tool roll with leather pouch, books and manuals in the factory pouch and what appears to be the original spare tire.

The injected Berlinetta Boxer was imported by Steve Barney of Foreign Cars Italia in June of 1984. Following being federalized shortly thereafter, the car spent some of its life with previous owners until being sold to its current owner in January 1994. This vehicle comes with a detailed binder full of service receipts dating from current all the way back to 1994. In 2018, the car

received a major engine-out service along with additional preventative maintenance ensuring the car is up to date on all major services. Additionally, the car has also had many routine services in 2019 from the Ferrari experts at Dugan Enterprises in San Diego. This vehicle's impressive service history ensures the care which was put into the car during its long-term ownership. Rest assured, this 512 is ready to be enjoyed for many more miles to come.

Today, the car is great condition. Covering approximately 36,000 miles from new, the body and paint present very nicely. The interior is in great shape with just the right hint of patina that one wants to see on an original example. Mechanically, the car runs and drives great. The car comes with a clean Carfax report as well as its documented service binder. Surely a

wonderful opportunity to find a 512BBi that was driven and well serviced ensuring the car has been gone through mechanically and able to be enjoyed in the future.

\$210,000 - 260,000

126.

1960 ROLLS-ROYCE SILVER CLOUD II
'ADAPTATION' DROPHEAD COUPE
Coachwork by H.J. Mulliner

Chassis no. LSRA19

Engine no. 142AS

6,230cc OHV V8 engine

Twin side-draft SU carburetors

220bhp (est)

Four-speed automatic transmission

Independent Front Suspension, Live Rear Axle

Four-wheel power-assisted hydraulic drum brakes

- ★ Rare derivative of Rolls-Royce
- ★ Original U.S. Supplied, left hand drive car
- ★ In the present ownership since 2008
- ★ Timelessly elegant four seat open Rolls



THE ROLLS-ROYCE SILVER CLOUD II

Rolls-Royce has never been reluctant to express the quality of its automobiles, nor abashed about putting it to the test, but even by the Crewe firm's high standards the Silver Cloud range of the late 1950s/early 1960s represented a high point in the fortunes of the legendary British marque's post-war history.

Adoption of an all-aluminum V8 engine replacing the straight six of the Cloud I was the most remarkable innovation when Rolls-Royce publicized the advent of their new Silver Cloud II model in 1959. It is well worth noting that this engine - developed during the 1950s - was still performing under the bonnet of Rolls-Royce's modern models of the '90s though having been subject to the company's established policy of seeking improvements in design and manufacture. As regards coachwork there were but

negligible changes to the familiar Standard Steel bodywork when compared to that of the Silver Cloud I.

For some clients, however, even the factory's own coachwork was not quite exclusive enough, and for this select band of purchasers Rolls-Royce proposed a range of bespoke bodies, ranging from Harold Radford's 'Countryman' estate conversions through Park Ward's rakish Vilhelm Koren styled convertible, but perhaps that which best reflected Rolls-Royce values was Mulliner's convertible, known today as the 'Mulliner Adaptation'. Hand crafted style such as this attracted a hefty premium though, H J Mulliner's convertible being priced some 30% above the standard Silver Cloud II four-door saloon, which was already one of the world's most expensive cars.

A total of 107 of these cars were built on the Cloud II/S2 standard-wheelbase chassis a mere 4% of the production of this successful model.



THE MOTORCAR OFFERED

This exceptionally rare Rolls-Royce is one of only 74 of an already limited run that were built in left hand drive form, and certainly even fewer that were delivered to these shores. Owing to the availability of original factory records for the marque, it can be confirmed that as new the Drophead was ordered by Rolls-Royce Inc. for J.S. Inskip and delivered to the shippers in October of 1960. Ordered in Black over 'Special Red' leather, the Special Red extended to headcloth and carpets—but white rubber mats were additionally ordered from the front seats. Built to USA specification, the original left hand drive configuration is also noted, and reflected in the 'L' prefix to its chassis number, while features included power steering, electric windows, foglamps, and winter equipment including a winter thermostat and cold weather shields over the door locks. The first owner is recorded as Oliver D. Appleton, a partner at Cyrus J. Lawrence & Sons, investment bankers, in Mount Kisco, New York.

The car appears to have remained in New York for much of its life. In the 1980s it was believed to have been slightly modified and restored by Niko-Michael Coachworks, with the P100 headlights and continental kit installed at this time along with the two tone black and burgundy color scheme added both inside and out. In the collection of a Rolls-Royce enthusiast in the early 2000s, it was acquired by the current owner in 2008 and has been on static display since. Recommission is recommended prior to active touring.

Supremely elegant and rarely available particularly those that were sold new to the U.S. this is an eminently collectible and covetable four person touring Rolls-Royce.

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



127.

Desirable 'pre-L' model with thoughtful, desirable upgrades 1972 DE TOMASO PANTERA COUPE

Chassis no. THPNMB02517

351ci OHV V-8 Engine
Single 4-Barrel Holley Carburetor
Est. 395bhp
5-Speed Manual Transaxle
4-Wheel Independent Suspension with Coilover Shocks
4-Wheel Disc Brakes

- ★ Offered from long-term enthusiast ownership for some two decades
- ★ Always a California car, with known history in good hands since new
- ★ Excellent, well-maintained older restoration in superb order
- ★ Numerous sought-after upgrades, many by Pantera specialists Bob and Don Byers
- ★ An excellent example of the 'pre-L' Pantera



THE MOTORCAR OFFERED

This sleek De Tomaso Pantera is a most desirable 'pre-L' model, retaining the more attractive earlier styling that lasted only through the 1972 production year, as well as the early close-ratio transmission that provides better performance. It was sold new early in the following year, with a California registration on file noting that it was delivered on January 5, 1973. The dealer of sale was presumably Peyton Lincoln-Mercury of Harbor City, California, whose window sticker also remains in the file, noting that the car was originally white and equipped with air-conditioning, five-speed transmission, four-wheel power disc brakes, power windows, full tinted glass, magnesium sport wheels, and radial tires – all at no extra charge, with a price tag of \$10,113.

That early California registration notes that on March 17, 1973, the Pantera was registered to Slick Gardner of Buellton, believed to be the original owner, who was quite the enthusiast of performance automobiles. Known as an Auto Racing Club of America driver, he appeared in a Gardner Racing Mercury in a NASCAR Winston Cup race at Talladega in 1973, starting 11th and finishing 47th Overall. He was also intended to partner with car owner Phil Henney behind the wheel of a Chevrolet Camaro in the 1976 24 Hours of Daytona, although they did not start the race.

The current caretaker notes that the car was subsequently acquired by Phillip Arthur Griffith of Goleta, for whom a 1982 registration is in the file. Mr. Griffith completed the Pantera's restoration, refinishing it to red in the course of

what the owner recalls as a frame-off rotisserie restoration.

The next owner, the car's third, was an avid enthusiast and multiple Pantera owner. He upgraded the interior, replacing all vinyl, including both the seats and door trim, with the highest-quality leather. A later metal dashboard was fitted, replacing the original dash, whose unusual design made it difficult to view the gauges while driving. An additional gauge for transmission temperature was fitted, using a Veglia unit that nicely matches the original gauges. The sound system was updated, and integrated turn signals fitted within the mirrors, in addition to other electronic upgrades. At this time the wheels were also upgraded, as well. The owner notes that during this ownership the car's engine was rebuilt to be much more powerful than stock. While he



received no documentation of this work, when he became the fourth owner some twenty years ago, 395bhp was quoted by the seller, and the owner happily notes that the additional performance is obvious on the road!

Continuing the car's history of fastidious maintenance, the owner notes that he has undertaken considerable work with the noted Pantera specialists Bob and Don Byers of Precision Proformance. A chassis stiffening kit was fitted to reinforce both the front and back of the car, and prevent the body from flexing. The battery was relocated to below the bottom of the front luggage compartment, lowering the center of gravity and providing a bit of additional luggage space. Modern disc brakes with a Corvette master cylinder were fitted, to upgrade stopping power, and coilover suspension

fitted at all four wheels, both by the Byers. The cooling system was upgraded with a new radiator, pressure pots, and hoses, and a water shut-off kit was fitted to prevent the radiator coolant from flowing through the passenger compartment, to keep the passengers cool in the summer. To the same end, the air conditioning system rebuilt with all-new components, to work properly on R134a refrigerant.

The car has been exercised a few thousand miles over the years, and when not on the road has remained in the owner's climate-controlled garage. He was told by the previous owner that the car has never been washed, only wiped down and detailed whenever necessary, and has maintained the same tradition. As a result, this Pantera remains in beautiful order, with its paint still in superb condition, and, significantly, is

described as rust-free from top to bottom. The owner has changed the clutch and had the carburetor rebuilt, both in preparation for the sale, and notes that all gauges and indicators work, including the seatbelt light.

There is almost certainly no better-sorted, more thoroughly prepared and genuinely superb "pre-L" Pantera available on the market today.

\$90,000 - 140,000

128.

1967 FERRARI 330 GT SERIES II 2+2

Coachwork by Pininfarina

Chassis no. 8937

3,967cc SOHC V12 Engine

3 Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ Delivered new through Luigi Chinetti Motors
- ★ One of 23 examples originally painted Nocciola
- ★ 35,344 believed-to-be-original miles from new
- ★ History report by Marcel Massini



THE FERRARI 330GT 2+2

Ferrari firmly established itself as a "volume" manufacturer with the 250 series, following nearly a decade of producing mere handfuls of cars at a time. Of course even then the numbers built hardly qualified as "mass production" but the concept was still a big move for the builder of exotic Italian sports cars. The introduction of the Pininfarina-designed 250GTE in 1959 added a genuine 2+2 grand tourer to the range, a car suitable for the mature businessman. It delivered both the performance and creature comforts required to cover thousands of kilometers of autostrada in speed and subtle, elegant, style.

The 250GTE was succeeded by the interim 330 America, which featured an enlarged 4.0-liter engine and then by the 330GT 2+2 Series I in 1964. The 330GT was updated in 1965 when the Series II models

arrived. Its five-speed gearbox, alloy wheels and more resolved dual headlight frontal appearance set it firmly apart. Production ran until 1967, with 474 built.





THE MOTORCAR OFFERED

Chassis no. 08937 was completed at the Maranello factory in July 1966, equipped as a U.S.-specification example with instruments in miles, and optioned with power steering and windows.

Distributed to Luigi Chinetti Motors in New York, it was finished from new in the same colors it wears today, Nocciola (1 of 23 cars so outfitted) over Nero Franzi hides. The first owner is not recorded but the car would find its way to Colorado by 1975 where it was advertised with 18,000 miles on it. Sold from there to the West Coast, it was on the East Coast by the mid-1980s and would remain out east with a variety of owners until it was acquired by the present owner in 2006 with 35,156-claimed-to-be-original miles on the odometer.

Showing fewer than 200 additional miles over the last 15 years, the Ferrari has largely been on static display since joining the seller's collection. A rare and elegant machine, recommissioning is recommended before taking the family for a back roads blast.

**\$120,000 - 160,000
WITHOUT RESERVE**

129.

1994 NISSAN SKYLINE-R R32 GT-R VSPEC II

Chassis no. BNR32-309609

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

- ★ A beautifully kept, unmodified one-owner example
- ★ True collector grade with only 4,069 kilometers
- ★ Rare Vspec II variant, one of 1,306 built
- ★ Japan's most faulted 'Forbidden Fruit' supercar now on American shores



THE NISSAN SKYLINE

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

at Bathurst in the toughest condition - and a hostile reception from the crowd when Richards and Skaife took the podium.

In road going form, the R32 was powered by a twin-turbo RB26DETT in-line six allied with a sophisticated 4WD system and HICAS all-wheel steering, the R32 was a devastating road car. On paper, these cars were stated to produce 276hp, however these were usually underrated numbers to please the limiting laws in Japan. Unofficially the Skyline held the lap record on the legendary Nurburgring Nordschleife.



THE MOTORCAR OFFERED

This beautifully well-kept R32 GT-R comes direct from the place of its birth following a lifetime of coddling and care. Having only one owner from new, the original purchaser fastidiously garaged and cared for his homegrown supercar. Kept dry and properly stored, this example appears to still have the same set of original Bridgestone tires it was delivered with when new—a small testament to the level of detail and extent of care bestowed upon the car.

Very original in presentation, the car was fitted with a NISMO (Nissan Motorsports) rear trunk spoiler. Such a rare occurrence to find an R32 GT-R with no aftermarket modifications, let alone with the rare Vspec II optional package. Victory Spec, or Vspec models were produced to celebrate the racing success of Nissan in the Group N and Group A racing series. Setting it apart

from the standard R32 GT-R, the Vspec II package includes 17-inch forged BBS wheels, larger tires, retuned all-wheel drive system as well as Brembo 4-pot brake calipers. Further, this example comes optioned with a trunk mounted CD-changer with a rarely seen center console controller. Finished in Spark Silver metallic (KL0 code) with a black interior, the car presents beautifully and is in fantastic original condition.

Showing only 4,069 kilometers at the time of photographing, the car still appears as new with very little signs of wear. The engine still showing the gold coating on much of the hardware, evidence of little to no heat cycling which quickly ages these engine bays. Complete with original service books, owner's manual, key, spare tire, and some documents also speak to the lifetime of

attention given to this Skyline. This R32 did receive a routine maintenance in recent time to ensure the car is ready to be operated. Rarely seen anywhere in such unmolested condition, they are particularly rare on these American shores where the Skyline-model was never sold new.

\$160,000 - 190,000

130.

1967 LAMBORGHINI 400 GT 2+2 COUPE

Coachwork by Carrozzeria Touring

Chassis no. 0724

Engine no. 0698

3,929cc DOHC V12 Engine

6 Twin-Throat Weber 40DCOE Carburetors

320bhp at 6,500rpm

5-Speed Manual

4-Wheel Independent Suspension

4-Wheel Vacuum-Assisted Girling Disc Brakes

- ★ The 65th of only 247 400GT 2+2s built
- ★ Delivered new to Belgium
- ★ In the present ownership since 2005
- ★ Documented by its Lamborghini
Certificato d'origine



THE 400GT

It is the stuff of legend that Ferrari-owning industrialist Ferruccio Lamborghini only turned to automobile manufacture as a result of receiving off-hand treatment at Maranello, vowing to build a better car. A successful manufacturer of tractors and related machinery, Lamborghini possessed the resources to realize his dream without having to compromise.

Lamborghini's first production car, the Touring-styled 350GT, debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile designers, the 350GT featured a glorious 3.5-liter, four-cam V12 designed by Giotto Bizzarrini, housed in a chassis penned by Gianpaolo Dallara. The 350GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time; but to compete with his Maranello

rival's larger models, Lamborghini needed a four-seater, and the 400GT 2+2 duly appeared in 1966. A development of the 350GT, the newcomer used an enlarged - to 3,929cc - V12. This 4-liter unit had first appeared in 1965, finding its way into a handful of late 350GTs, this interim model being known as the 400GT. The 400GT's claimed maximum power was 320bhp - up from the 350GT's 270 - an output sufficient to make the former a 150mph-plus car.

Despite its novice status as an automobile manufacturer, Lamborghini soon dispelled any lingering doubts about its ability to compete with the world's best Grand Tourers. Reviewing the 400GT in its 2+2 form in 1967, *Autocar* magazine voted it "better than all the equivalent exotic and home-bred machinery in this glamorous corner of the fast-car market." The relaxed

manner of its long-legged performance was reckoned the finest quality of the Lamborghini, its V12 engine being judged to have the broadest range of smooth torque the testers had experienced. *Autocar* concluded: "To achieve this level of performance without noise, fuss, temperament or drama is an achievement; in the time taken for development, it is nothing short of sensational."



THE MOTORCAR OFFERED

One of only 247 units built between 1966 and 1968, this 400GT is the 65th 400GT built and the 208th Lamborghini to roll off the production line. Originally shipped to the Belgian dealer Socaria on November 7, 1966, the car was ordered in the striking and handsome combination of Grigio medio over Tabacco hides.

Initially remaining in Europe, the Lambo eventually made its way to Texas. From 1980 to 1982 the car was subject of what was described by the previous owner as an extensive restoration in Rhode Island. Understood to have been a thorough process that attended to both cosmetic and mechanical needs, it was at this time the car was refinished in the ever popular red over tan color scheme. Thirteen years later it is understood the engine was freshened and the last service carried out by the previous keeper

was reported to have been completed in August of 2003.

The current owner acquired the car in 2005 and have kept it on static display since joining the collection. The four-decade old restoration is begin to show some age, which, combined with the long term storage, offers the new owner the opportunity to chose what degree of recommissioning is right for them. When completed, however, they will have a lovely and fast machine that is eligible for many fine events including the Copperstate 1000 and Mountain Mille.

**\$280,000 - 340,000
WITHOUT RESERVE**

131.**1998 CHEVROLET CORVETTE 'INDY 500 PACE CAR'**

VIN. 1G1YY32G7W5117666

5.7-Liter LS1 Aluminum V8 Engine
 Sequential Fuel Injection
 345bhp at 5,600rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ One of only 547 1998 Indianapolis 500 Pace Cars made
- ★ Extremely low-mileage example, with just 231 miles recorded
- ★ Equipped with 6-Speed Manual Transmission
- ★ Stunning, time-capsule original condition accompanied by the original window sticker

**THE 1998 INDIANAPOLIS 500 PACE CAR**

1998 marked the return of the Corvette Convertible as well as the return of the Corvette as the Pace Car for the Indianapolis 500. To mark the occasion and to make it well known that the Convertible was back, the 1998 Pace Car replica featured a color scheme that was like no other. It featured an exclusive Radar Blue paint with extensive Indy 500 graphics, yellow wheels, and yellow interior accents. Interestingly, the 1998 Corvette that served as the official pace-car from the race was virtually identical to the production model variants that were built to commemorate the event. Unlike most other pace cars, which require mechanical modifications to bolster the car's performance to meet the rigors of pacing the massive racetrack, the Corvette came equipped with enough horsepower to handle the demands of leading the pack with ease. The official pace car's LS1 engine did receive

a freer-flowing intake manifold and modified exhaust system designed to boost the car's horsepower from 345 to 370hp, but this was done as a means of differentiating the "official" car from the "replicas."

THE MOTORCAR OFFERED

This extremely well-preserved Corvette Indianapolis 500 Pace Car has covered a mere 231 miles from new at the time of cataloging and represents a unique opportunity to buy one of the 547 models that were built in 'time capsule' condition. This Corvette is equipped with the Pace Car package which includes the unique Radar Blue paint, black leather interior with yellow inserts, color keyed yellow wheels and a black convertible top and more. This package cost an additional \$6,000 when new. This incredible example is also equipped with a 5.7 L 345hp LS1 engine and a 6-speed manual transmission. This stunning time-capsule represents a unique opportunity to own a part of the Indianapolis 500 legacy.

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

132.

Extensive rebuild to very desirable Spectre specification
1993 LAND ROVER DEFENDER 130

VIN.SALLDKHF8LA931378

2,495cc OHV 4-Cylinder Diesel Engine

Garrett Turbocharger

109bhp at 3,900 rpm

5-Speed Manual Transmission

Front and Rear Coil Spring Suspension with Double Rear Shocks

Four-Wheel Disc Brakes

- ★ A genuine factory-built, left-hand-drive 130 200tdi
- ★ Ground-up restoration, with many desirable, sought-after upgrades
- ★ Outfitted with considerable inspiration from the Defender seen in the James Bond film *Spectre*
- ★ Retains original chassis frame in excellent condition



THE MOTORCAR OFFERED

The Defender offered is a genuine factory-built left-hand-drive 130 with the 200Tdi direct-injection diesel engine, legendary among enthusiasts for its long-lived hardiness. Unlike many examples that are presented in somewhat shopworn condition, that offered here has undergone a ground-up rebuild beginning from the bare chassis, which has been left in its original paint to show its truly amazing condition. The bulkhead has been professionally refurbished while rear 'high cap' body is a brand-new genuine Land Rover piece, as are the side plinths and the genuine Puma bonnet; the doors are all-new and mounted on Croytec alloy hinges with matching screen blocks. Clearly no expense was spared to return the Defender to its original glory.

Inspiration for the vehicle's configuration was the iconic Defender seen in the 2015

James Bond film, *Spectre*, which served to reignite the passion of enthusiasts for this model worldwide. Thus, finishing the menacing exterior appearance are a full set of Spectre wheels with 37-inch tires; full-length rock sliders; full LED lights, including the headlights and Spectre spotlights; a KBX grille system; black chequer plates on the front fenders; and a "Spectre rope." A brand-new Safety Devices external roll cage ensures off-road security, while the same firm supplied a roof rack system for carrying goods on one's journey. Within is a new elite ExmoorTrim seat system, including rear mounting brackets enabling the fitment of Elite reclining rear seats. The interior is lined with acoustic carpet, for a more serene ride on-road, and the headliner has been retrimmed, resulting in an interior that is both comfortable and beautifully presented throughout.

Drivetrain updates include a two-inch suspension lift with polyurethane bushings, a double-shocked rear axle, copper brake pipes, and a sports intercooler and expansion bottle to keep the engine running cool under the hood, as well as a new exhaust system.

At the time of cataloguing the Land Rover had recorded 1,198 miles, yet it is surely ready for many more – having been fully refurbished and presented to a highly detailed standard, it is described as being in amazing driving condition and in truly impressive cosmetic order, as well. There are few better-prepared, more exciting and well-equipped Defenders available on the market today.

\$70,000 - 100,000
WITHOUT RESERVE

133.**1966 TRIUMPH TR4A IRS**

Design by Giovanni Michelotti

Chassis no. CTC64655L

2,138cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

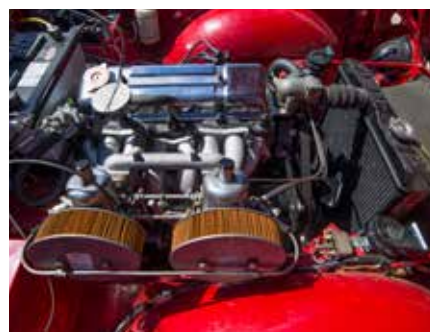
104bhp at 4,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- ★ *Single-family ownership since new and less than 13,000 original miles*
- ★ *Largely unrestored and preserved cosmetic condition*
- ★ *Comprehensively mechanically refurbished in 2017 at the cost of about \$30,000*
- ★ *Desirable TR4A model with independent suspension all around*

**THE TRIUMPH TR4**

First step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 was introduced in 1961. Giovanni Michelotti's new bodyshell brought the styling up to date while beneath the skin there were numerous chassis changes. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved driveability. The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive, the TR4 was good for a top speed of almost 110mph. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other specialists.

THE MOTORCAR OFFERED

In the TR4 arena, it doesn't get much better than this superlative TR4A IRS, which is largely original and preserved. It was employed by its original owner, Dr. W. S. Cole of Nova Scotia, for just two years before it was stored in 1969, with only 12,000 miles on the odometer. In 2016, Dr. Cole's daughter Lesley sent the car to Jetstream Automotive and Custom in British Columbia for a preservation restoration. Out of respect for the originality of the car, it was decided that the paint, brightwork and interior should be carefully preserved, while the original engine, which was seized, along with other mechanical components, would be refurbished to TR4A specification.

The body was removed, but not disassembled, the chrome cleaned and reinstalled. The engine bay polished, while the fasteners were removed and cad plated.

The undercarriage was cleaned and painted black. The car received a new soft top on the original refinished frame. After \$30,000 worth of work, this TR4A IRS in its red paint with black interior, has less than 13,000 miles on the odometer. It is remarkable for its originality, low-mileage and single-family ownership. The preservation/restoration work has been undertaken with utmost reverence for a very significant example of the classic British sports car and will grace any collection with gravitas - as well as being a really fun drive.

\$30,000 - 40,000
WITHOUT RESERVE

134.

1974 ROLLS-ROYCE PHANTOM VI FORMAL LIMOUSINE Coachwork by Mulliner Park Ward

Chassis no. PRX4773

6,230 cc OHV V-8 Engine

Twin SU Carburetors

Adequate Horsepower

4-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Ordered new by the British Foreign Office
- ★ Originally used in Moscow by the British Ambassador to Russia
- ★ Subject of a three-year restoration by marque specialist Vantage Motorworks
- ★ Documented by copies of extensive factory build records



THE ROLLS-ROYCE VI

Rolls-Royce's new limousine model, the long-wheelbase Phantom V, effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. Built on a much modified and strengthened Silver Cloud II chassis enjoying the same 145 inch wheelbase as the IV, the new Phantom measured over 6 meters (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. Now built by the combined firm of H.J. Mulliner, Park Ward Ltd., the car lived on into the 1990s as the Phantom VI with 374 built in total, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

THE MOTOR CAR OFFERED

This Phantom VI was ordered new by none other than the British Foreign Commonwealth Office for use of the British Ambassador to Russia at its Moscow Embassy in October of 1973. Specified in left hand drive, it was optioned with a number of special features including heavy duty suspension, a custom externally plugged Peregrine engine block heater, flag masts at the front corners, and loads of spares given the limited Rolls service facilities in Russia. Coming in at £10,430.90, the people of the United Kingdom should be delighted to hear that Rolls provided a 33% discount on the original MSRP to come down to that still-lofty figure. Throughout the 98 pages of the build sheet, the extensive pre-delivery testing—and multiple telex wires from Moscow reminding Rolls as to just how biting cold it gets in Russia in addition to the fact that tires, quality gasoline, and just about every other basic essential was not available there—speak to the specialness of this commission.

Finished in the diplomatically appropriate color scheme of black over Natural leather hides throughout, the Rolls served with distinction in Russia and even appeared in the 1979 film *Utrenniy obkhod*. There is no doubt the car stood out amongst the drab and staid offerings available to folks actually living in communist Russia.

The Phantom VI eventually made it stateside and was subject of an extensive, three-year restoration by Rolls specialists Vantage Motorworks in Miami, Florida in the early 2000s. During this restoration, the Phantom received several upgrades including a modern stereo, air conditioning, a color change to two-tone Black over Garnet, and a rear compartment retrim in what is said to be the last bolt of authentic broadcloth. Acquired by the present owner in 2008, only a few years after the restoration was completed, the limousine has been on static display since being purchased. Still showing nicely cosmetically, recommissioning is recommended before being driven to the next diplomatic gala.

**\$70,000 - 100,000
WITHOUT RESERVE**

135.

1963 BENTLEY S3 CONTINENTAL FLYING SPUR Coachwork by H.J. Mulliner

Chassis no. BC22LXB

Engine no. 11BBC

6,230cc OHV Aluminum V8 Engine

Twin SU Carburetors

205bhp

4-Speed Automatic Transmission

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

4-wheel Girling drum brakes

- ★ One of only 18 left-drive S3 Continental Flying Spurs produced
- ★ Delivered new to the Arlington, Virginia
- ★ Well optioned from the factory
- ★ The inspiration in name and design for today's Bentleys



THE S3 CONTINENTAL FLYING SPUR

In the 1950s and 1960s the Bentley Continental was the world's ultimate Grand Tourer, a car in which you could set off from any European capital in the morning and arrive at Monte Carlo fresh enough to play the tables that same evening. With the arrival of the V8-engined version in 1959, this consummate ability was further enhanced. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminum-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the

new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering had been standardized.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door

Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. Combining boulevard elegance with Bentley's sporting tradition, the Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.



THE MOTORCAR OFFERED

Only 86 S3 Continental Flying Spurs were produced, and of those, a mere 18 were ordered in left hand drive. This example was ordered new through Rolls-Royce of New York by successful Arlington, Virginia auto dealership owner Harry Rosenthal. As a dealer himself, Harry knew what to order—and rather than going for a standard S3 opted for the coachbuilt Flying Spur. His option list also reads like someone in the know, specifying a Blue Spot 'Kuhn' radio with Hirschmann electric aerial, Sundym glass with power electric windows all around, ducting for refrigeration (factory records indicate the actual A/C unit was installed upon delivery), rubber mats up front and lambswool for the rear passengers, adjustable reading lamps in the rear cabin, and a full set of luggage (four suitcases, two zipper bags, and an overnight bag – sadly none still with the car). Specifying the car in Black Pearl over Beige leather, the

chassis was completed at the end of April, 1963, delivered to Mulliner at the beginning of May, and sent to Mr. Rosenthal by mid-May.

The Bentley would be sparingly used, repainted Velvet Green, and in long term ownership prior to being acquired by the seller in early 2008. At the time of purchase, the car was described as a largely original machine save for an older respray with just 24,486 miles on the odometer—a figure which was noted by the prior owner to be original from new. Upon acquisition, the seller enlisted marque specialists Vantage Motorworks to carry out \$60,000 in refurbishment work including a rebuilding the brake system, rebuilding and rechroming the bumpers and overriders, rechroming the side window frames, replacing all four tires, full detail of the chassis and engine bay, routine mechanical service, and attention to the

paintwork including a color sand, buff, and repaint as necessary.

Since coming into the collection only seven additional miles have been added with the Flying Spur on static display for the past baker's dozen years and as such recommissioning is recommended at this point. A stunningly beautifully designed machine, this design remains a strong inspiration for Bentley's motor cars today—in addition to lending its name to today's offerings from the marque. This exceedingly rare example is a rare opportunity to pick up one of Bentley's greatest post-WWII sports saloons.

**\$120,000 - 180,000
WITHOUT RESERVE**

136.**1994 ROLLS-ROYCE CORNICHE IV**

VIN. SCAZD02CORCX50035

6751cc OHV 90-degree V8 engine
 Bosch K-Motronic fuel injection
 215bhp at 4,200rpm
 Four-speed GM4L80 automatic transmission
 Four-wheel independent adaptive suspension
 Disc brakes both front and rear

- ★ One of 219 examples built
- ★ Same owner since 2008
- ★ 3,904 miles from new
- ★ Documented by copies of factory records and a clean CARFAX

**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

This Corniche IV was ordered new in Puerto Rico in the beautifully tropical combination of Aurora (light bluish-green) over Parchment leather with Magnolia piping and a Cream Everflex top. Nicely optioned, it was completed at the factory in September of 1993 and delivered in May of 1994. Bouncing between Florida and Puerto Rico, the Rolls would be sparingly driven, accumulating under 3,900 miles by the time it was acquired by the present owner in 2008.

Now showing a mere 3,904 miles from new, it has been on static display since being joining the seller's collection. Ready for recommissioning before active road use, it is a well-preserved example of the antepenultimate version of the legendary Corniche. Complete with copies of its

factory records and a clean CARFAX report, it is sure provide luxurious transport for its next lucky owner.

\$70,000 - 100,000
WITHOUT RESERVE

137.**1943 WILLYS MILITARY JEEP**

Chassis no. MB206300

134ci L-head Willys Inline 4-Cylinder Engine

Single Downdraft Carburetor

60bhp at 4,000rpm

4-Speed Manual Transmission – 4-Wheel Drive

4-Wheel Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Most iconic military vehicle of all time*
- ★ *Recipient of a comprehensive restoration*
- ★ *Equipped with field and weather equipment*
- ★ *Go anywhere, Do anything -*
A flag waving symbol of America

**THE WILLYS-OVERLAND**

Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbor demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille. Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy

but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

THE MOTORCAR OFFERED

This lovely example of the Willys Military Jeep has been restored back to the state it would've appeared in during its original service. The restoration was carried out approximately 10 years ago by a Southern California outfit, under the supervision of the previous owner, himself a WWII Veteran. As such, the general-purpose nature of the vehicle is on full display with hull mounted tools. The consignor purchased the Jeep in the past decade, as a generous gift to another honorable WWII Veteran, to be used around their Big Bear home. Showing in wonderful condition, this Jeep is ready to go anywhere and do anything. Essential to the allied war effort, the Jeep is an unmistakable icon that deserves a spot in any comprehensive collection.

\$20,000 - 25,000
WITHOUT RESERVE

138.**1969 FIAT 124 SPORT SPIDER**
Coachwork by Pininfarina

Chassis no. 124AS.0011630

1,438cc DOHC Inline 4-Cylinder Engine
 Single Weber Carburetor
 90bhp at 6,000rpm
 5-Speed Manual Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Disc Brakes

- ★ A California car for more than 4 decades
- ★ Elegant and timeless Pininfarina styling with brisk Twin-cam power
- ★ Striking black on black livery
- ★ Stylish and iconic Italian Spider for Sunday drives

**THE FIAT 124 SPORT SPIDER**

First introduced in 1966 and based on a shortened 124 sedan floorpan and running gear, the 124 Sport Spider would prove an outstanding success for FIAT, and a worthy successor to FIAT's 1100, 1200 and 1500 Spiders built from 1957-1967. First seen at the Turin Auto Show that year, the elegant and sporting Spider made headlines and magazine covers right of the bat. The attractive design was penned by carrozzeria Pininfarina-employed legendary designer Tom Tjaarda, under Franco Martinengo's direction, and was manufactured at Pininfarina's Canavese-based workshops. Using design elements from other more up-market Pininfarina models, the charming little Spider looked most attractive and carried an affordable price that appealed to American buyers.

Launched with a 1,438cc, four-cylinder, twin-cam engine, the Spider gained 1.6-liter,

1.8-liter and, finally, 2-liter power units as the 1970s progressed. Its sophisticated twin-cam engine and five-speed transmission set it apart from the archetypal British MGs and Triumphs that were its nominal competition. The 124 Sport Spider was designed for sporting drives down the Cote d'Azur or the Pacific Coast Highway. The model remained in production for more than 15 years and became one of the most iconic and popular models of its generation.

THE MOTORCAR OFFERED

This early chrome bumper Fiat 124 Spider has remained in the mild California climate for more than four decades, while in the hands of a devoted collector car enthusiast. The Pininfarina penned and built 124 Spider retains many original details, and could be enjoyed as is with some mechanical refurbishments, or taken to the next level with a light restoration. The FIAT is offered with a history file including an original owner's manual and remains one of the most iconic and celebrated Italian Spiders ever produced.

\$5,000 - 7,000
WITHOUT RESERVE

139.

1936 AMERICAN LAFRANCE FIRE ENGINE

Chassis no. L787

Inline 8-cylinder Engine

Single Carburetor

3-Speed Manual Transmission

4-Wheel Brakes

Without Reserve

- ★ High quality restoration performed
- ★ From John Staluppi's Cars of Dreams collection
- ★ Beautiful fire engine red with gold leaf detail
- ★ Complete with ladders, hoses, siren and bell



THE AMERICAN LAFRANCE

Founded in 1873 by Truckson LaFrance and based in Elmira, New York, the LaFrance Manufacturing Company was originally famous as a maker of steam-powered fire pumpers, some 500-or-so of which had been sold by 1900. In 1903 the firm merged with the American Fire Engine Company (itself formed by the amalgamation of four smaller enterprises), becoming American-LaFrance. Steam-powered appliances continued to be made until 1914, but seven years previously the firm had motorized its first apparatus using four-cylinder T-head engines designed by New York neighbors Simplex. Long famous for its high-quality machines with their distinctive dual chain final drive, American-LaFrance was the most widely recognized name in the industry. Unfortunately, 2014 saw the sad demise of one of the most storied names in fire apparatus history.

THE MOTORCAR OFFERED

This extremely rare service car is another amazing survivor. L787 is believed to be a Scout model fire engine. Quite similar to the Junior and Senior 400 Series fire engines from American LaFrance, this truck most likely served for a smaller fire department when delivered new. What makes this apparatus so special is its completeness. This truck has not been picked over like most old fire engines and appears to have almost all of its equipment. The wooden ladders, pick, multiple style hoses, fire extinguisher, gauges, and even the siren and spotlight are present. On the dash all switch gears as well as its original speedometer are accounted for.

Of course a fire engine couldn't be without the vibrant fire engine red finish. This is accented with wonderful gold leaf details and the miscellaneous chrome brightwork, still presenting nicely. The seating area is match

finished with red leatherette. This apparatus runs and drives well, with the siren and the bell fully operational. L787 has been well maintained from its owners and recently benefitted from a new starter as well as a new exhaust to ensure quiet operation. Previously part of famed car collector John Staluppi's Cars of Dreams Collection, it is believed that the restoration was performed during his long ownership. Reported as starting, running, driving and stopping well, it is offered in fundamentally sound mechanical condition with an excellent restoration done to a high standard. Surely a wonderful opportunity to own a historical American art-deco service car, a wonderful addition for any collection.

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

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Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Bidder 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 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 lot 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 (except Supercars on Sunset auction 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 "Supercars on Sunset" auction Lots:

If a purchased Supercars on Sunset auction Lot consists of a motor car, the Buyer shall pay Bonhams a premium equal to EIGHT PERCENT (8%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 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

Conditions of Sale for Motor Vehicles (continued)

or use tax and any fees or duty due on the Lot.

8.4 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 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 Four Million Dollars (\$6,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.5 No Buyer's Premium for Benefit Lots:

No buyer's premium will apply to any Lot explicitly identified in the Lot description or in the Buyer Information section of the Catalog as a 'Benefit Lot'.

9. CONTRACT OF SALE

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

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

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cashier's check, money order, or wire transfer in United States currency, no later than the date and time specified in the 'Buyer Information' section of this Catalog. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

11.1 The Lot must be removed from the 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:

- 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;
- Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- 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;
- 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;
- 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;
- Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- 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 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/. Bonhams' Privacy Policy may also be requested in print and digital format by email from 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

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the 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 on this lot. Contact Client Services for bidding methods. If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE: \$150

Fee includes one auction catalog set and admits one registered bidder plus one guest to both the preview and auction.

Please email the completed Registration Form and requested information to:

Bonhams Client Services Department
7601 Sunset Blvd
Los Angeles, CA 90046,
Tel 323 850 7500
bids.us@bonhams.com

Bonhams

Sale title: Quail Lodge Auction	Sale date: August 13, 2021
Sale no. 26887	Sale venue: Quail Lodge & Golf Club
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm Aug 15 <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 Bonhams at the Quail Lodge Auction on August 13, 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 Quail Lodge Auction on August 13, 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

AUCTIONEERS SINCE 1793



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Bonhams MPH Beaulieu Motoring Auction

Entries invited | National Motor Museum | 4 & 5 September

The famous Bonhams Auction at The International Beaulieu Autojumble will now be run by the MPH division, and we look forward to a fantastic two-day auction in 2021. Automobilia and Motor Car entries are now invited.

The long awaited return to live auctions will enjoy the excitement and atmosphere, only possible in a live sale room, whilst keeping the enhanced digital elements bidders have enjoyed in recent times. We have a good selection of cars already consigned to the Beaulieu Auction, the preview listing for all the cars can be viewed at mph.bonhams.com.

Please contact the Specialist Team by calling +44 (0) 1869 229477, email mph@bonhams.com or visit mph.bonhams.com for more information and to discuss the various options available to maximise the sale potential of your lot.

Bonhams online charges are simple

Vendor commission just 5% (+vat)
Entry fees from £125 (+vat)
Buyers premium 12.5% (+vat)

To begin the sale process visit
mph.bonhams.com/sellyourcar

Bonhams MPH

The Guard House
Bicester Heritage
OX26 5HA
+44 (0) 1869 229477
mph@bonhams.com
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1948 Delahaye 135M Three
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*'XKD 570' - the property of Valentine Lindsay
Mille Miglia retrospective and Goodwood Revival participant*
1956 JAGUAR D-TYPE SPORTS-RACING TWO-SEATER



THE 1929 LAGONDA 2 LITRE FOX AND NICHOLL RACING TEAM

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Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | 18 September 2021

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For more information please visit, AudrainConcours.com



Bonhams

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Newport, Rhode Island | October 1, 2021

Consignments Invited

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motors.us@bonhams.com
bonhams.com/sell-cars



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**1913 ROLLS-ROYCE 40/50HP SILVER
GHOST LONDON-EDINBURGH TOURER**
Chassis No. 2583



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un concours d'élégance*

Bonhams

AUCTIONEERS SINCE 1793



THE ZOUTE SALE[®]

Entries now invited

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 10 October 2021



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© Peter Singhof



ENQUIRIES

Philip Kantor
+32 (0) 476 87 94 71
eurocars@bonhams.com

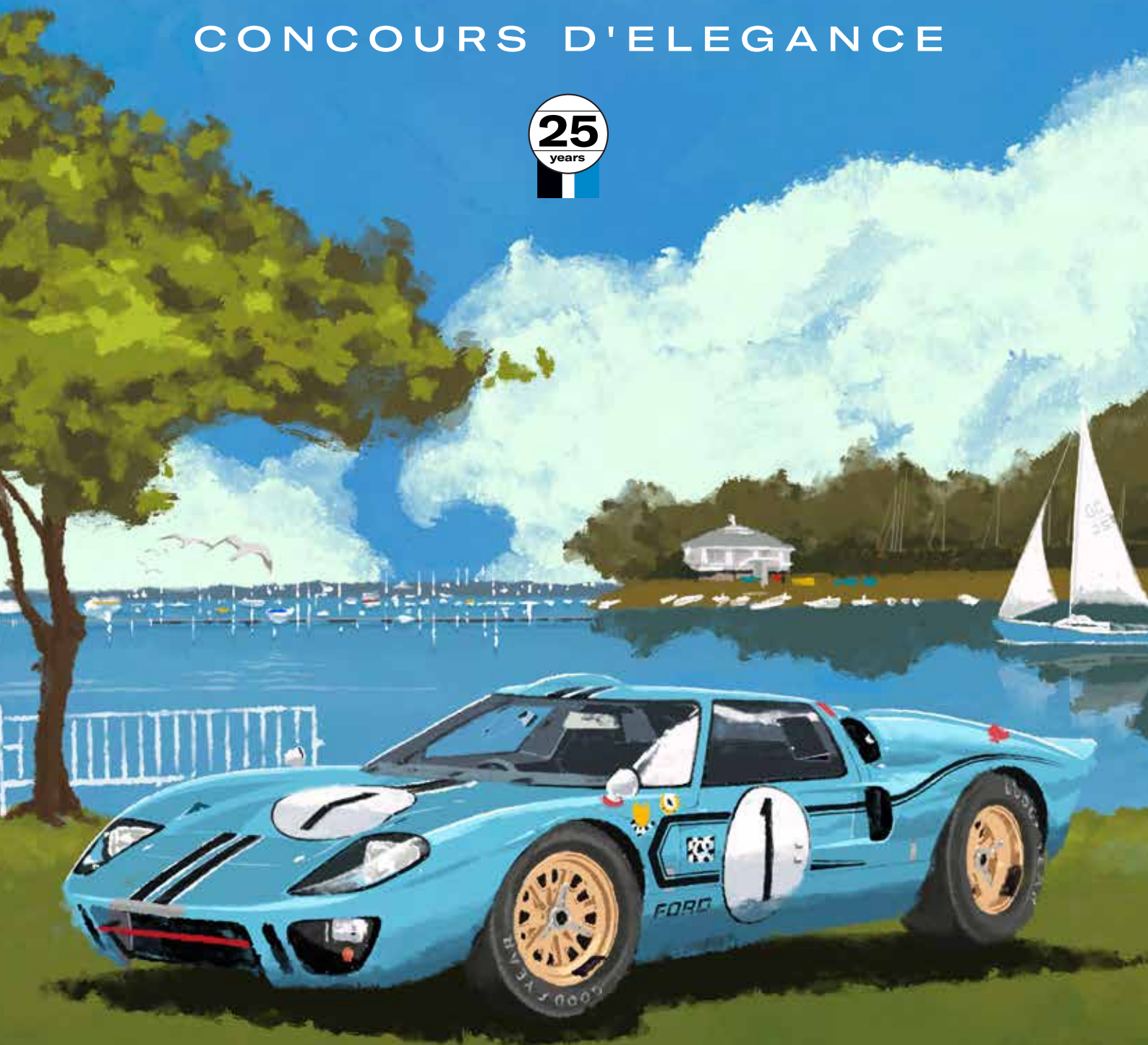
Gregory Tuytens
+32 (0) 471 71 27 36
bonhams.com/zoute

*The ex-Dr. Bernd Pöhlmann,
German delivery from new*
1994 BUGATTI EB 110 SS
€2,000,000 - 2,500,000 *

* For details of the charges payable in addition to the final hammer price,
please visit [bonhams.com/buyersguide](https://www.bonhams.com/buyersguide)

GREENWICH

CONCOURS D'ELEGANCE



October 22-24 2021

Greenwich, CT

greenwichconcours.com

HAGERTY | Events

Bonhams

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ENTRIES INVITED | CONSIGN TODAY



The Autumn Sale

Collectors' Motorcycles, Spares and Memorabilia

The Classic Motorcycle Mechanics Show, Stafford | 9 & 10 October 2021

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Bonhams hammered over £7.6 million in UK motorcycle sales throughout 2020, together with an industry leading 93% average sell-through-rate, demonstrating the ongoing demand for collectors' motorcycles and the benefits of selling with Bonhams. You too could benefit from Bonhams' industry leading catalogue marketing, international client base and dedicated network of motorcycle specialists.

ENQUIRIES

Bicester Office
+44 (0) 20 8963 2817
motorcycles@bonhams.com

LOT PREVIEW

bonhams.com/autumnsale

COMPLIMENTARY AUCTION APPRAISAL

Contact the Bicester office, your nearest specialist, or visit bonhams.com/motorcycles to submit a complimentary auction appraisal request.

**C.1931 VINCENT-HRD 498CC
TWO PORT OHV SPORTS MODEL**
£40,000 - 60,000 *

Network of Specialists

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mark.garside@bonhams.com

Lancashire
+44 (0) 1204 491 737
Alan Whitehead

Shropshire, Glos & Wales
+44 (0) 1299 270 642
jim.reynolds@bonhams.com

Lincs & East Anglia
+44 (0) 1507 481 890
david.hawtin@bonhams.com

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martin.heckscher@bonhams.com

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+44 (0) 1794 518 433
Mike Jackson

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+44 (0) 1380 816 493
greg.pullen@bonhams.com

Devon, Cornwall & Somerset
+44 (0) 1872 250 170
jonathan.vickers@bonhams.com

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

Bonhams

AUCTIONEERS SINCE 1793



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

Scottsdale, Arizona | January 27, 2022

Consignments Invited

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+1 (212) 461 6514, East Coast
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bonhams.com/scottsdale



1959 BMW 507 SERIES II ROADSTER

Sold for \$1,809,000



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Bonhams

AUCTIONEERS SINCE 1793



The Early West: The Collection of Jim and Theresa Earle

Los Angeles | August 5, 2021



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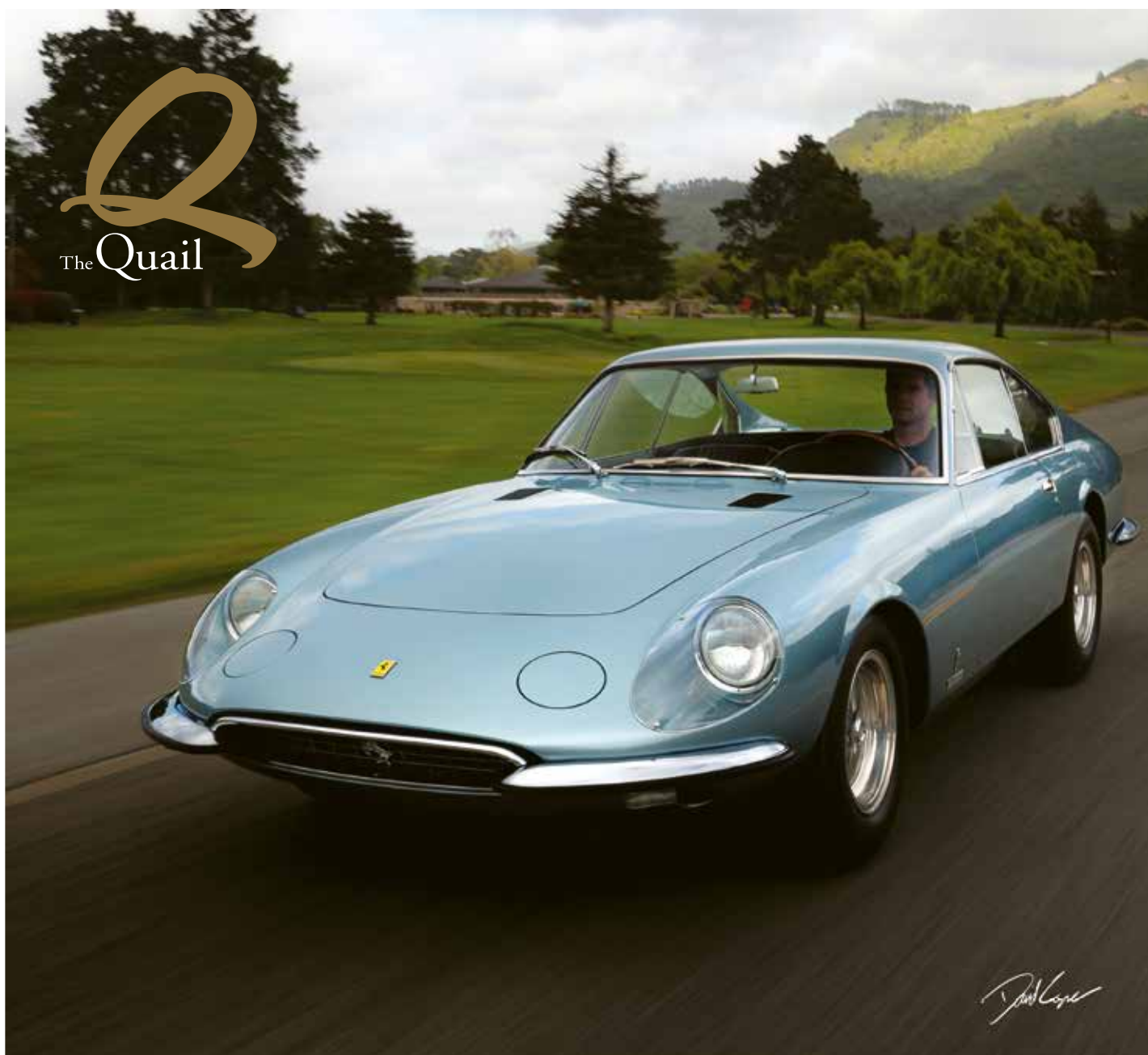
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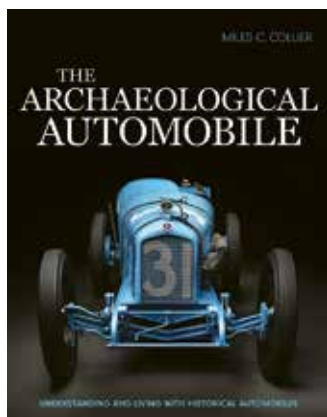
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AUG 7-8

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Index

Lot No	Year	Model	Lot No	Year	Model
10	1971	AC 428 Fastback	50	1931	Ford Roadster Pick Up Hot Rod
23	1964	AC Cobra 289	123	2015	Ford Shelby GT500 Super Snake Prototype
13	1992	Airstream Trailer	53	1951	Hudson Hornet Convertible Brougham
62	1974	Alfa Romeo Tipo 33 TT 12	71	1942	Hudson Super Six Convertible
87	1951	Allard J2	95	1966	Jaguar E-Type Series I 4.2 Coupe
139	1936	American LaFrance Fire Truck	77	1966	Jaguar E-Type Series I 4.2 Roadster
120	1965	Amphicar Model 770 Cabriolet	118	1967	Jaguar E-Type Series I 4.2 Roadster w/Hard Top
37	2003	Aston Martin DB AR1 Roadster	20	1963	Jaguar E-Type Series I Competition Coupe
83	1959	Aston Martin DB MkIII Saloon	67	1974	Jaguar E-Type Series III V12 Roadster
82	2018	Aston Martin DB4 GT Continuation	45	1955	Jaguar XK 140 SE Roadster
39	1960	Aston Martin DB4 Series 2 Saloon	92	1952	Jaguar XK120 Roadster
84	1965	Aston Martin DB5	61	1959	Jaguar XK150 3.4 Drophead Coupe
110	1967	Aston Martin DB6 Saloon	30	1959	Jaguar XK150S 3.4 Roadster
3	2000	Aston Martin DB7 Vantage	130	1967	Lamborghini 400 GT 2+2 Coupe
2	1968	Aston Martin DBS Saloon	29	1998	Lamborghini Diablo SV Twin Turbo
41	1972	Aston Martin DBS V8 Saloon	57	1975	Lamborghini Espada Series III Coupe
28	1988	Aston Martin V8 Vantage Volante	44	1955	Lancia Aurelia B24S Spider America
51	1982	Aston Martin V8 Volante	74	1950	Lancia Aurelia B50 Cabriolet by Pinin Farina
93	2019	Aston Martin Vanquish Zagato Shooting Brake	132	1993	Land Rover Defender
75	1956	Austin-Healey 100M BN2 Le Mans	102	1959	Lincoln Continental Hardtop Sedan
60	1967	Austin-Healey 3000 Mk III BJ8	63	1972	Lola T290
94	1925	Bentley 3-Liter Speed Model Tourer	76	1960	Lotus Type 18 Formula Junior
36	1929	Bentley 4½-Liter	31	1990	Maserati Biturbo
52	1928	Bentley 4½-Liter Tourer	35	1973	Maserati Bora 4.9
112	1949	Bentley Mk VI Coupe by Pinin Farina	17	1975	Maserati Bora 4.9 Coupe
19	1965	Bentley S3 Continental 2 Door Saloon	54	1970	Maserati Ghibli 4.7 Coupe
135	1963	Bentley S3 Continental Flying Spur	85	1975	Maserati Khamsin Coupe
73	1930	Bucciali TAV 8 Roadster by Saoutchik	43	1977	Maserati Merak SS
103	1959	Cadillac Eldorado Biarritz	34	1928	Mercedes-Benz 26/120/180 - S-Type
105	1957	Cadillac Series 62 Convertible	89	1971	Mercedes-Benz 280SE 3.5
99	1935	Cadillac V16 Convertible Victoria	97	1971	Mercedes-Benz 280SE 3.5 Cabriolet
26	1953	Chevrolet Series 6400 Pickup	25	1971	Mercedes-Benz 280SE 3.5 Coupe
107	1957	Chevrolet Bel Air 2 Door Sedan	32	1970	Mercedes-Benz 280SL
131	1998	Chevrolet Corvette Indy Pace Car Cabriolet	69	1955	Mercedes-Benz 300SL Gullwing Coupe
59	1959	Chevrolet Corvette Sports Racer	81	1955	Mercedez-Benz 300 S Roadster
11	1965	Chrysler Imperial LeBaron Ghia Limousine	8	1959	MGA 1600 Roadster
115	1972	Citroen DS 21	22	2014	Morgan 3-Wheeler Brooklands Edition
127	1972	De Tomaso Pantera Coupe	21	1930	Morgan 3-Wheeler Super Sports
42	1981	DeLorean DMC 12	80	1953	Nash-Healey Sport
64	1961	Dolphin America	129	1994	Nissan Skyline GT-R Vspec II
33	1964	Dolphin America	122	1911	Packard Model 18 Runabout
100	1958	Facel Vega Excellence EX1 Saloon	109	c.1928	Pedroso
6	1962	Facel Vega Facel II Coupe	70	1973	Porsche 911 Carrera RS 2.7
56	1952	Ferrari 212 Europa Cabriolet by Ghia	124	1987	Porsche 911 Turbo (930) Coupe
24	1963	Ferrari 250 GTE Series III 2+2	117	1997	Porsche 911 Turbo S (993) Coupe
27	1977	Ferrari 308 GTB	114	1994	Porsche 911 Type 964 Speedster
128	1967	Ferrari 330 GT 2+2 Series II 2+2	58	1975	Porsche 911S 3.0 Targa
55	1967	Ferrari 330 GTC	9	1973	Porsche 911T 2.4 Targa
5	1970	Ferrari 365 GT 2+2	48	1975	Porsche 914 2.0
101	1969	Ferrari 365 GT 2+2	78	1979	Porsche 930 3.3 Turbo Coupe
18	1984	Ferrari 400i GT	96	1934	Riley MPH
47	2001	Ferrari 456M GT	136	1994	Rolls-Royce Corniche IV Convertible
116	2001	Ferrari 456M GTA	98	1930	Rolls-Royce Phantom I Salamanca
125	1984	Ferrari 512 BBi	134	1974	Rolls-Royce Phantom VI Limousine
16	1974	Ferrari Dino 246 GTS	126	1960	Rolls-Royce Silver Cloud II DHC - Adaptation
40	1992	Ferrari F40	121	1954	Rolls-Royce Silver Dawn Cabriolet
38	1995	Ferrari F512M	4	1953	Rolls-Royce Silver Dawn Sports Saloon
91	1988	Ferrari Testarossa	90	1957	Rolls-Royce Silver Wraith LWB Touring Limousine
138	1969	FIAT 124 Sport Spider	66	1990	Shelby Can-Am
7	1933	Ford 2-Door Coupe Hot Rod	46	1966	Shelby Cobra 427
86	1937	Ford 2-Door Coupe Hot Rod	65	1966	Shelby Cobra 427
14	2011	Ford F450 Super Duty	1	1970	Subaru 360 Deluxe
106	1959	Ford Fairlane 500 Skyliner	49	1948	Talbot-Lago T26 Record Sport Cabriolet Decapotable
88	2006	Ford GT	15	2015	Tesla Model S
79	1967	Ford GT40 MK IV	12	1980	Toyota FJ40
113	1967	Ford Holman & Moody Mustang	133	1966	Triumph TR4 A
104	1934	Ford Model 40 5-Window Coupe	111	1965	TVR Griffith 400 Coupe
108	1934	Ford Model 40 Tudor Sedan	72	1972	Volvo P1800 ES Sport Wagon
119	1931	Ford Model A "Paddy Wagon"	137	1943	Willys Military Jeep
68	1958	Ford Ranchero Street Rod			



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