

August 19, 2016  
Carmel, California

QUAIL  
LODGE  
AUCTION



Bonhams



**LOT 44**  
1955 LANCIA AURELIA B24S SPIDER AMERICA





**LOT 51**  
1957 MERCEDES-BENZ 300SL ROADSTER

Friday August 19, 2016 at 11am  
Quail Lodge & Golf Club  
Carmel, California

# QUAIL LODGE AUCTION

## **BONHAMS**

220 San Bruno Avenue  
San Francisco, California 94103

580 Madison Avenue  
New York, New York 10022

7601 W. Sunset Boulevard  
Los Angeles, California 90046  
**bonhams.com**

## **PREVIEW**

Wednesday August 17, 9am to 6pm  
Thursday August 18, 9am to 6pm  
Friday August 19, 9am to 11am

## **PREVIEW AND AUCTION LOCATION**

Quail Lodge & Golf Club's West Field  
GPS address 7000 Valley Greens Drive  
Carmel, California 93923

## **ADMISSION TO PREVIEW AND AUCTION**

Bonhams' admission fees are listed in the Buyer Information section of this catalog on page 4. Please note that entry to Bonhams' preview and auction does not require a ticket to The Quail, A Motorsports Gathering.

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From August 14 to 21, to reach us directly at the Bonhams Pavilion at Quail Lodge:  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

## **AUTOMATED RESULTS SERVICE**

+1 (800) 223 2854

Online bidding will be available for this auction. For further information please visit:  
**www.bonhams.com/quail**

**AUCTION NUMBER:** 23425  
Lots 1 - 115

Please see pages 4-6 and 280-282 for bidder information including Conditions of Sale, after-sale collection and shipment.

## **FRONT COVER**

Lot 36 - 1931 Bugatti Type 51

# BUYER INFORMATION

## CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

## IMPORTANT NOTICE

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

## ADMISSION TO PREVIEW & AUCTION

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

- **\$100:** Bonhams Quail Lodge Auction Catalog, allows two people entry
- **\$20:** Gallery Guide, allows one person entry

## BIDDER REGISTRATION FEE

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

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

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

## BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona, California and Florida, such that any motor vehicle lot sold to a resident of either of those states is subject

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

In addition, 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: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC.

Automobile dealers purchasing registrable vehicles are exempted from sales tax as long as they can provide both a dealer license and a resale certificate from the applicable state where they reside. Buyers are asked to provide a copy of their state's resale certificate along with a copy of their dealer's license to the Cashier Department prior to or at the time of purchase.

Buyers are required to pay any applicable state or local sales or use tax, import duty 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.

## MOTOR VEHICLE CUSTOMS DUTY

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

## BIDDER REGISTRATION

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

## REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Sunday August 21.

## ESTIMATES

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

## RESERVES

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

## BIDDING AT AUCTION

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

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

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

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

## PAYMENT & COLLECTION OF LOTS

### ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 15 until sale day.

### TELEPHONE BIDS

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

### ONLINE BIDS AND BIDDING

Internet users may place absentee bids online up to twenty-four hours in advance of the sale, from anywhere in the world. To place a bid online, please visit our website at [www.bonhams.com](http://www.bonhams.com).

In addition, Bonhams is pleased to offer our live online bidding facility. Additional terms and conditions of sale relating to online bidding will apply. Please see [www.bonhams.com/quail](http://www.bonhams.com/quail) or contact the Client Services Department to obtain information and learn how you can register and bid online.

### CURRENCY CONVERTER

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

### DAMAGE

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

### PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Sunday August 21. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

### PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Friday August 19. We will be open on Saturday August 20 from 8.30am until 5pm, and again on Sunday August 21 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 21; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

### COLLECTION OF LOTS

All Motor Vehicle lots must be paid for and collected from the sale venue by *12pm on Sunday August 21*. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Sunday August 21. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

### TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Sunday August 21.

### REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 21, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

#### Domestic Motorcar Transport

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

#### International Motorcar Transport

CARS (Classic Automotive Relocation Services)  
Contact - Alistair Forbes + 1 (310) 451 0020 or  
[info@carsusa.com](mailto:info@carsusa.com)

#### Domestic and International Motorcar Transport

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

# BONHAMS AT QUAIL LODGE & GOLF CLUB, WEST FIELD



**7000 VALLEY GREENS DRIVE  
(AT THE VALLEY GREENS DRIVE AND  
RANCHO SAN CARLOS ROAD INTERSECTION)  
CARMEL, CALIFORNIA 93923 USA**

From August 14 to 21, to reach us directly at the Bonhams Pavilion at Quail Lodge:  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

## DRIVING DIRECTIONS

Directions to Quail Lodge & Golf Club from San Francisco/San Jose Airports:

- Take Highway 101 South to Prunedale.
- At Prunedale, take Highway 156 West (there will be a sign for the “Monterey Peninsula”).
- At Castroville, stay to the left; the road will become Highway 1 South.
- Take Highway 1 South to Carmel; the road narrows after the Ocean Avenue exit.
- The next light will be Carmel Valley Road, with two left turn lanes.
- Turn left on Carmel Valley Road and go 3 miles to Rancho San Carlos Road.
- Turn right on Rancho San Carlos Road and proceed 1/4 mile.
- You will see the West Field on the right and the Bonhams’ Pavilion directly inside the field.

Directions to Quail Lodge & Golf Club from Los Angeles:

- Take Highway 101 North to Salinas.
- Go west on Highway 68 (the exit from 101 will say “Monterey Peninsula”).
- Continue west on 68 to Laureles Grade, turn left.
- Go over the hills to the end of the road and turn right on Carmel Valley Road.
- Turn left onto Rancho San Carlos Road and proceed 1/4 mile.
- You will see the West Field on the right and the Bonhams’ Pavilion directly inside the field.

Directions to Quail Lodge & Golf Club from Monterey Airport:

- Exit the airport and turn right on Highway 68 (Monterey-Salinas Highway).
- Take 68 to Highway 1 South, towards Carmel. Take Highway 1 South to Carmel; the road narrows after the Ocean Avenue exit.
- The next light will be Carmel Valley Road, with two left turn lanes.
- Turn left on Carmel Valley Road and go 3 miles to Rancho San Carlos Road.
- Turn right on Rancho San Carlos Road and proceed 1/4 mile.
- You will see the West Field on the right and the Bonhams’ Pavilion directly inside the field.

## PARKING

Bonhams’ event parking is provided directly next to the West Field. Upon arriving at 7000 Valley Greens Drive, proceed into the fenced area of Bonhams’ Pavilion and drive past our tenting where you will see an attendant with a flag pointing you in the direction of the parking lot. Disabled parking is also provided. Please inquire upon arrival.

## SHUTTLES TO AND FROM THE QUAIL, A MOTORSPORTS GATHERING

On Friday August 19, continuous shuttles are provided to transport guests to and from the Bonhams’ Pavilion and The Quail, A Motorsports Gathering. Please refer to the map above for the shuttle stop locations.



**Welcome,**

It is with great pleasure that we invite you to join us for our 19th annual Quail Lodge Auction, set in the beautiful grounds of the Quail Lodge & Golf Club.

This year's consignments represent a broad range of collecting interests, from the earliest days of motoring, to sports and racing machines, to modern supercars. Within these categories are some of the finest examples of the most renowned marques ever built, achieving iconic status for their advanced engineering, power, endurance and beauty.

We have the pleasure of offering some real 'once-in-a-lifetime' motorcars again this year. Earl Howe's Type 51 Bugatti must be one of the most exciting Grand Prix Bugattis in existence, and the highly original Stutz Bearcat is truly unique. We are extremely proud of this year's offering, which includes well over half of the motorcars offered without reserve.

We have selected the finest examples from some of the world's most celebrated marques, including Aston Martin, Duesenberg, Porsche, Mercedes-Benz, Maserati and Jaguar. We are excited to have you join us and we hope you will enjoy the fine selection of motorcars we have assembled.

Our Quail Lodge Auction venue is located just a short distance from Monterey, Carmel and Pebble Beach in sunny Carmel Valley. There is ample parking and we provide a non-stop shuttle service throughout the day to and from *The Quail, A Motorsports Gathering*.

We pride ourselves on service above all - If there is anything we can do to assist you, please do not hesitate to contact any one of us. We look forward to seeing you and being a part of this always memorable week celebrating all things automotive.

With our best personal regards,

**The Bonhams US Motoring Specialist Team**



Jakob Greisen



Mark Osborne



Rupert Banner



Evan Ide



Eric Minoff



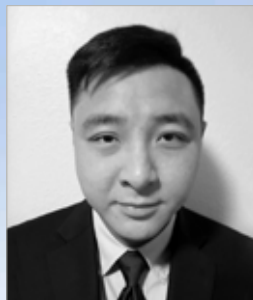
Nick Smith



Michael Caimano



Steffan Frisk



Stanley Tam



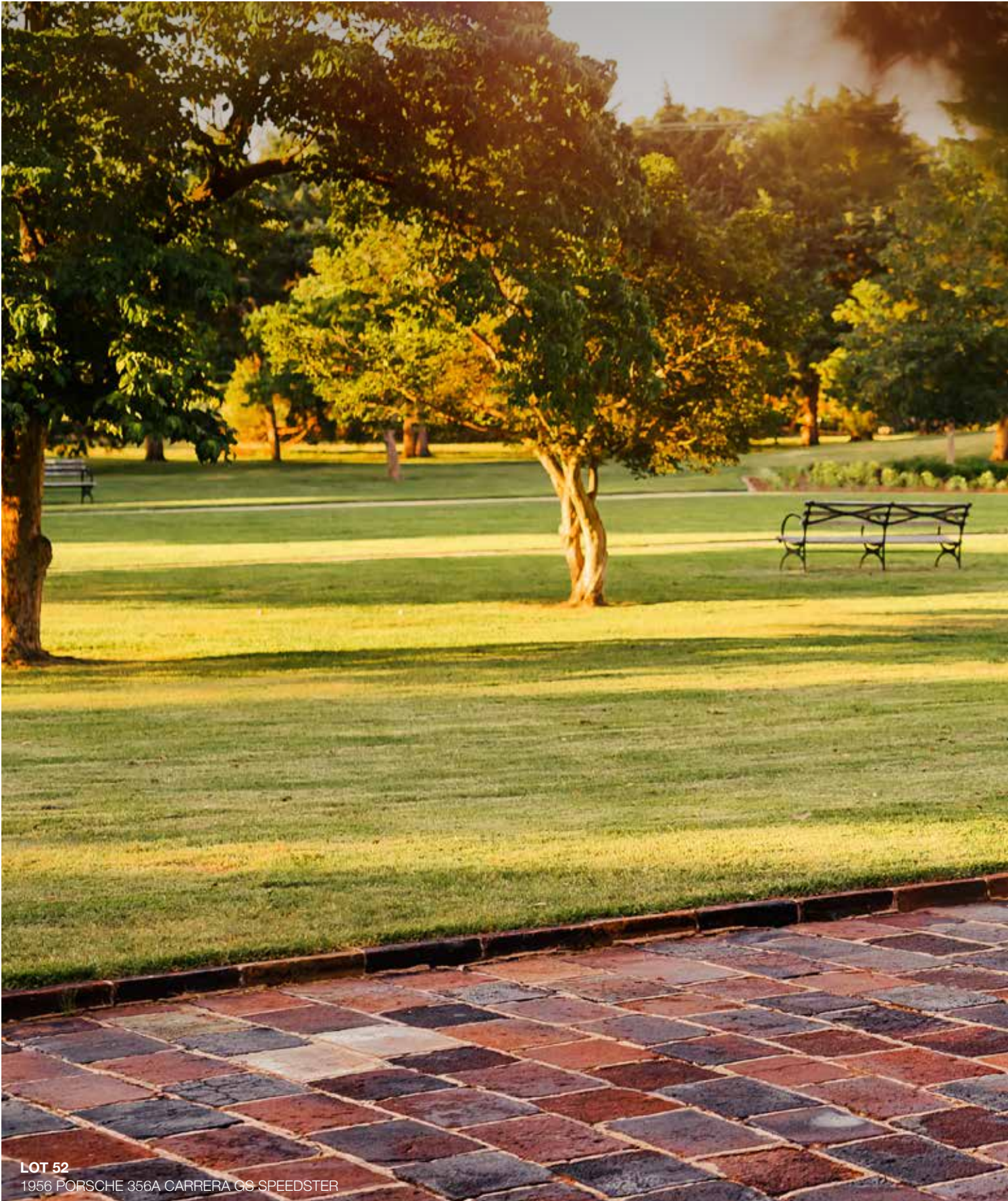
Stephen Girlich

**PLEASE JOIN US**

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

**Friday August 19  
from 9am to 10.30am**





LOT 52  
1956 PORSCHE 356A CARRERA GS SPEEDSTER

# MOTORCARS

August 19, 2016 at 11am

Lots 1-115

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



1

## 1969 CHEVROLET CAMARO Z/28 COUPE

Chassis no. 124379L526864

302ci OHV V-8 Engine  
Dual 4-Barrel Carburetors  
290bhp at 5,800rpm  
4-Speed Manual Transmission  
Independent Front Suspension – Live Rear Axle  
Front Disc – Rear Drum Brakes

- *Presented as delivered when new in Olympic Gold over black interior*
- *Shown at The Quail - A Motorsports Gathering on two occasions*
- *Desirable Z/28 Spec with 4-speed manual transmission*
- *Iconic muscle car perfect for rallies or Sunday morning drives*



### THE CAMARO Z/28



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

Mechanically derived from the second-generation Chevy II, the Camaro was similarly

a unibody design, with a stub frame ahead of the cowl. Front suspension came from the Chevelle, the single-leaf rear springs from the Chevy II. Engines and transmissions were from the company catalog; in 1967, there were seven engines offered, from a 230 cubic inch, 140bhp six to a 396 cubic inch, 375bhp V8, and a myriad of transmissions and axle ratios. Exterior trim could be augmented with a Style Trim Group consisting of stripes and chrome, or one could choose the Rally Sport option to add disappearing headlamps and special taillights. Introduced on September 12, 1966, the Camaro was available either as a coupe or a convertible. Of the nearly 221,000 sold about a quarter were soft tops; three quarters were V8s.

1969 was the final year for the first generation Camaro, which had been introduced in 1967. Although a redesigned Camaro was



### THE MOTORCAR OFFERED

due in 1970, the changes in the 1969 were extensive. It was just as well, since the introduction of the 1970 was delayed until late February 1970, giving the 1969 a showroom life of seventeen months. Not surprisingly, it was a record sales year, with more than 243,000 Camaros leaving GM's plants in Lordstown, Ohio and Van Nuys, California.

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

Finished in striking Olympic Gold with the correct black Z/28 stripes and equipped with the desirable 4-speed manual transmission, this beautifully restored Camaro presents much like it did in March 1969 when shipped from the Van Nuys production plant to the LA-based Warren Biggs Chevrolet dealership. It is believed that the Z/28's first owner took delivery in 1970, passing on to the second owner only a few years later. During the oil embargo of the late '70s, the car ended up in a dry storage unit where it was protected from the elements.

When discovered by the vendor in the early 2000s the car was apart, although very original. It was offered with several boxes of parts, and as it turned out, the Camaro was quite complete and a great candidate for a ground-up restoration. Carefully and sympathetically restored to factory standards with photos and

receipts documenting the fastidious restoration, it is obvious why this car was shown at the Quail Motorsports Gathering for two consecutive years.

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

## 2

### 1974 ALFA ROMEO MONTREAL

Coachwork by Bertone

Chassis no. AR 1428175

Engine no. AR00564 S0785

2,593cc DOHC V-8 Engine

Spica Mechanical Fuel Injection

200bhp at 6,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Rarely seen in the US
- Recent thorough refurbishment and cosmetic restoration
- Elegant color scheme
- Unique Marcello Gandini styling



#### THE ALFA ROMEO MONTREAL

Penned by Marcello Gandini who created the iconic Miura just one year before, the Montreal concept featured innovative side gills and retractable slotted headlight shades on a classic, flowing shape. This sleek, unnamed coupe was met with much acclaim and began to be colloquially referred to as the Alfa Romeo Montreal. Three years later, Alfa debuted the Alfa Romeo Montreal as a production model at the 1970 Geneva Auto Salon.

The production model abandoned the Giulia's four-cylinder for a high-revving quad-cam V8 based on the 2.0 liter Tipo 33 Stradale engine. This 90° dry-sump V8 redlined at 7,000rpm and brought this stylish coupe to 60 from a standstill in 7.1 seconds, and on to a top speed of nearly 140mph.

#### THE MOTORCAR OFFERED

This beautifully presented Montreal is believed to have been delivered new to the home market in 1974, remaining with the first owner until 1985, when a Mr. Zeta of Cottage Grove in Oregon bought the car and shipped it stateside. Mr. Zeta would be the caretaker of this iconic Bertone-designed V8 for the next two decades. Later the car passed on to a Mr. Govansmith of San Francisco, California before it went to what is believed to be the third American owner, another Bay Area sports car aficionado.

As a dedicated Alfa enthusiast, he treated the Montreal to a full mechanical refurbishment of engine, transmission, brakes and suspension. The bright work has been kept original, but has been polished and presents beautifully as well as the rubber and gaskets on the car. The black interior was refurbished to a very high standard, and the car comes with five original-type

Turbine wheels. With one exterior re-paint in the original orange color, this striking Montreal is a stylish and powerful sports Coupe, ready for spirited touring or for concours showings.

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

### 3

## 1956 LINCOLN CONTINENTAL MK II COUPE

Chassis no. C56C2466

368ci OHV V8 Engine  
Single 4-Barrel Carburetor  
285bhp at 4,800rpm  
3-Speed Automatic Transmission  
Front Independent Suspension – Live Rear Axle  
4-Wheel Drum Brakes

- *Exceptionally well-presented Continental Mk II*
- *Just two owners from new and well-documented history*
- *Multiple concours-winning example*
- *Offered with impressive history file*



### THE LINCOLN CONTINENTAL

Lincoln's new Continental debuted at the Paris Salon in October 1955. The supremely elegant model was the work of a team which included American styling icon Gordon Buehrig, William Clay Ford and John Reinhart. Under the lovely skin lurked a powerful 300 horsepower overhead valve engine mated to an automatic transmission. Front suspension was independent, with a live axle bringing up the rear. Standard equipment included power steering, brakes and front seat, as well as a radio, heater, and whitewall tires.

Maybe the most astonishing feature of the Continental Mk II was its \$10,000 price tag. To put things in perspective, top of the line Packards had cost around \$6,000, with a Cadillac Eldorado Seville selling for about \$6,500. The trouble was that even at \$10,000 Lincoln lost money on each car.

### THE MOTORCAR OFFERED

This exceptional example of the luxurious Lincoln Continental was purchased new in 1956 by Dr. Melvin Judkins from the Lodi, CA Lincoln agency. A cardiologist, Dr. Judkins moved to Portland, OR in 1960, and would use the car very little during the next decades. It was purchased by the consignor in 1989 from Dr. Judkin's estate. In the late 2000s, the Mk II was treated to a comprehensive restoration in which both the car's mechanical and cosmetic area was fully refurbished. The car's interior was preserved, and stands as a testimony to how well this car has been handled over the years.

Today this Continental presents exceptionally well throughout, and must be among the finest examples available anywhere. The car's history file includes the car's original warranty cards, owner's manual, work orders and receipts, as well as photos from the restoration. The

car has been shown at numerous prominent concours events, and has scored several Best in Class Awards.

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

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

## 4

### 1973 PORSCHE 911S 2.4 COUPE

Chassis no. 9113301166

Engine no. 6331858

2,341cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

190bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Desirable end-of-run 2.4 Liter 911S*
- *Finished in striking Tangerine Orange from factory*
- *Offered with Porsche COA, books and tools*



#### THE PORSCHE 911

Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than three liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements, to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by Motor magazine in its test of a Porsche 911 in 1973.

#### THE MOTORCAR OFFERED

This splendid 911S 2.4 Liter Coupe is the 1,166th example completed in the 1973 model-year. (These end-of-the-run 911s are often designated as the 'F-Series'). Built on Porsche's legendary unitized body, this smart Coupe was fitted with an antenna and loudspeaker, equipped for the US-market, and finished from the factory in the striking and iconic Tangerine Orange exterior color over a black leatherette interior.

The new Porsche would most likely have been delivered new in the US but would later migrate to Japan, where the current owner, a Canadian collector of exceptional Porsches, purchased the car. This 911S has received restoration and refurbishment work over the years and is believed to retain much of its original sheet metal, most importantly the matching-numbers engine. Although the car has been repainted,





it is still finished in Tangerine Orange and sports a freshly installed, new black leatherette interior. Renowned North Vancouver, BC-based restoration specialist Jakob's Auto Repair Ltd has been entrusted with much of the recent refurbishment work, and invoices in the car's history file attest to nearly 30,000 Canadian dollars-worth of work performed. The work covers both mechanical and cosmetic aspects of the car, and includes engine out service and much work done to the car's Bosch mechanical fuel injection system.

With a dry weight of just over 2,500 pounds, lots of power, and disc brakes at all four corners, the 2.4 liter 911S delivers a great driving experience. Relatively few of these S Coupes were produced in 1973; out of just 1,430 cars total, only 524 of those were designated for the U.S. market. Their relative

scarcity and fully evolved specification of the 1965-73 911 production run means these models are always in demand by knowledgeable Porsche enthusiasts.

Today this smart Porsche presents beautifully throughout. Shod on Pirelli P6000 tires mounted on the classic Fuchs alloy wheels, the car looks just right. The anodized trim and bright work presents very well, and the car has a nice fit and finish throughout. Complete with the owner's manual and the Porsche-issued Certificate of Authenticity, this beautiful 2.4 liter 911S would be a great entry in local concours or high-speed rallies such as the Copperstate 1000. Displaying the pure 911 design with nearly twice the power of the first iteration 911, one gets the best of both worlds with this enticing F-Series 2.4S.

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



# 5

## 2005 PORSCHE CARRERA GT

VIN. WPOCA29835L001566

- 5,733cc DOHC V10 Engine
- Bosch Electronic Fuel Injection
- 612bhp at 8,000rpm
- 6-Speed Manual Transaxle
- 4-Wheel Independent Suspension
- 4-Wheel Carbon-Ceramic Disc Brakes

- *Less than 2,200 miles since new*
- *Retained by the original owner until 2013*
- *In like-new condition inside and out*
- *Offered with factory accompanying items*



### THE PORSCHE CARRERA GT

One of the most evocative model designations in motoring history, ‘Carrera’ has been adorning Porsches since the mid-1950s, having been adopted following the German manufacturer’s triumph in the 1954 Carrera Panamericana in Mexico. When Porsche decided to attach the ‘GT’ appellation to ‘Carrera’ in 2004, it marked a return to its competition roots, the new flagship supercar’s looks recalling those of the original Type 550 of 50-plus years ago. Known as ‘Project Code 80’, the programme to develop a front-ranking supercar had begun following Porsche’s Le Mans win with the 911 GT1 in 1998.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer’s stand at the Paris Motor

Show. Its overwhelmingly favorable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, which Porsche had done when developing its last supercar, the 959, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years prior for a still-born Le Mans racer. The latter had incorporated a carbon-fiber monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche’s engineers gave themselves an additional set of problems to solve by extending the use of this material to

the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower center of gravity than would have been possible with a flat six. Before production commenced the V10 would be enlarged to 5.7 liters, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability the rear body incorporates a wing that is raised automatically at around 75mph, retracting when







the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.

The Carrera GT's suspension is pure competition-car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminum calipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the

2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fiber while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email,

and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost, though, perhaps surprisingly, air conditioning was an optional 'extra'.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasizing the car's exclusivity, and each example carries a numbered plaque on the center console (the factory retained 'No.1' for its museum). When *Car & Driver* tested a production Carrera GT, the respected American motoring magazine recorded a 0-100km/h time of 3.5 seconds with 160km/h arriving only 3.3 seconds later. The Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed.



## THE MOTORCAR OFFERED

This incredible 2005 Porsche Carrera GT, finished in sleek GT Silver metallic over a Terracotta leather interior, has covered fewer than 2,200 miles since new. According to the CARFAX report issued for the Carrera GT, the car was delivered new to the US-market, where Porsche of Bellevue, WA would perform the initial Pre-delivery inspection of the brand new supercar in late December 2005. The car's first owner was reported in January of 2006, and appears to have kept the car until 2013. Annual service and emission inspections are recorded as having been performed by Porsche of Bellevue, WA during this 7-year long ownership, while the car's mileage is carefully documented, racking up just over 2,000 miles.

Most recently this immaculate, like-new Carrera GT has formed part of a breathtaking Connecticut-based collection of Sports and GT

cars, and recently received the major service. The metallic paintwork shines brilliantly and suits the powerful bodywork well. The high-revving V10 lurking beneath the silver mesh engine cover performs with the riotous enthusiasm that defines this venerable performance machine. Inside the cockpit, the low mileage and careful use of this car is immediately evident - the leather is in excellent condition and all of the electronic systems function properly.

With its removable top, high-revving V10, and unmistakable styling and driving dynamics, the Carrera GT offers unrivaled performance and excitement. This excellent example is a great opportunity to experience one of the most unique performance cars of the millennium.

**\$600,000 - 750,000**

6

## 1983 ASTON MARTIN LAGONDA SEDAN

VIN. SCFDL01S7DTL13268  
Engine no. V/5803268 LFA

5,340cc DOHC V8 Engine  
4 Weber 42DCNF Carburetors  
289bhp at 5,000rpm  
3-Speed TorqueFlite Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Power-Assisted Disc Brakes

- *Highly original condition throughout*
- *Just 7,567 actual miles*
- *Iconic 1980s 'razor edge' design*
- *Two owners from new*



### THE ASTON MARTIN LAGONDA

Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of which were constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork by William Towns, the new Lagonda Saloon used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of electronic instrumentation and switchgear.

The interior was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the Aston Martin tradition. Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory.

### THE MOTORCAR OFFERED

Delivered to its original owner through Aston Martin of Beverly Hills on September 9, 1983, this iconic Lagonda was specified with black paint over a black interior, with a special-order 3.54 rear end for increased acceleration. Having had only two owners since new, this Lagonda has always resided in California, and has covered a mere 7,567 miles in the past 33 years. This highly original Aston remains in beautiful condition throughout thanks to its light use, with lustrous paint on its dramatic William Towns-designed 'razor edge' bodywork and a sumptuous leather interior. Mechanically, this super sedan has received regular service and the Fred Waters-built engine is reported to run very well.

Complete with an Aston Martin Heritage Certificate and the original papers, books,

tools, and accessories, this exceptional low-mileage Lagonda presents a rare opportunity to acquire a very good example of Aston Martin's polarizing and exciting super sedan.

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

Please note this car is titled 1973.

## 7

### 1967 MASERATI MEXICO 4.7 COUPE Coachwork by Vignale

Chassis no. AM112/1 162  
Engine no. AM112/1 162

4,719cc DOHC V-8 Engine  
Four Weber Carburetors  
296bhp at 5,500rpm  
5-Speed Manual Gearbox  
Front Independent Suspension - Live Rear Axle  
4-Wheel Disc Brakes

- *One of just 480 Mexico Coupes produced*
- *Desirable 4.7-liter, 5-speed manual configuration*
- *Smart and powerful Italian GT*
- *Elegant Vignale-designed and built Maserati*



#### THE MASERATI MEXICO

Introduced at the 1966 Rimini Concorso d'Eleganza, the Mexico, much like the Ghibli Maserati introduced in 1967, marked a notable shift in Maserati's design language and engines. Named in commemoration of John Surtees' victory in the 1966 Mexican Grand Prix, the new four-seat Maserati featured a thunderous V8 engine developed from the type first seen in the venerable 450S racecar. The Mexico offered exciting performance and pleasing Vignale coupe lines mixed with the luxurious practicality of having room for four adults.

First used in the fabulous 5000 GT, the racing-derived DOHC V8 engine was further refined for civilian road use by 1963, when it was called upon to motivate Maserati's first Quattroporte. Along with the potent engine, the Mexico utilized a shortened version of the Quattroporte's steel unibody, along

with its double wishbone independent front suspension. The power from the V8 was fed through a 5-speed ZF manual transmission with overdrive to a live rear axle and is brought to a halt by servo-assisted ventilated disc brakes – a first for Maserati.

Production of this handsome four-seat coupe ceased in 1973 with just 480 examples completed, about 1/3 of the volume of the contemporary Ghibli. True to Maserati form, the Mexico offers an intriguing blend of race-bred performance and innovation complimented by luxurious practicality.

#### THE MOTORCAR OFFERED

Presented in the lovely combination of dark red metallic over light tan hides, this beautiful example of Maserati's sporting Mexico has received both cosmetic and mechanical refurbishments over the years. Although the car's early history remains unknown, the car is known to have lived in Florida since the 1990s. The luxuriant leather interior shows well, and the large wooden dash has been well cared for. The car's trim and bright work presents nicely, with only light signs of age in areas. The car was recently serviced, with new tires.

With room for four, these usable V-8 Maseratis are great touring cars from the golden era of Italian automotive manufacturing. Offered with a jack, this wonderful example of Maserati's rare four-seat coupe is fit to be enjoyed enthusiastically by its next owner.

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

# 8

## 1951 ALLARD J2

Chassis no. 99J2121

- 289ci OHV Hi-Po V-8 Engine
- 4-Barrel Carburetor
- 306bhp at 6,000rpm
- 4-Speed Manual Transmission
- Semi-Independent Front Suspension - De Dion Rear Axle
- 4-Wheel Hydraulic Drum Brakes

- Named the "Ultimate Allard" by Simon Taylor
- Shelby Cobra 289 Hi-Po engine
- Beautifully restored and well-documented example
- The feature of numerous publications
- 1 of only 43 surviving J2s out of a total of 90 produced



### 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

This particular Allard is acclaimed by many to be the finest J2 in existence. In accordance with its original build sheet, J2121 was assembled on August 24th, 1951. From new, the chassis was fitted with an Ardun-modified Mercury flathead V8. On March 28th, 1952, J2121 was purchased by its first owner, B.S. Wade of Cheadle, England and was registered under FBA 685.

After a series of brief ownerships, in 1963 the car wound up in the hands of Allard's former promotions manager, Gerry Belton. Early on in Mr. Belton's stewardship, he commissioned to have the body repainted in classic British Racing Green and to have the interior re-trimmed. Being a former Allard employee, Mr. Belton possessed the connections to have the upholstery work performed by the original upholsterer who fitted the car's

interior from new. Period photographs show the cosmetically refreshed J2 participating in both the Brighton Speed Trials in Brighton, England during 1964 and in an Allard Concours, which occurred in 1966. After numerous years of enjoyment, Mr. Belton sold J2121 in 1968 to fellow Allard enthusiast, Bob Judd, an American businessman who at the time was living in London.

As noted in Simon Taylor's 1969 article featured in the August issue of Autosport magazine, at the time Mr. Judd acquired J2121 the car was in need a full engine rebuild. Upon digestion of this news, Mr. Judd contemplated upgrading the J2 with the famed and hallowed Shelby Cobra 289 Hi-Po V-8. As a true Allard enthusiast he was hesitant, wanting to insure that he was doing right by the car. Mr. Judd took his







J2 to the Allard works in Capham, London, and spoke with the very same craftsmen who built J2121 eighteen years prior. Mr. Judd presented his question to the craftsmen – would it be sacrilege, instead of rebuilding the old engine, to fit a brand-new Cobra unit? The craftsmen responded by asking if it would make the car faster; Mr. Judd confirmed that it would indeed. The craftsmen replied: “Put it in then. That’s what Sydney (Allard) would have done!”

After hearing this from the car’s original builder and receiving his blessing, Mr. Judd took J2121 to Bob Rayner of Acre Road Garage, where he had the car fitted with a 289 powerplant and a close-ratio Ford transmission. After driving the freshly powered J2, Simon Taylor went on to explain the experience stating: “With identical power

and torque and similar weight to the AC Cobra, the (J2) is certain to be as quick as it felt. Once underway it just thunders forward, its snub green nose swallowing up the road and its Wagnerian exhausts seeming to blow everything else off the road.” It was this experience that inspired Simon Taylor to name J2121 the “Ultimate Allard”.

Shortly after the release of the Taylor article in 1969, Mr. Judd sold J2121 to Otto Bowden, a well-known collector based in Jacksonville, Florida with an impressive collection of other prestigious automobiles, including the likes of Ferrari and Bugatti. In the early 1970s J2121 was yet again featured in a magazine, this time in an advertisement for Champion spark plugs.

In 2008, after owning J2121 for nearly 40 years, Mr. Bowden sold the car to Dr. Martin

Stickley of Winter Park, Florida. Wanting to be able to show the J2 at the nation’s finest concours events, Dr. Stickley sent J2121 to Gassman Automotive Products of Waynesboro, Virginia, to receive a comprehensive, show quality restoration.

It was discovered that the engine in the car at that time was that of a 225hp Ford V8, so one of the first orders of business became sourcing a correct, 1965 Cobra 289 Hi-Po engine. Dr. Stickley delivered and, after finding the correct type engine, had it balanced, blueprinted and fitted with an all-roller valve train, oversized Manley valves, and custom tubular headers.

Some of the other work performed during the 80-hour-per-week, six-month restoration included stripping, straightening, and



powder coating the chassis, rebuilding the suspension, replacing the interior with cork Connolly leather, refurbishing the gauges, and bringing the body down to bare metal before dressing it in beautiful Allard British Racing Green. Photos of the restoration process are available, which showcase the level of craftsmanship and care that was put into each aspect of the project.

The extensive restoration was completed in 2011 and, soon after, the beautifully restored Allard was featured in a number of prestigious events and took home a number of acclaimed awards. The impressive list includes being shown at the 2011 Amelia Concours, winning Best in Show at the 2011 Winter Park, Florida All British Car Concours, winning the Spirit of the Road Award at the 2012 Boca Raton Concours, and an award

at the 2012 Amelia Island Concours. In 2012, J2121 was also yet again the feature of a magazine article, this time in the July issue of *Classic Motorsports Magazine*.

In total only 90 Allard J2s were built. Of those 90 cars, it is believed that just 43 examples have survived. Of the 43 examples still with us, J2121 is sure to be one of the most well-known and extensively documented.

Accompanying the sale of J2121 is its original build sheet, factory inspection certificate, the original British registration logs, and numerous pieces of original equipment such as the original, full windscreen with dual electric wipers, tools, Dunlop Racing Tires, and front fender mud flaps, amongst others.

When considering that J2121 is believed to wear its original aluminum bodywork, has been featured in numerous publications, was the recipient of a no-expense-spared restoration, has won multiple awards, and is powered by a legendary powerplant, it is very easy to see why J2121 has become known as the "Ultimate Allard."

**\$325,000 - 375,000**

## 1967 CHEVROLET CORVETTE 327/350HP ROADSTER

Chassis no. 194677S116376  
 Engine no. 7116376 V0404HT

327ci OHV V8 Engine  
 Single 4-Barrel Carburetor  
 350bhp at 5,600rpm  
 5-Speed Manual Transmission (see text)  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- Beautifully restored example with NCRS credentials
- Elegant Goodwood Green over Saddle livery
- Retains matching numbers engine
- Offered with remains of tank sticker, restoration receipts and hardtop



## THE 'STING RAY' CORVETTE

"The Sting Ray hit the American sports car market like a thunderclap, reminiscent of the knock-'em-dead debut of the Jaguar E-Type two years previously; comparisons were not slow to materialize. For the first time in history the Corvette was a sell-out success." Richard M Langworth, *The Complete Book Of The Corvette*.

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St. Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo

coupe in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the center of gravity to be significantly lowered, improving both roadholding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: "For the first time I have a Corvette which I am proud to use in Europe."

As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterized by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of 4-wheel disc brakes were the most significant development for 1965 while Chevrolet's 327ci (5.4-liter) 250bhp standard V8 was joined by an optional 396ci (6.5-liter) Big Block for '65 only, and then a '427' until the end of Sting

Ray production in 1967. It is no wonder then that the manufacture period between 1963 and 1967 is now considered to be a "golden age" for the Corvette, and that Sting Rays produced during that time have since become a highly collectible modern classic.



## THE MOTORCAR OFFERED

The sporting Corvette offered here was completed at GM's St. Louis-based Corvette plant on April 17th, 1967. According to the car's trim-tag affixed underneath the dashboard, the new Corvette was finished in the smart exterior color of Goodwood Green, with matching hardtop and trimmed in Saddle vinyl; just like it appears today with the exception of the period-correct upgrade of the seat material to leather. The engine selected to power this Roadster was the desirable L79-type, 350bhp 327 cubic inch V8; the same matching numbers unit as installed in the car today.

The green Corvette's early history remains unknown, but picks up in the early 2000s where the car is known to have been owned by a Mr. Bruce Hayes of Tempe, AZ, before being purchased by a Mr. Michael Arcado of

Palm Springs, CA. A comprehensive restoration was performed between 2006 and 2007, where every effort was made to bring the Corvette Roadster back to its 'as-delivered' condition and configuration. A Tremec 5-speed transmission was installed at this point, but the original, close-ratio 4-speed transmission was retained and accompanies the sale of the car. In October of 2011 the Corvette received its official stamp of approval, when it received a Third Flight Award at the Big Bear City, CA NCRS Corvette meet.

This stunning Corvette has resided in the consignor's impressive Palm Springs, CA based collection for the past five years, and continues to impress wherever it goes. Included with the sale of the car are receipts from the restoration, the remains of the car's original tank sticker and a workshop manual. The Corvette is equipped

with a body-colored hard top, redline tires, and the iconic side-mounted exhaust system, which certainly adds to the wonderful soundtrack of the potent V8 engine. This beautiful 1967 Roadster is ready for spirited drives on rallies such as the Copperstate 1000, and should be powerful enough to satisfy your straight-line "need-for-speed"!

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

# 10

## 1913 DELAUNAY-BELLEVILLE TYPE O6 45/50

### DOUBLE PARE-BRISE

Coachwork by Rothschild

Chassis no. 6563

Engine no. 6563

7,990cc Inline 6-Cylinder

Approximately 100bhp at 1,500rpm

4-Speed Manual Transmission

Leaf Spring Suspension – Dual Rear Wheels

2-Wheel Mechanical Drum Brakes

- *Majestic brass-era car in superb state of historical preservation*
- *Imposing coachwork by famous French coachbuilder*
- *Legendary large displacement engine with extravagant specification*
- *Few previous owners and unbroken chain of ownership*



### AUTOMOBILES DELAUNAY-BELLEVILLE

Julien Belleville began making boilers for marine steam engines sometime around 1850. In 1867, Louis Delaunay, became a partner in the company and married Belleville's daughter. He became sole owner and changed his and the company's name to Delaunay-Belleville. As the company grew, it became an industrial manufacturer of boilers for locomotives and ships, as well as a supplier for battleships in the French navy.

In 1903, Louis Delaunay-Belleville recruited Marius Barbarou from Benz, and S.A. des Automobiles Delaunay-Belleville was registered. Barbarou also came from a family of boilermakers and had worked for several early French manufacturers. He became responsible for engineering and design, and one of his first efforts was the round hood and radiator, which became a signature styling element of the

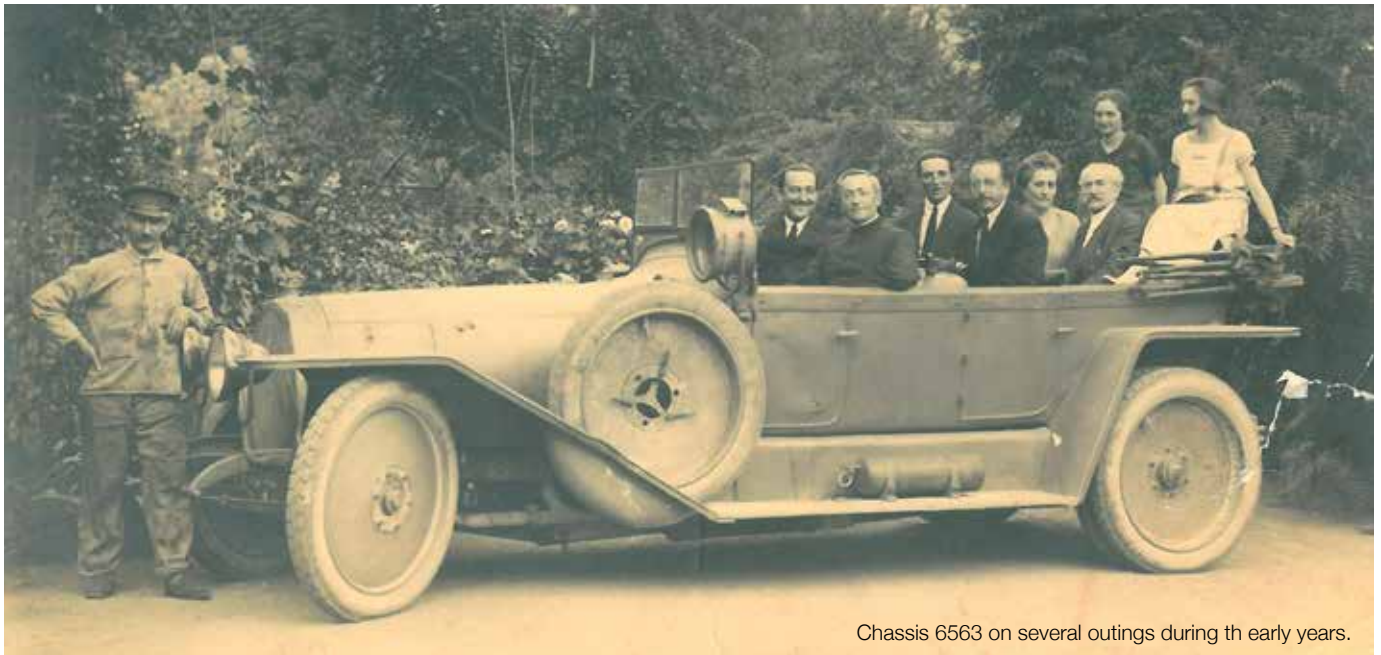
marque. The first Delaunay-Belleville automobile was shown at the 1904 Paris Salon. It was an advanced four-cylinder design, machined to a high standard.

The marque quickly established itself as a prestige maker of powerful, silent and fast automobiles. A Delaunay-Belleville was expensive, of superior quality, and technically state-of-the-art. Innovations included some of the earliest pressure-lubricated camshafts and water-cooled brakes. In 1906, Tsar Nicholas II purchased a 40 hp Delaunay-Belleville, the first of several. King George I of Greece and King Alphonso XIII of Spain also owned sumptuous Delaunays. In 1906, Delaunay-Belleville introduced the first six-cylinder chassis in France, the enormous 70 hp that became known as the Type SMT, or Sa Majesté le Tsar, as Nicholas II bought one of the early cars and

a second in 1909. In 1910, a silent starter that could be operated from the driver's seat was made standard. Known as the Barbey starter, it was introduced three years before Charles F. Kettering developed the electric self-starter for Cadillac.

The massive O6 chassis was launched in late 1913, a few months before the beginning of World War I. It was a natural progression from the previous exclusive models, and the dual-ignition 8-liter engine was a technical tour de force: six cylinders cast in two blocks of three, sidevalves, full pressure lubrication, and an oil pump driven directly from the camshaft. In keeping with Delaunay-Belleville's marine heritage, the oil pump was designed like a small steam engine where an oscillating piston pumped and distributed the oil. A pressure gauge is fitted to the dashboard, and





Chassis 6563 on several outings during th early years.



pump action can be controlled by the driver. 100 horsepower was developed at a very conservative 1,500 rpm, and power was fed through a multiplate dry clutch, another recent Delaunay-Belleville innovation.

Production was curtailed by the War, and it is believed that a mere 55 O6 chassis were built. Only a few were constructed prior to hostilities, and with the exception of chassis 6563, they were requisitioned by the authorities when the War broke out. The remaining O6 chassis were manufactured for senior military personnel, but production was discontinued at the end of 1916, as it was deemed too costly and extravagant, even for the highest-ranking generals.

### J. ROTHSCHILD ET FILS

J. Rothschild et Fils was a prominent early French coachbuilder and one of the first to develop advanced metal shaping techniques. Importantly, chassis 6563 has retained its original body and panels, made of a seldom seen composite of aluminum and tungsten, while the fenders are made of sheet steel.

Introduced by Rothschild as early as 1898, the alloy used for the body panels was called partinium. It is rare indeed that the panels on such a body remain intact more than a century after they were hammered out by hand.

### THE MOTORCAR OFFERED

It is believed that 6563 is one of the first ten O6 chassis built by Delaunay-Belleville. The standard O6 wheelbase was 3.58 m. With a chassis length of 3.74 m, 6563 is one of the very few long wheelbase cars made. It was purchased new by Édouard Daubrée, co-founder of Michelin et Cie., developer of the earliest pneumatic tire and a household name today.

In late 1913, French president Raymond Poincaré visited the Dordogne, where 6563 was part of the motorcade arranged in his honor by l'Automobile Club du Périgord. It is likely that 6563 may have been the only O6 that was not requisitioned by the military in August 1914. At the end of the War, it was presented to Pierre de Brou de Laurière, a nephew of Édouard Daubrée, and registered in his name in the town of Périgueux in the Bordeaux area.





In 1920, electric lighting was fitted. In 1924 and 1928, 6563 was returned to the factory for major work, including renovation of the engine and transmission. The car was still in the ownership of M. de Brou de Laurière in 1939 when the next war threatened.

As German troops drew close, 6563 was hidden from the Nazis like so many other rare and desirable automobiles in the French countryside. The wheels were separated from the car and walled up in another house, a common trick. During the occupation of France, wheels and tires soon became impossible to find, and even if the Germans should stumble over the car itself, it would have been useless to them with nothing to roll on. So 6563 survived. Forgotten by the world and after 47 years of storage, it was discovered in 1986 by a young member

of the Brou de Laurière family. The car was dismantled at that time, overhauled mechanically, given a sympathetic repaint, and a new convertible top was fitted. The car then remained in the Brou de Laurière family until it was sold at auction in February 2012, after an extraordinary total of 99 years.

History emanates from every nut and bolt of this unprecedented Delaunay-Belleville: it retains its century-old body and engine, as well as many of its original accessories. In addition, there is unbroken and verifiable ownership for a total of 103 years. This confluence of circumstances is indeed rare, and chassis 6563 is in every way a unique survivor. Firing this great automobile up, feeling it awaken and come to life is an event in itself. The thunder of the 103 year old engine has to be heard to be believed. The beat of each piston as it

travels up and down the cylinders creates a sound that speaks to the deepest emotions of anyone who admires the extravagant mechanicals of the largest and greatest automobiles of a century ago. When driven, the feeling of great power and torque going to the double rear wheels is exhilarating. In its historical state of preservation, this extremely rare Delaunay-Belleville Type O6 45/50 is a truly significant remnant from the early age of motoring that allows us to go through the looking glass and enter a bygone era. It is a true supercar of its day.

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

## 1985 MERCEDES-BENZ 380SL

VIN. WDBBA45C4FA026795

3,839cc SOHC V8 Engine  
 Bosch Fuel Injection  
 218bhp at 5,500rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Extremely well-kept and original example*
- *Just over 7,800 miles from new and one owner for nearly three decades*
- *Offered with the original owner's and service manuals*
- *High-quality Mercedes-Benz 'Young-timer'*



## THE MERCEDES-BENZ R107

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it. After all, when the incomparable 300SL Coupe and Roadster were built only just 20 years before, they set the world on fire. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup until it was finally replaced by the all-new fourth-generation SL in 1990.

Launched in 1980, the 380SL convertible and 380SLC Coupe retained the Type 107 bodyshell first introduced in 1971 in virtually unchanged form apart from the addition of a front spoiler.

## THE MOTORCAR OFFERED

Completed at the Mercedes-Benz Sindelfingen plant in February of 1985, this exceptional 380SL was delivered new to Danbury, CT resident Mr. Richard W. Knapp through Danbury Autohaus, a local Mercedes-Benz agency. The new Mercedes-Benz looked just as it does today: finished in silver metallic over a blue interior and generously optioned and equipped with both the car's soft and hardtop. The car was believed to have been a birthday present to Mrs. Knapp. Clearly very fond of the car, the Knapps would keep the car for nearly three decades until it was purchased by the consignor.

As is commonly known, these cars were finished at Mercedes-Benz as 'worldwide chassis', meaning that many have a different prefix in the stamped VIN than the one that the car is identified under. This car was given the worldwide VIN of WDB1070451A026795, as stamped on its

chassis, but was then assigned the US-market specific VIN of WDBBA45C4FA026795 once it was eventually slated for the US market.

Today, this fine Mercedes-Benz presents in extraordinarily original condition throughout. With just over 7,800 documented miles from new, the car appears to be just a few years old, with original finishes throughout and a comprehensive history file containing the original books, tools and spare key. Overall this is an extremely original, high quality Mercedes-Benz ideally suited to open top touring, with nearly all the power amenities of a modern car, yet with the elegance and style of the classic Mercedes-Benz SL.

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

## 12

### 1964 PORSCHE 356C 1600 COUPE

Coachwork by Karmann

Chassis no. 216729

Engine no. 712046

1,582cc OHV Flat 4-Cylinder Engine

Twin Carburetors

75bhp at 5,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Recent extensive restoration*
- *Matching numbers example*
- *Finished in factory specifications with black over red*
- *Offered with books, jack, tools and Porsche COA*



#### THE PORSCHE 356

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's greatest sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower.

Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and Roadsters; more than 76,000 examples in all by the time production ceased in 1965.

#### THE MOTORCAR OFFERED

This potent 356 Coupe first emerged on January 17th, 1964, clad in the stunning combination of black paint over a bright red leatherette interior. Shortly thereafter, this sinister-looking 356 made its way to its first owner, a Biomedical engineer in California. After 51 years in the US, this 356 was purchased in Maryland and promptly shipped to Canada to embark on a sixteen-month project to transform this 356 into its current beautiful condition.

The well-documented restoration included refurbishment of the numbers-matching engine and carburetors and the rebuilding of the chassis to restore the legendary performance of this lithe German Coupe. Cosmetically, the body was stripped to be sorted and repainted in its original handsome Black (6413), leading to this particular 356's powerful presence. Inside, the interior received similar attention, with the existing

upholstery replaced with new Red Leatherette to match the original specification.

The brightwork accenting the deep black paintwork was tended to as well, with many parts receiving re-plating and careful polishing to restore their original lustrous shine. By the time of its completion in May 2016, over \$100,000 was invested into returning this iconic Porsche to its original specification and condition. With negligible mileage since its restoration, this fresh 356 presents itself beautifully, with incredible presence for a small car thanks to its intense black paintwork and red interior.

Various accessories are included in the sale of this striking Porsche, including its tool roll, jack, owner's manual, a detailed restoration file, and a Porsche Certificate of Authenticity.

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

## 13 Ω

1967 ISO GRIFO GL  
Coachwork by Bertone

Chassis no. GL 730147  
Engine no. 1028-V 0323 HT

327ci OHV Chevrolet V-8 Engine  
Single Four-Barrel Carburetor  
350bhp at 5,800rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Formerly the property of Peter Monteverdi
- Desirable first series model with 5-speed manual gearbox
- Matching numbers
- Known ownership history from new
- Featured in Motor Klassik magazine



### THE ISO GRIFO

'The Grifo's steel body was styled by Bertone at its most curvaceous, while the chassis featured proper De Dion rear suspension with inboard discs. Most of the 412 Grifos built had the small-block Chevrolet engine, good for a genuine 163mph.' – *Classic Cars*.

Before it built the Grifo, 'bubble car' manufacturer Iso had joined the ranks of supercar constructors with the launch of the Giotto Bizzarrini-designed Rivolta coupé at the 1962 Turin Motor Show. Styled at Carrozzeria Bertone and powered by a 327ci (5.4-liter) Chevrolet V8, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, De Dion rear axle and disc brakes all round (inboard at the rear), setting the pattern for all Isos that followed. Produced between 1963 and 1974, the 'standard' Grifo used the small-block

Chevrolet V8 in all but its final Ford-powered incarnation. Offered in versions with 300, 340, 350 and 365hp, the small block Iso Grifos are known for their better handling compared to the heavier big block-engined cars. Only 135 GL 350 models were produced.

### THE MOTORCAR OFFERED

The motor car on offer here is arguably the most desirable variant, being the first series model which not only represents the design in arguably its most beautiful and pure form but also features the small block 327ci Chevrolet engine. According to the accompanying (copy) build sheet, the power output was 350hp, and what makes this car even more special is that a 5-speed ZF manual gearbox was also specified – surely much more appropriate for a true Italian thoroughbred than the more common 2-speed automatic transmission. The color was Argento Indianapolis combined with a black leather interior, a striking and most elegant combination that 'GL 730147' still wears today.

As impressive as the specification of this stunning Iso is the ownership history: the car's first owner was a certain Walter Lauener in Switzerland, who clearly enjoyed the car as he



owned it from 1968 to 1979, when it was sold to none other than Peter Monteverdi. Monteverdi, of course, was no stranger to European sports cars with US muscle as he was the manufacturer of the Monteverdi High Speed and Hai supercars; he would keep the Iso Grifo as his private transport from 1979 to 1992. The Monteverdi car collection was subsequently sold at auction and our Grifo was imported into Germany. It had three further owners in the Düsseldorf area before being purchased in 2004 by the vendor, a lifelong Iso Grifo enthusiast and collector for some 30 years.

An expertise issued by TÜV Rheinland in 1996 (on file) attests to the excellent original condition of the car at the time. While in the custody of the previous owner, the original ZF gearbox was removed as it was irreparable, and a 4-speed manual 'box was fitted in its place. Since its

acquisition by the vendor in 2004, this beautiful car has always been maintained to the highest standard. The original, matching-numbers engine was comprehensively overhauled, all consumables were regularly renewed, and in 2006 the chassis and complete underside of the car was subjected to dry ice blasting followed by cavity protection from German specialists TimeMax.

According to the vendor, no accident or other major damage to the body could be detected after the underside had been dry ice blasted. He also had a Tremec 5-speed manual gearbox fitted, which was comprehensively overhauled in May of this year, while the Elektron magnesium wheels were replaced by Borrani wire wheels. The car passed the stringent German TÜV inspection in April 2016 without any advisories. In January 2013 this

Grifo was featured in an article by the leading German classic car magazine *Motor Klassik*. Boasting a known and traceable ownership history from new, and clearly being a car that has been well looked after by its previous custodians, '147' has to be one of the best Iso Grifos currently on the market. Many Iso Grifos were heavily modified during the 'wild' 1970s and 1980s, but luckily '147' escaped this fate thanks to its careful Swiss owners; its elegant lines have never been altered. With its beautiful color combination and 5-speed manual gearbox, this truly is a car for the connoisseur and close inspection is highly recommended. It is offered with German registration documents, extensive documentation of its history and maintenance, and the aforementioned magazine article.  
**\$375,000 - 450,000**

Please note this car titled 1968

## 14

### 1955 AUSTIN-HEALEY 100 BN1

Chassis no. BN1L 227294

Engine no. 1B227294M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

100bhp at 4,500rpm

3-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Upgraded to 100M Le Mans Specifications*
- *Recent comprehensive restoration*
- *Stunning Healey 100 for shows or rallies*
- *Offered with BMC Heritage Certificate and tools*



#### THE AUSTIN-HEALEY 100

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

Following World War II, Healey struck out on his own and from his base in Warwick, UK began building very high-quality sporting cars using Riley running gear. There were roadsters, dropheads and coupes. These were cars that an upper middle-class owner could drive to work and rally or race on the weekends, but they weren't cheap. After that came the Nash-Healey sports car which, despite the modestly priced-running gear from the American independent manufacturer,

still cost more than \$4,000 – a result of the car's chassis, suspension and coachwork.

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

Again, Healey's timing was perfect. Lord selected his car over a new MG prototype, thus delaying the replacement of the old-fashioned MG TD which was also in the BMC family. When it went on sale in 1953, the beautiful Austin-Healey 100 cost less than \$3,000 in the United States and would top 100mph. Designated as 'BN1', those first cars used the 90bhp Austin engine and 3-speed transmission with overdrive. They were happily received in the United States, which took most of the 10,688 cars produced.



## THE MOTORCAR OFFERED

Built on July 12, 1955, this smart Austin Healey 100 BN1 left the factory sporting Carmine Red paintwork over a simple black interior, with factory-fitted equipment including a heater and miles-per-hour speedometer, as this car was destined for export. Under the care of the second of just three owners since new, this left-hand-drive British roadster underwent a comprehensive restoration spanning four years, addressing both cosmetic and mechanical areas of the car.

The charming bodywork was brought to bare metal and repainted in pitch black, fittingly accented by re-plated and polished brightwork that highlights the depth of the painted body. The interior was reupholstered with a matching black leather interior, along with a black tonneau cover and convertible top featuring side curtains. The suspension

system was rebuilt and the wiring throughout the car was replaced; the gearbox was refurbished and fitted with a new clutch and pressure plate. In 2016, the original engine in this exciting two-seater was reconditioned and brought to Le Mans specification, including new rods, valves, pistons, cam, carburetors, intake manifolds, cold air box, and Le Mans bonnet, adding power to this charming Roadster. To accommodate the California heat and modern traffic, an auxiliary electric fan was added to the engine compartment to increase the drivability of this Austin Healey.

The end result of the four-year restoration is the striking car as it presents today. Having covered just 3,000 miles since its comprehensive restoration, this BN1 is beautifully presented throughout with deep

black paintwork, a well-trimmed matching interior, and a well-sorted engine, gearbox, and wiring system. A tool kit and Heritage Certificate are included in the sale of this potent Roadster that offers great driving pleasure and style.

**\$110,000 - 140,000  
WITHOUT RESERVE**



# 15

## 1934 ALVIS SPEED 20 SB SPORTS TOURER

Coachwork by Cross & Ellis

Chassis no. 11337

Engine no. 11787

Car No. 16394

2,511cc OHV 6-Cylinder engine

3 SU Carburetors

86bhp at 4,000rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

- Beautifully restored open British Classic
- Well-documented history
- Desirable Cross & Ellis Sports Tourer coachwork
- Offered with 1934 owner's manual, books and weather equipment



### THE ALVIS SPEED TWENTY SB

"The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view, the controls are all just where they are required and the power, speed and acceleration provided by the 'hotted-up' but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars

of medium size.' - *Motor* magazine in praise of the new Alvis Speed Twenty in March 1932.

The Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511 cc, six-cylinder engine produced close to 90bhp, an output sufficient to propel the touring-bodied versions past 90mph. The low-slung Speed Twenty chassis was all-new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle. It offered levels of grip and controllability matched by only few of its rivals.

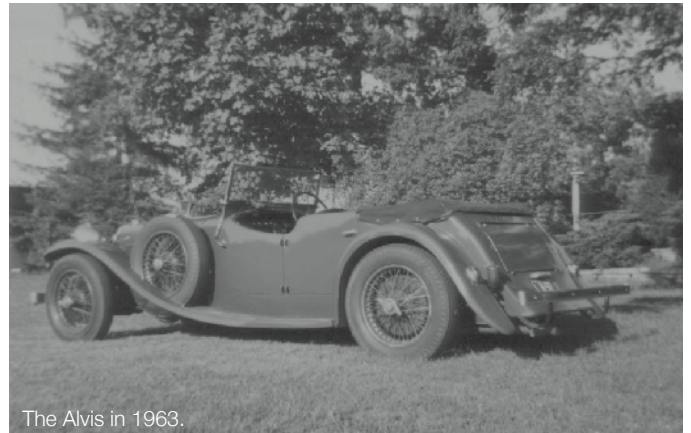
### THE MOTORCAR OFFERED

This fine Alvis is an example of the second-series (SB) Speed Twenty model with the desirable all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. Chassis 11337 comes with a copy of its factory Car Record which shows that it was delivered in green over a green leather trim, with black weather equipment and green wheels.

The Alvis was dispatched to Messrs Mann Egerton of Norwich on June 6th, 1934. It is reported that the first owner, a Mr. G. B. Pearce of Hampshire, owned the car until it was sold to the US in 1961. Having had a crash in the nose before arriving in the US, the Alvis was one of two Speed Twenty's imported to the States by Al Chambers of Powell, Ohio at the time, intended for Sports Car Club of America (SCCA) vintage racing. Mr. Chambers kept the







other car, while selling this one to Mr. Tausch of Novelty, Ohio. It is reported that Mr. Tausch raced the car occasionally in the '70s at Watkins Glen, Mid Ohio and Nelson Ledges. After the passing of Mr. Tausch, the car was stored until it was discovered in 2006 by John Graham.

Upon its discovery, the car appeared with its rather rare Cross & Ellis Tourer body (only 41 are believed to have been fitted on the Speed Twenty SB chassis) and with only 38,624 km on its odometer. Mr. Graham, having assessed that the car was in complete but not roadworthy condition, had a deal negotiated and soon a restoration project was set off. 11337 made a fantastic starting point for such a project, and was shipped to New Zealand where well-known restorer Errol and Rod Tempero of Oamaru started a comprehensive restoration. The focus of the restorers was to keep the car

as period correct as possible and, at the same time, make it a great driving experience. The matching numbers engine was refurbished and fine-tuned to factory specifications, while every effort was made to properly and authentically restore the chassis and body. One exception in originality was the choice to change the interior to the beautiful shade of fawn, rather than the original green; a great choice to create the right contrast for the car.

Arguably one of the finest Speed Twenty Alvis' around, this SB is a lovely example of one of the most groundbreaking British automobiles of the Classic Era. The car comes with a 1934 owner's manual, several Alvis books, full side curtains and a tonneau cover.

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

Please note title is under car number 16394.

16

## 1991 FERRARI 512 TR

VIN. ZFFLG40A8N0090791

Engine no. 123593

4,943cc DOHC Flat 12-Cylinder Engine

Bosch Motronic Fuel Injection

421bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Less than 6,000 miles from new*
- *Extremely original and preserved condition*
- *Offered with books, tools and extra keys*
- *The final evolution of the 1980s Testarossa*



### THE FERRARI 512 TR



Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa 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-litre, 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.

Rivalling 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 downforce 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



### THE MOTORCAR OFFERED

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 512 TR version, which came with 428bhp on tap and could easily exceed 300km/h. Pininfarina gave the TR a front-end makeover and the newcomer also gained improved under-body aerodynamics and 18" diameter wheels. A total of 2,280 512 TRs had been made when production ceased in 1994.

The production of this 512 TR started in April of 1991, and as one of only 408 cars delivered to the US, this car is a very early and rare example. Produced in July 1991, the A in the VIN indicates that it was ordered by an American client and is believed to have been delivered to its first owner in dry and sunny California in 1992. Finished in the classic Rosso Corsa exterior color, this Ferrari must have been a breathtaking driving experience in the early 1990s, with its sleek lines and powerful V12 engine. By June of 1994, the car had covered around 1,700 miles and was registered in Florida where it is believed to have remained until it was registered in Illinois in 1999, with only around 4,900 miles on the odometer. The 512 TR later relocated to Cleveland, Ohio.

interior, this rare and sought after fully evolved sports car must be one of the finest examples available anywhere. This 512 TR is offered with tools, books, spare keys, and a clean CARFAX report. The Ferrari has been fastidiously maintained and received the important major engine out service by Ohio based North Coast Exotics in January of 2014. With its era-evoking design and comfortable yet sporty driving experience, it is no wonder that these early Ferrari's are increasing in popularity among both new and established enthusiasts.

**\$250,000 - 325,000  
WITHOUT RESERVE**

Please note this car is titled 1992.

Still presented in the classic Rosso Corsa exterior over a beautiful, well-kept black leather

## 1966 SHELBY GT350 FASTBACK

Chassis no. SFM6S2157  
 Engine no. 6R09K190645

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

- *Highly original, well-preserved example*
- *Factory-delivered in Ivy Green with 4-speed manual gearbox*
- *California car from new with well-documented history*
- *Recent mechanical refurbishment*



## THE SHELBY GT350

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé partway through the 1964 season, catching the rest of the US auto industry off-guard. The brainchild of Lee Iacocca, subsequent savior of the Chrysler Corporation, the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of Iacocca's long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as a means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang

'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalizing on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang – the GT350 – arrived in 1965 powered by a modified version of Ford's 289ci (4.7-liter) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A 4-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, 3-speed automatic soon became available as an option.

The running gear was up-rated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish

Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centerline. On the open road there was, of course, no comparison.

One of the great iconic muscle cars of the 1960s, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features until production ended in 1970.



## THE MOTORCAR OFFERED

Ordered on January 27, 1967 sporting Ivy Green paint with white Le Mans stripes, this powerful 1966 Shelby GT350 is one of fewer than 250 in this color combination. Fewer still were specified with the smart 14" 10-spoke alloy wheels, the steel-framed fiberglass hood, Under-Ride traction bars, a radio, rear seats, and the desirable 4-speed manual transmission.

Originally sold through Robert H. Loud Ford in Pasadena, California, this potent Shelby has had a total of five owners in the last 50 years, all of whom have lived in California. The first owner kept the car until 1971, when it was sold to a racing enthusiast from Yuba City, CA, who installed a Top-Loader transmission with a Hurst shifter to improve the performance of this rare Shelby. After 16 years, the Ford was sold again to another racing enthusiast, who had the dashboard of this GT350 signed

by the late Carroll Shelby at Laguna Seca in 1993. He then passed it along in 2000 to the fourth owner, who installed a 302 engine for increased performance. Happily, the original engine remained with the car throughout its history and, upon its acquisition by the current owner, was rebuilt and reunited with the car.

The sympathetic restoration was performed in 2013, in order to reunite the Shelby with its original 289 engine as well as to restore the Ford to its stock specification. The minor modifications performed throughout its earlier years were reversed and the mechanical systems of the car were tended to. The engine was rebuilt, the wiring harness was replaced, but much of the car's original paint was left alone, to keep much of its charming patina and many original finishes present. This GT350 retains its original 3:89 rear end, rare 9,000rpm

dashboard-mounted tachometer, and its original body panels and fiberglass hood. This car is offered with a large history file. Having covered just 1,000 miles since its restoration and engine rebuild, this handsome Shelby is ready to be enjoyed by its next owner, and would be the ideal car for high-speed rallies such as the Copperstate 1000.

**\$140,000 - 160,000  
WITHOUT RESERVE**

Please note car is titled GT350.

# 18

## 1965 PORSCHE 911 2.0 COUPE

Chassis no. 302003

Engine no. 902082

1,991cc SOHC Flat 6-Cylinder Engine

Solex Carburetors

130bhp at 6,200rpm

5-Speed Manual Transaxle

Independent Front and Rear Suspension

4-Wheel Disc Brakes

- *Desirable, early matching-numbers 911*
- *Beautifully presented and highly original*
- *Offered with COA, Cardex and restoration photos*
- *Great car for rallies such as the Copperstate 1000*



### THE PORSCHE 911

A modern classic if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed to today's modern 911.

Type 901 as it was originally named, has become one of the very few automobiles in history that can be identified by its silhouette. The purity of the 911's design lives on today in the profile of the newest Carrera coupes, and the loyalty of the Porsche enthusiast community world-wide is second to no other.

### THE MOTORCAR OFFERED

This early 302 Series 911 was produced on July 22, 1965. It was sold new by the renowned Jacksonville, Florida based Brumo's Porsche to a Mr. W.A. Stockton of West Palm Beach two months later, on September 22, 1965. This car's Certificate of Authenticity states that it was originally finished in 6402 Ruby Red over a black leatherette interior. It was supplied with tinted glass all the way around, wheel caps with the Porsche crest, and a left-hand side mounted exterior mirror. Also noted on the COA was a Webasto gas-fired heater and a set of Phoenix 165/15 tires.

After Mr. Stockton's ownership, the car's history remains unknown until it was discovered by its present owner in the beginning of the the new millennium. Having been acquired as a preserved example in highly original condition after long term storage, this 911 was a great





candidate for a comprehensive refurbishment. A three-year process of stripping the car down to bare metal and taking the Porsche back to its previous glory started; a refurbishment of the matching numbers engine and the Solex carburetors began. The interior was reupholstered to a very high standard with a great eye for the details, while keeping the car as original as possible. All the original parts that could be used were carefully restored and put back into the car, and the result is an interior that presents as very appropriate and period correct.

The body shell was refinished in a beautiful red livery, and the car was fitted with its 07/65 date stamped wheels, making this early 911 look just right. The Wabasto heater was not installed in the car during the restoration but it will accompany the car, as will the freshly restored tools and jack.

With the car also comes the Porsche Certificate of Authenticity, Kardex, a copy of the model designation letter, and plenty of photos from the extensive restoration of this great 911.

The early 911 is considered by many enthusiasts as the purest of the company's air-cooled sports cars. With such an extensive, expertly conducted restoration this Porsche is perfectly suited for tours and Concours; however, with as much attention paid to mechanics as aesthetics this car could easily be an enthusiast's gorgeous driver. The opportunity to find such a great 911 – with its matching numbers engine and wonderful restoration – does not come along often. This one, therefore, should be seriously considered by all 911 fans.

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

Please note this car is titled 1966.

 <b>PORSCHE</b> Certificate of Authenticity	
The Porsche vehicle with the identification number listed below was manufactured with the following assembly specifications:	
<b>302003</b>	
<b>Model Year/Type</b> 1965/11 Coupe	<b>Engine Number/Type</b> 902082
<b>Production Completion Date</b> 07/22/1965	<b>Transmission Number/Type</b> 102038 (901/0)
<b>Manufacturer's Suggested Retail Price (MSRP)</b> Information Not Available	<b>Exterior Paint Color/Code</b> Ruby Red-6402
<b>Optional Equipment</b> Wabasto Heater (01 549) Tinted Glass All Around Wheel Caps w/ Crest	<b>Interior Material Color/Type</b> Black Leatherette®
	<b>Exterior Mirror - Left</b> Phoenix Tires (145/15)
 Detlev von Platen President and Chief Executive Officer Porsche Cars North America, Inc.	

## 19

### 1930 LINCOLN MODEL L CONVERTIBLE ROADSTER

Coachwork by LeBaron

Chassis no. 64754

385ci L-Head V-8 Engine  
Single 2-Barrel Carburetor  
90bhp at 2,800rpm  
3-Speed Manual Transmission  
4-Wheel Mechanical Drum Brakes

- *Rare LeBaron Convertible Roadster*
- *Believed to have fewer than 26,000 original miles*
- *Lovely older restoration ready for tours*
- *CCCA Full Classic*



#### THE LINCOLN V-8

The Lincoln Motor Company had been founded in 1917 by the great engineer Henry M. Leland and his son Wilfred. After the Great War, Leland's first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358ci L-head, 60°, V-8 engine. Unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals, Leland's Model L used expensive, precision-made fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V-8 had full pressure lubrication.

However, Leland had an engineer's vision and the bodies which completed his automobiles left something to be desired in the design department. Lincoln tried a quick redesign with a set of twelve body designs by Hermann A.

Brunn, but it was too late as dismal sales, the post-WWI recession and an erroneous 4.5 million-dollar tax bill spelled the end of Lincoln. It was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.

Ford put his son Edsel, who had an innate sense of style, grace, balance and proportion, in charge of Lincoln and the automobiles soon began to reflect Edsel's vision. Initial production after the takeover consisted of the Model L, where the "L" indicated that it had been designed by Henry and Wilfred Leland. This would remain the catalogue designation until the V-8 was superseded in 1931, a measure of Edsel Ford's respect for Leland, who was called the "Master of Precision".

#### THE MOTORCAR OFFERED

This elegant 1930 Lincoln Model L is one of just 100 produced wearing this sporty LeBaron Convertible Roadster body style, denoted as the Model 185. Priced at an exorbitant \$6,900 when new, the Model 185 Lincoln boasts refined, sweeping curves, a hidden rumble seat, dual side-mounted spare wheels, a classic upright windshield and, crucially, a convertible top that folds neatly behind the two-seat cockpit, offering roadster-like good looks with convertible practicality.

This particular Model L has spent an extensive period of its history in various car collections in the Pacific Northwest, the beneficiary of decades of care and maintenance. In the 1970s, this handsome Convertible Roadster was entirely restored to its current configuration. The athletic body was painted in a soft Sea Foam Green, with bold dark green paint





adorning its swept fenders and high bodyline, further accented by gold pin-striping. The original broadcloth seats were kept intact, superficially reupholstered with green leather to complement the green body accents. Despite the age of the restoration, this rare Lincoln presents beautifully thanks to decades of care. The elegant paint fits the body nicely and the bright work throughout retains a bright luster.

Despite being 86 years old, it is believed that this elegant Lincoln has covered just 25,448 miles at the time of consignment, which is very telling of the overall quality of this fine classic. Recently, this Model L received a thorough mechanical servicing and extensive detailing, refreshing the well-performed older restoration of this low-mileage Roadster and elevating it to the beautiful, drivable condition it is in today.

A stunning example of America's pre-war styling prowess and creativity, this Model L Convertible Roadster is well-sorted throughout. For many years, it has been well cared for and would be an attractive car to either drive or show, sure to turn heads wherever it goes.

**\$150,000 - 180,000**  
**WITHOUT RESERVE**

## 1976 PORSCHE 930 3.0 TURBO COUPE

Chassis no. 9306800292

Engine no. 6860321

2,994cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

245bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Extraordinarily well-restored by marque experts*
- *Desirable early 3.0-Liter, US-Delivery 930 Turbo*
- *Matching numbers example*
- *Offered with history file and 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, and it was the then FIA Group 4 homologation rules, which required 400 road cars to be built, which 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 - being 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 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 "hurts 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 Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning

and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an intercooler in the process; power increased to 300bhp and the top speed of what was 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 for the US market between 1979 and 1984, but returned in 1985, now 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 the definitive sports car of its age.



## THE MOTORCAR OFFERED

Offered here is a superbly restored example of the desirable, original 3.0-Litre 930 Turbo. The 292nd example built of the limited 590 car model-run of the 1976 production year, this exceptional 930 was completed at the Zuffenhausen Porsche factory in January 1976, and finished in the classic color of silver metallic. A US market example, it was equipped much as it appears today, with its looks neatly set off by black-center Fuchs alloy wheels shod on Pirelli tires, and equipped with an electric sunroof. Inside, the 930 Coupe was fully equipped with top-of-the-line features, and trimmed in black leather with matching premium carpets.

The new 930 Turbo is believed to have remained in the US following its delivery; the car's history picks up in the early 2000s when it was confirmed have been in the hands of Mr. Jay Payton of Colorado Springs, CO. Still in

the striking silver exterior color at this time, the Porsche would migrate to Denmark in the late 2000s before being purchased by the consignor in 2014, a Vancouver, BC collector of some of the best and most special Porsches we have ever seen. Having acquired the car in aged condition, the perfectionist consignor entrusted the car to Jakob's Auto Repair Ltd. of North Vancouver, BC to receive a comprehensive mechanical and cosmetic restoration.

One needs to only glance at the car to see just how thorough a job was performed on the Turbo, work which totaled over 125,000 Canadian dollars. The extensive receipts can be found in the car's history file. The interior was completely re-trimmed, and all gauges, knobs and switches were restored or replaced. The brightwork and gaskets were also either replaced or refurbished, as were the car's mechanical systems.

Today, this era-evoking 930 3.0 Turbo presents extremely well throughout, and is accompanied by the Porsche-issued Certificate of Authenticity and owner's manual. Also worth noting, it is equipped with a rare, period Blaupunkt radio system with a remote faceplate. Thoroughly restored like very few cars of this era, the Porsche could be shown at concours events and retains its original, matching numbers engine. Combining the unmistakable looks of a classic Porsche, the powerful Turbo motor, and the collectability that goes hand in hand with its low production figures, this extraordinary 1976 930 3.0 Turbo Coupe will not disappoint.

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

## 21

### 1981 FERRARI 308 GTSi

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFAA02A7B0037199

Engine no. 01336

2,926cc DOHC V8 Engine  
Bosch Fuel Injection  
202bhp at 7,000rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Less than 3,200 original kilometers*
- *Two owner example in highly original condition*
- *Timeless open-top Pininfarina styling*
- *Iconic Rosso Corsa over tan combination*



#### THE FERRARI 308

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

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

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

Produced initially with fiberglass bodywork (the 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 and, later on, the adoption of Bosch K-Jetronic fuel injection. An exhilarating driver's car and a Ferrari purist's delight, the 308 GTSi and its many derivatives proved a huge commercial success for Maranello, with over 12,000 sold.

#### THE MOTORCAR OFFERED

This beautifully presented 308 GTSi was delivered on September 22nd, 1981 through Yonge Steeles Motors in Toronto, Canada. Finished in the iconic combination of Rosso Corsa over a tan leather interior, this striking Targa was further specified with a rare European specification chin spoiler.

Of all the 308 GTSi's extant, this particular example has had one of the most cosseted existences of them all. With just 3,112 kilometers on the odometer at the time of cataloging, this ultra-low mileage Ferrari has a known history from the day it was delivered, with just two attentive owners since new. The overall condition of this 35-year old Ferrari speaks to just how well it has been cared for, with a well-sorted interior and glistening paintwork on its Pininfarina-penned body. Under the stewardship of the second owner,



the car underwent a major service in January of 2015, which included replacing the timing belts and rebuilding the suspension system, along with a painstaking detailing of this Italian sports car, including the undercarriage. This 308, therefore, is well sorted and in remarkable original condition throughout.

Accompanying this iconic V8 Ferrari is the owner's manual, leather pouch, keys, toolkit and jack, along with a comprehensive history file, photo album and a bespoke coffee table book made for this particular Ferrari. Given its incredibly low mileage, known history since new, and overall condition, this 308 GTSi is a one of the very best examples around of Ferrari's 308 models.

**\$120,000-145,000**  
**WITHOUT RESERVE**

Please note car is titled 7B0037199.



## 22

### 1949 MG TC MIDGET

Chassis no. TC/5825  
Engine no. XPAG 4424

1,250cc OHV Inline 4-Cylinder Engine  
2 SU Side-draft Carburetors  
54bhp at 5,200rpm  
4-Speed Manual Transmission  
Beam Front - Live Rear Axle  
4-Wheel Hydraulic Drum Brakes

- *Matching numbers example*
- *Mechanically and cosmetically restored*
- *Attractive color scheme*
- *Ready for weekend touring*



#### THE MG TC

The right-hand drive TC appeared in 1946, and was almost identical in appearance to the pre-war Types TA and TB. The sporting little MG was brought to the US in considerable numbers by GIs returning from England and soon gained a strong following, especially in California and on the east coast. These MGs had many endearing features, including a slab fuel tank, 19-inch diameter wire wheels, folding windshields and octagonal dashboard instruments.

Sales got a great lift when a Life Magazine photographer shot one being driven underneath a big lumber carrier on a Los Angeles street. Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers in a TC.

#### THE MOTORCAR OFFERED

This very pretty MG TC Midget, from the series' final year of production, was owned until recently by a Bellingham, Washington, couple who enjoyed the little car for many years and embarked on a comprehensive restoration. Health issues forced the project aside, and it was eventually acquired by the consignor, who completed the work and brought the car to its present state.

Refinished in an attractive dark red with hammer-tone painted wire wheels - which along with their knock-off spinners and tires appear to be new - a full black leather interior with black carpeting, and a new tan canvas top, boot, and side curtains, this fully matching-numbers MG TC is in said to be in excellent mechanical condition, with the engine, transmission, and brakes having all been overhauled. A good deal of attention

was paid to engine compartment detailing; the motor is fitted with an alloy valve cover and side plate, and includes period-correct hose clamps. There is a new SU fuel pump, and a new stainless-steel exhaust system was installed. All the systems and controls are said to work properly, and there are many new parts, including the speedometer and odometer. Much of the bright work has been renewed or re-chromed, and nerf-bars are mounted in lieu of the original bumpers. The original Lucas headlamp housings now contain US-specification sealed beam lights.

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

Please note car is titled by it's engine number as a 1948.

## 23

### 1974 DETOMASO PANTERA GTS

Chassis no. THGTPS07226

351ci V8 Engine  
Single 4-Barrel Carburetor  
266bhp at 5,400rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- One of only 138 GTS models for the US market
- Believed to have less than 28,000 original miles
- Presented in factory livery with original interior
- Offered with books, tools and an extra set of factory wheels



#### THE DeTOMASO PANTERA GTS

Having already established himself as a serious automobile manufacturer with the introduction of the Mangusta Coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his following project, the mid-engine supercar by the name of Pantera. Dallara opted for unitary construction for the steel chassis/body, abandoning the Mangusta's backbone frame.

Ford Motor Company was DeTomaso's partner at the time of the Pantera's introduction in 1971. Just like the earlier Mangusta, the Pantera relied on a 351ci Ford V8 power plant mated to a ZF all-synchro five-speed transaxle. Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale (both companies were an active part of DeTomaso's empire in the early 1970s). DeTomaso's longstanding relationship with the

Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA until the 1974 energy crisis, which caused Ford and DeTomaso to part ways. After this point, DeTomaso continued to sell the Pantera in Europe. For the 1974 model year Ford offered 138 US spec GTS to the market (98 to the 49 states and 40 re-documented as 1973 models for California). Due to the falling out between Ford and DeTomaso all references to DeTomaso were removed from the coach of the US spec GTS and replaced with either GTS or Ghia badges.

#### THE MOTORCAR OFFERED

Chassis 7226 was produced in March 1974 and sold by an Illinois based dealer in February 1975 to the first owner. It is believed that the second owner was a Mr. W. Brown of Northridge, CA, who would enjoy the Pantera from 1988 until 1999, when the car would pass on to a Mr. Rein of Fort Collins, CO. It is believed that the Pantera has had one exterior paint re-spray in the factory color scheme during Mr. Rein's ownership. While in the consignor's possession, nearly \$7,000 has been spent on servicing the engine. The motorcar is presented with extensive documentation and a correct tool set. With fewer than 28,000 miles showing on the odometer at the time of cataloging, and the car's original interior intact, this Pantera GTS is a fine, well-preserved example of the model.

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

Please note car is titled as a Ford.

## 2014 McLAREN P1

VIN. SBM12ABA6EW000090

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

- *Arguably the ultimate supercar of today and possibly tomorrow*
- *One of very few P1's finished in striking McLaren Orange*
- *Extreme cutting-edge automotive engineering and design*
- *Practically new condition with less than 1,200 miles*



### THE McLAREN P1

Released in 1993, the McLaren F1 redefined what a supercar is and quickly made it's mark as one the of the most impressive cars ever built. To this day the F1 evokes emotion difficult to express on a page. In 2013, 20 years later, McLaren turned back to its legendary creation but this time as inspiration for the world's first hybrid Supercar.

Determined to revolutionize the Supercar market again, McLaren engineers used a 3.8 liter DOHC twin-turbocharged and intercooled V8 mated with an AC permanent-magnet synchronous electric motor to generate 903bhp. This stunning piece of engineering is mated to a carbon fiber MonoCage. It serves as the passenger compartment, safety cell, and the chassis' major structural component. The entire

MonoCage, including roof and integrated battery compartment, weighs just 90kg! The bodywork has been 'shrink-wrapped' over the mechanical hard points and the cockpit has been placed at the exact center of the chassis. Helping keep the stunning powertrain tight to the road are active aerodynamic systems, which reduce drag and maximize downforce. The most impressive of which is the RCC (Race Active Chassis Control) system that provides unprecedented chassis adjustability through independent hydro-pneumatic control of spring rate and damping at each wheel.

Another active aerodynamic feature are the movable front and rear wings that can produce a peak of 600kg of downforce in Race mode. All of these features add up to propel the P1 from 0-60mph in 2.7 seconds,





and to 100mph in 5.1 seconds, and can achieve a top speed of 217mph.

This outstanding performance requires equally special brakes, and the P1 has those as well. Equipped with four-wheel carbon ceramic brakes with six-piston front calipers and four-piston rears, the P1 discs can absorb 50 percent more energy than conventional ceramic brakes.

The P1 is also furnished with Brake Steer – a feature now banned in F1 for providing too much advantage – the system applies brake force to the inner wheel upon entry to a fast corner to bring the car's nose tighter to the apex. On exiting the corner the same wheel is trimmed, pushing the torque to the outer wheel for increased traction while accelerating. In describing his road test,

Daniel Pund of Car and Driver wrote, “It feels lithe and alert and well mannered and entirely crackle-worthy. It is every bit as great to drive as you might hope it to be.”

Hand-built to custom order at McLaren's Woking, England-based state of the art, laboratory-like facilities, the P1 stems from a company deep-rooted in motor sport and performance automotive engineering. The company, the namesake of legendary racing driver Bruce McLaren, has been run for the past three decades by Ron Dennis, another motor sport great.

The P1 is a masterpiece of space and Formula One technology, combined with inspired design applied to automotive engineering supreme. Absolutely vicious acceleration with superb handling and

braking deliver an exhilarating on-track experience, while remaining remarkably usable on the road.

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





## THE MOTORCAR OFFERED

Offered here is P1 number 90 of the total 375 car production-run. This striking supercar remains in essentially brand new condition, and has covered less than 1,200 miles from new at the time of cataloguing. This car was completed at the McLaren factory in March of 2014, and originally shipped to McLaren Philadelphia, before the cars first owner, a Pennsylvania-based enthusiast took delivery.

The new McLaren had been built as a US-market car and is one of very few examples finished in the striking McLaren Orange exterior color. The P1 comes complete with its factory delivered accessories; including the custom-built sculpture model of the car, carbon fiber key box with the spare key, tools and books in the leather pouch, leather binder with

plaque, window sticker, fire extinguisher and charging station, and has been signed by Frank Stephenson, the chief-designer of the P1.

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

**\$1,900,000 - 2,100,000**

25

## 1967 SHELBY GT350 FASTBACK

Chassis no. 67200F5A01493

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

- *Rare Dark Moss Green paint*
- *Recent comprehensive restoration*
- *Three owners from new*
- *Last year of Shelby-built Mustangs*



### THE SHELBY GT350



The GT350 had one purpose in life, to put the Ford Mustang in the winner's circle in SCCA road racing. The initiative for the GT350 came from Ford which wisely recognized that the Mustang's success with consumers could be enhanced with the performance image which came from racing. Impressed with the record of Carroll Shelby's Ford-engined AC Cobra, when Ford decided to market a serious performance version of the new Mustang they approached Shelby to build a Corvette beater. The starting point was a white 1965 Mustang fastback with no rear seats or hood. Shelby was then given his way with it.

An aluminum intake manifold pushed the 289's horsepower from 271 to 306. Shelby added his own headers, dumping in front of the rear wheels. A fiberglass hood was given functional scoops and blue stripe was applied to lower

side, with bold "GT350" aft of the front wheel opening. All external Mustang emblems were removed, and Shelby added his own equine badge on the left side of the grille. A more ambitious program was undertaken in 1966. In addition to white, GT350s became available in red, green, blue and black, all with white stripe and GT350 logo. During the year, hoods were changed to steel because the fiberglass was proving troublesome. The grille emblem became smaller and a new GT350 gas cap was adopted.

One of the great iconic muscle cars of the 1960s, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features until production ended in 1970.



## THE MOTORCAR OFFERED

Completed on April 10, 1967, this muscular Shelby GT350 was shipped to Fogg Motors in New Westminster, British Columbia to be united with its original owner, Mr. E.B. Lundahl. One of only 176 examples finished in Dark Moss Green, this Shelby left the factory with rear brake ducts, a steel-framed fiberglass hood, and outboard driving lights. After several years with its original owner, this Shelby moved to its second owner before quickly passing to its third and current owner in 1976.

With around 53,000 miles on the odometer at the time, the car was disassembled and stored with the intention to restore this powerful Ford. Nearly 36 years later, a thorough restoration was performed to return this GT350 to its original condition. However, it should be noted that while not uncommon,

the original block was replaced at some point prior to restoration with a period correct block.

With painstaking care taken by Sharp Touch Restoration in Vancouver, British Columbia, the handsome fastback bodywork was taken down to bare metal before being repainted in its original Moss Green, complimented by white lettering on the sills leaving no doubt that this is, in fact a GT350. The paint shines beautifully and the minimal brightwork and bold rims further accentuate the powerful stance of this Mustang. The black interior has been reupholstered and is very well sorted. Mechanically, the K-code High Performance 289 has been rebuilt by Dave Bliss of Puyallup, Washington, and is mated with a close ratio 4-speed Toploader transmission, sending power to the rear Shelby wheels through a 9" Traction Lok rear end.

Thanks to the extensive work carried out on the mechanical systems of this car, it drives as nicely as it looks. With a potent, thunderous V8 and iconic styling, few can deny the head turning nature of this handsome coupe. Complete with its original 715 CFM Holley Carburetor, the extremely well sorted-example offered here will be a pleasure to drive and show for its next owner.

**\$100,000 - 150,000  
WITHOUT RESERVE**

## 1964 CHEETAH GT COUPE

ID no. BTC003

336ci OHV V8 Engine  
 Rochester Fuel Injection  
 400+ bhp at 6,900rpm  
 4-Speed Manual Transmission  
 4-Wheel Coil-Over Suspension  
 4-Wheel Drum Brakes

- Full restoration to vintage specs and livery
- One of only 11 completed cars from Bill Thomas
- Documented history and FIA Historic Technical Passport
- An icon of the California sports car scene



## THE CHEETAH SPORTS CAR

No one area of America is more passionate about automobiles than Southern California. And no product of the Southland's car culture more vividly represents those passions than does the Cheetah.

Conceived as a competitor to Ford's Cobra and built out of a small shop in Anaheim, Orange County in limited numbers from 1963 to 1965, the tube-framed fiberglass-bodied coupe was both crude and sophisticated, and its beastly behavior often mocked its curvaceous beauty. But, wherever it appeared — cruising down the boulevard or mixing it up with the eclectic sports car grids of the day — the Cheetah's Corvette-engined roar and extreme bodywork turned even graybeard heads, who thought they'd seen it all, and made young boys rush out to buy Cheetah slot cars for their collections.

If nothing else, the Cheetah story is about what might have been. Had its entrepreneurs of speed,

Bill Thomas and Don Edmunds, been as well funded as, for example, Lance Reventlow and his Scarab or Carroll Shelby and his Cobra, or had Chevrolet deigned to continue its support of the project it had help spawn, the Cheetah story might have turned out far differently.

Bill Thomas grew up in Southern California and, in 1956, began his lifelong tinkering with cars by massaging Corvettes for road racing. By 1960 he'd opened Bill Thomas Race Cars, where his stellar work attracted the attention of the racing mavens at Chevrolet. Among his many commissions while a part of the bowtie brigade were performance mods for the Corvair, Chevy II, BelAir and Biscayne, and development of the Louis Unser stock car that took a division crown at Pikes Peak.

Then, in 1963, in response to Ford's Cobra program, Thomas was asked to develop the car

that would be called the Cheetah. Because GM's board had suspended all factory race programs and the Chevrolet could not openly support the project, it did supply the Corvette powertrain and other bits that found their way into the Cheetah. The back-door brief called for 100 examples to meet FIA homologation, though just 11 cars were completed before Chevrolet cancelled its unofficial support when the FIA increased homologation numbers to 1,000 units for the production classes.

The first two of those 11 Cheetahs, prototypes meant to impress the Chevy powers and investors in the project, were clad in aluminum bodies by California Metal Shaping from a wooden buck build by Edmunds. Aircraft Windshield was contracted to supply the windows. Subsequent models sported fiberglass bodies molded by Contemporary Fiberglass. Chassis engineering and styling fell to Thomas employee Don Edmunds (who soon after left



to form his own firm, Autoresearch, the noted purveyor of open-wheel race cars). As computer-aided design was still in an unimagined future, Edmunds simply drew up what looked and felt right. His tubular steel frame supporting the Corvette powertrain and suspension certainly looked the part of a proper cage, but it lacked the torsional rigidity needed for track use — the Cheetah was, after all, an exercise in what could be achieved with Chevy's full backing and was never, as delivered, a fully developed competition machine. To reduce the chassis' flexibility, most Cheetah owners that raced their cars added a variety of gussets and triangulated elements.

The front suspension consisted of upper and lower tubular A-arms, while the rear configuration, though based on the Corvette's, was augmented with fork-shaped trailing arms. Monroe coilover spring/shocks were used at all four corners, and heim joints replaced all ball joints. Though

the Cheetah's overall weight was around 1,700 pounds, Chevy drum brakes were little more than adequate to halt the progress of this extremely fast machine. American Racing supplied the five-spoke magnesium wheels.

The chassis might have been an underachiever, but the Thomas Corvette 327 small-block V-8 combined the legs of its namesake — 215 mph at Daytona and 185 mph at Road America — with the brawn of an angry grizzly bear. Thomas tweaked the engine with the usual measures to increase air and fuel flows, including a 0.75-inch stroker crank and his innovative dual air meter Rochester fuel-injection system. Output of the 377 cubic inches easily exceeded 500 horsepower and could smoke the competition on a road course (in a straight line, at least) or a dragstrip.

Perhaps the most innovative, and problematic, design feature of the Cheetah was Edmunds

effort to create perfect weight balance. The engine was set far back in the chassis, and the Muncie 4-speed transmission was connected directly to the Corvette IRS without the need for a driveshaft. Because the driver's legs were next to the engine, and Edmund's custom headers were just above both driver and passenger legs, the cockpit was a furnace. Some owners added air scoops to the tops of the gullwing doors for cooler interior temps, and one car even had its roof removed and still exists in roadster form.

The Cheetah recorded a checkered race history (11 victories across several race series), burdened by various shunts and mechanical ailments, but no one who saw it run as expected will ever forget the V-8's shattering rumble or the visceral appeal of the sensuous bodywork. An icon of a cottage industry that has passed into history, the Cheetah is a rare and remarkable example of an almost overwhelming power-to-weight ratio, the kind that



### THE MOTORCAR OFFERED

sets racers pulses beating at max rpm. The Cheetah's short production life ended from a combination of the FIA homologation rules change, being outpaced by new race technology, and a fire at Bill Thomas's shop. Thankfully, the Cheetahs that remain have not been hidden away in collections but continue to be shown and raced, making a new generation of gray beards nod in memory of the boys they once were and their slot-car dreams.

Designed to be a GT car, but because 100 never were produced, instead of competing against Cobras and Stingrays it had to race against King Cobra/Cooper Ford, Chaparral, McLaren, Ferrari, Lola and Lotus 19, 23, and 30. In SCCA it raced in C/Modified instead of A/Production.

This is the fourth customer-delivered fiberglass-bodied Cheetah and second in the series of three delivered to Allan Green Chevrolet in Seattle, Washington. Green bought two of the three for competition (one was destroyed at Daytona in February, 1964), but this is the only one of his Cheetahs to go road racing, accruing an outstanding documented record that included ten FIA events in 1964-65. The drivers who braved the Cheetah's edgy performance included Jerry Grant, Allan Grant, Don Jansen, Gary Gove, and Larry Webb, wrestling it around tracks all over America and Canada. When first delivered, the car was red and without the rear fender flares that later would be fitted after the FIA dictated the modification to reduce the amount of track debris being thrown by the big rear tires. After being given Allan Green graphics and the number '8', it ran for the first time at a California Sports Car Club event at Pomona in 1964. Several months later Green repainted the car his signature green. As well as going road racing, the car was taken to the drags and recorded a 134 mph run in the mid 10-second range.

Subsequent owners raced this car in various guises and prevailed in several SCCA Regional championships, and then, in 1972, its new owner decided to turn it into a legal street car. Some confusion as to this car's identity has occurred because that owner stamped his own "serial number", BTC003, into the frame in order to register it for street use. In actuality, none of the five Cheetahs raced in period had numbers on the frame, so there is still some dispute about how many unfinished chassis and bodies were produced in addition to the 11 completed cars. In 1989 the current owner purchased the street-modified Cheetah and was determined to take the car vintage racing, so he removed the original body and replaced it with a never-used one that he had painted red and restored to Allan Green's 1964 livery. The car then was vintage raced for the next 21 years, including more than ten times at the Monterey Historics where, in 1993, it received a class trophy. This Cheetah also won the USRRC Seniors Tour Series, Entrepreneur's Cup, in 1994.





USRRC - Pacific Raceways - May 1964



LA Times GP - Riverside - Oct 1964



Monterey GP - Laguna Seca - Oct 1964



Players 200 - Mosport - June 1964

In 2012, the current owner decided to remove the replacement body and remount the original body with 1965's livery while also installing a modern wiring harness and rebuilding the dual-meter Rochester fuel-injection unit. Ready to race, this Cheetah is offered with an abundance of documentation, a manual for the fuel-injection system, a wiring diagram, a FIA Historic Technical Passport, a California title and street license, correspondence and ownership documentation from prior owners, and a presentation book.

In addition to the FIA race history as provided in the catalog description, a more comprehensive listing of FIA race events is available to prospective buyers upon request.

This is a rare chance to own an uncommon and notable icon of 1960's sports car entrepreneurship.  
**\$300,000 - 500,000**

Please note this car is titled as a Chevrolet.

EVENT	DATE	TRACK	PLACE	DRIVER
<b>1964</b>				
FIA National Open*	April	Phoenix	6th	Don Jensen
USRRC*	April	Riverside	dnf	Don Jensen
USRRC*	May	Laguna Seca	dnf	Don Jensen
USRRC*	May	Pacific Raceways	14th	Allen Grant
Players 200**	June	Mosport	dnf	Allen Grant
LA Times GP**	Oct.	Riverside	dnf	Allen Grant
Monterey GP**	Oct.	Laguna Seca	10th	Allen Grant
<b>1965</b>				
Players 200**	June	Mosport	8th	Gary Grove
USRRC*	Aug.	Pacific Raceways	9th	Gary Grove
Player's Quebec**	Sept	Mont-Tremblant	11th	Gary Grove
		* FIA sanctioned National event	** FIA sanctioned International event	

## 27 Ω

### 1904 MERCEDES-SIMPLEX 28-32HP FIVE SEAT REAR ENTRANCE TONNEAU

Commission no. 3309

Wagen no. 2406

Engine no. 4309

5,315cc T-Head 4-Cylinder Engine

Single Carburetor, 32hp at 1,200rpm

4-Speed Manual Transmission, Chain Drive

4-Wheel Semi-Elliptic Leaf Springs with Live Rear Axle

Rear Drum Brakes

- *A unrepeatable opportunity to acquire one of the best automobiles of its day*
- *Known history from new*
- *Frequent London to Brighton competitor*
- *Fast, usable pre-1905 automobile*
- *65mph plus performance!*



## THE MERCEDES

*"The Mercedes made all existing cars look out of date"* – John Bolster, *The Upper Crust*.

While the start of the legendary Daimler-Benz story can be charted back to the Patent Motorwagen of 1886, universally accepted as the 'birth of the automobile', the connotations of refinement, quality and luxury that we associate with the brand today can better be traced to the introduction of Daimler's 'Mercedes' product in 1901. This remarkable automobile heralds from that early generation of what quickly became the finest automobile that could be bought anywhere in the world.

As the automobile industry developed, frequently manufacturers, like internet 'startups' today would have their moment in the sun, before someone else took the limelight. And so it was not long before the

Patent Motorwagen looked dated alongside the Panhard et Levassors of France, who would dominate the early motor racing scene.

Daimler needed to combat this. It wasn't entirely easy, as a rush of ideas and concepts including the first mass-produced four-cylinder engine and an inline eight-cylinder consumed his capital, forcing him to accept investors. They quickly clashed with engineer Wilhelm Maybach who soon left. Within a year even Daimler abandoned his eponymous company but the two were persuaded to return three years later, along with Paul and Adolf Daimler, Gottlieb's sons, who gradually took over his responsibilities. Maybach continued to be the designer and innovator, solving problems of carburetion, ignition system, cooling, gearbox and suspension.

Of course, the tale of the name Mercedes has been repeated many times, but in presenting an example of their production, this is an entirely justifiable occasion for its recounting. The story is traced to another important character in the growth of the company, Emil Jellinek, the hugely influential agent for the southern region of France. Jellinek understood how to sell cars and what his clientele wanted, he was also a keen promoter of their automobiles. At Nice on the Cote d'Azur he wished to present a new Cannstatt built Daimler, but owing to the battles over the licensing of the Daimler-Phenix engine in France, he effectively had to present it under a pseudonym. The name he chose was that of his daughter, Mercedes...

So, there in Nice in March 1901 a new automobile, built to Jellinek's exacting



requirements made its debut, to universal acclaim. The order book surged immediately, Jellinek's judgment of the market being very astute. Only a year later the prolific Maybach introduced a redesigned series of Mercedes cars which were named Mercedes-Simplex to highlight their improvements, primarily much lighter engine weight and improved cooling performance which also reduced weight and complexity. The Mercedes-Simplex models were a great success, bringing renewed visibility to the company, quite simply there wasn't anything that could touch the new car.

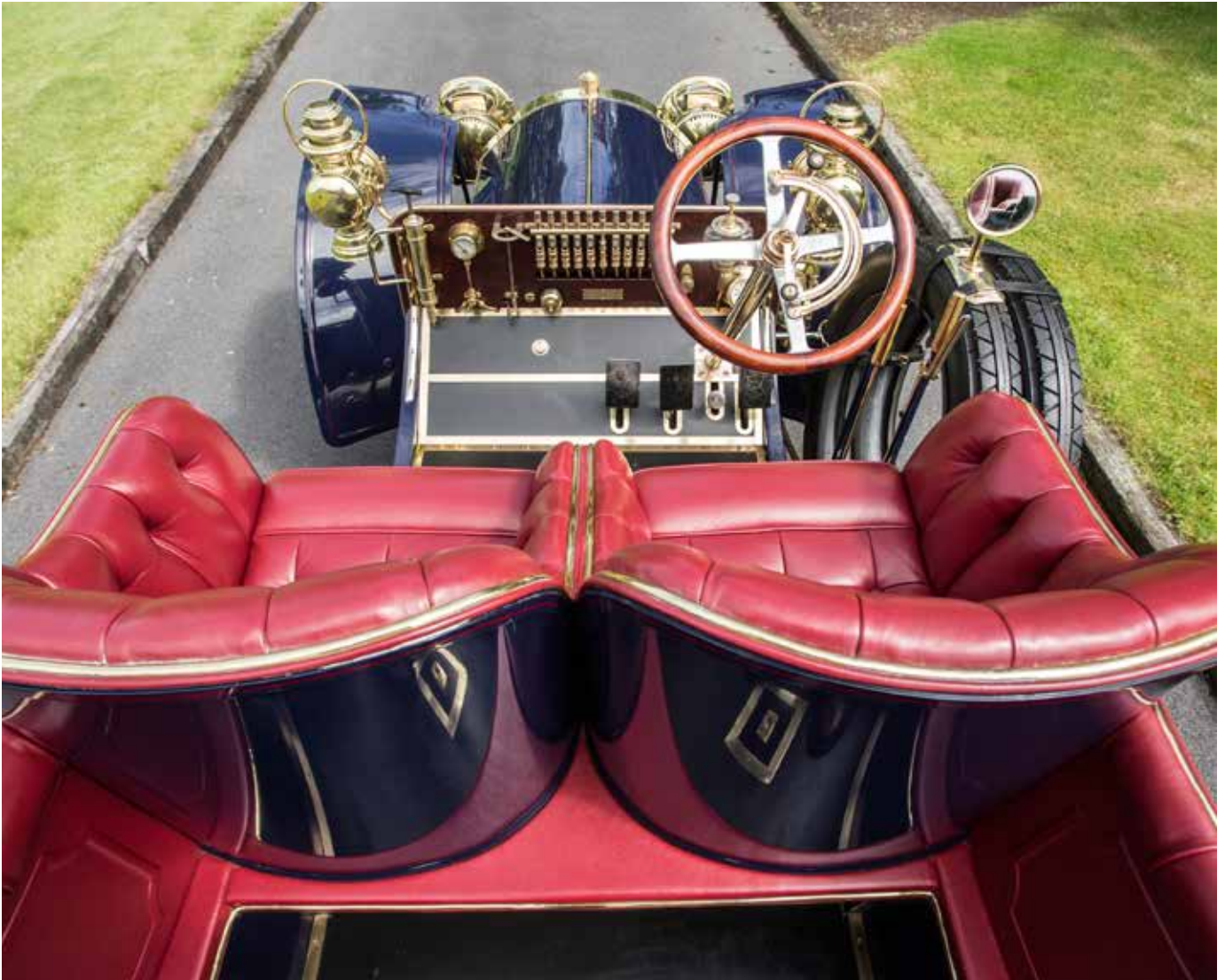
In the United States no less a personage than William Kissam Vanderbilt whose first Daimler ("White Ghost") was followed by a Mercedes-Simplex ("Red Devil") both of which were notorious on the roads of Long

Island, Newport and Massachusetts. Willie K. continued his Mercedes-Simplex exploits in Europe.

As Willie K. Vanderbilt's experience shows there were those in America to whom nothing less than the largest, fastest, most luxurious automobile was sufficient and the list of American Mercedes owners began to read like the social register. The Vanderbilts numbered at least two in addition to Willie K. Other owners – Bernard Baruch, Henry Clay Frick, Isaac Guggenheim, Harry Payne Whitney, Colonel John Jacob Astor – are still instantly recognized today, a hundred years later. By 1906 Mercedes had its own showroom in Times Square where it was represented by the company's longtime agent, William Steinway of the piano-making family.

There were five models, ranging from 18/22hp to a massive 60hp behemoth. The cars were built of the finest materials. Maybach recognized that weight was the enemy of performance and succeeded in designing automobiles that despite their huge engines were for the time remarkably light. This, in turn, made their performance superior to their more obese competitors, further enhancing the Mercedes reputation among potential clients.

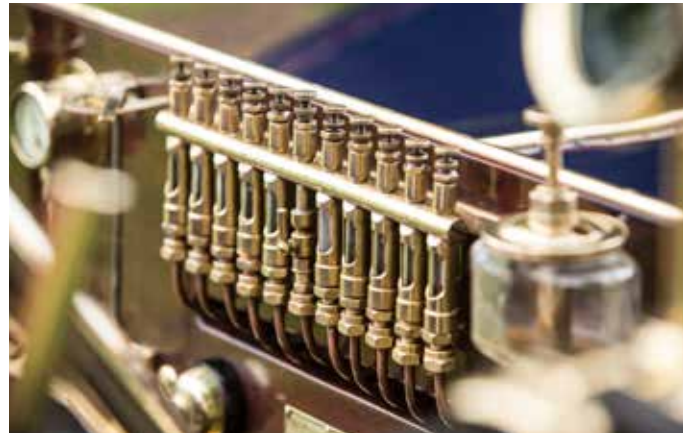
Powered by four-cylinder T-head engines with 4-speed manual transmissions in unit with the differential on the cross-shaft to the double rear wheel drive chains, the Mercedes-Simplexes were machines of quality, distinction and performance. As the marque's competition activities and success demonstrate, performance was often as



important to prospective customers as luxury. Automobiles were accessible only to the wealthy and a lightweight, sparsely bodied high performance car was as distinctive and desirable then as it is today. In order to get the maximum benefit from the weight advantage conferred by Mercedes' quality materials and thoughtful design they were frequently fitted with sparse but still luxurious coachwork.

As ever, the best did not come cheap, a car such as that offered here was priced at more than 20,000 marks in Germany, which equated then to roughly \$7,500, a sum which would have bought you 8 Cadillacs at that time, or 3 Packards or Wintons! Regardless, there were plenty of takers, more than 1500 Mercedes-Simplexes being sold in this era, yet time was not kind to them and those that are left are a precious

few. The International authority that has charted cars of this era since before the war, is the Veteran Car Club of Great Britain, today their records list only 20 surviving pre-1905 Mercedes of all models, just 6 of which are of this larger model size.



## THE MOTORCAR OFFERED

As we have come to expect from Mercedes, their records are impeccable and so for this reason we know precisely the early history of this 112 year old motorcar. In keeping with their practices of the day it was commissioned by Emil Jellinek on July 24, 1903 for delivery to the noted British Agency J.E. Hutton Ltd on London's Shaftesbury Avenue. Huttons generally specialized in the upper echelons of the market supplying Panhards, Mercedes and generally large horsepower cars to the wealthiest car buyers of the day.

Their client on this occasion was Richard Bayly, a wealthy timber merchant based in Plymouth in the Southwest of England. Testament to the stature of these automobiles, the car was used as a subject of a 5 page report in one of the best contemporary

publications of its day, *The Automotor Journal*, detailing the improvements of the model over even its predecessors.

The article states "The chassis... is, we believe, the first of this type to arrive in this country, and it is to the owner - Mr. Richard Bayly of Plymouth - that we are indebted for having permitted us to make a thorough examination of its construction. It is at present being fitted with a special body by Messrs. Thrupp & Maberly"

In copious detail, the full workings of the car are described and illustrated numerous times, a fascinating piece of historical documentation which very few cars of any era can claim to have.

From this period its history is known to this day. It was registered new with the local Devon County Council licence plate 'T 136', as the 136th car registered in that area. It is understood that the Bayly family kept the car until 1908, and that by the outset of the war it was out of use and was donated to the War Department for military use. It was by no means uncommon for cars such as these, or larger horsepower cars like Silver Ghosts, which remained usable, reliable and were no less powerful than any of their contemporaries more than a decade after their construction to have more than one 'life', often with more commercial coachwork applied. After the Great War of 1914-18, it is believed to have been returned from the Western Front in France to one of a series of vehicle depositories, this one not far from its early existence in Plymouth. There it was sold

Richard Bayly's Mercedes as featured in *The Automotor Journal*, July 1904

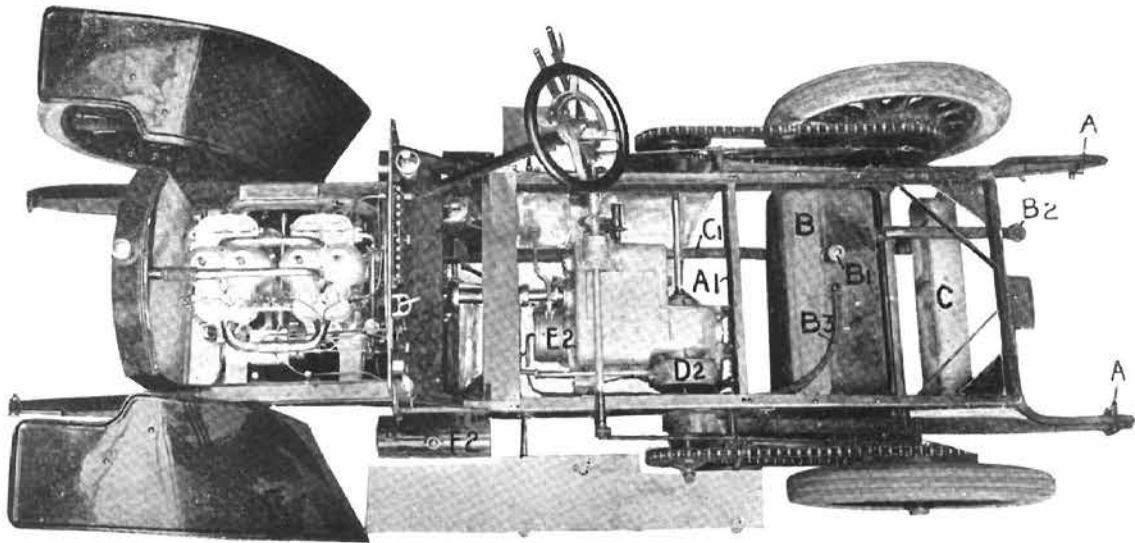


FIG. 1.—View, from above, of the 28-32-h.p. Mercedes Chassis.



by the War Disposals Board to a local farmer, granting its third 'life' in farm service.

A chance discussion by a Veteran Car enthusiast with another farmer many years later, led the car to be discovered there in the 1970s. While it had certainly seen better days, remarkably its commission plate remained on the dash toe-board, enabling its age to be easily verified, and as such was a true 'Holy Grail' discovery for cars of this era. Its discoverer, Oliver Gray acquired the car at this point and set about restoring the Mercedes.

Alongside the car, Mr. Gray had also elected to restore a large watermill property and together the two projects advanced slowly over the course of the next decade. With much careful research to its detail, Mr. Gray carefully constructed a new four/five

seater body of the type frequently fitted to these cars. It was not until 1983 some 80 years after its original commission that the Mercedes was 'fired-up' and returned to the road. Shortly after this, the car was submitted to the Veteran Car Club of Great Britain Dating Committee, when its date was confirmed as 1904, enabling eligibility for their events and the London to Brighton.

From that point on it was regularly campaigned by Mr. Gray, competing on many London to Brighton Veteran Car Runs and always completing the event, according to his family he literally toured the length and breadth of the UK, driving the car everywhere rather than ever trailing it. In the late 1990s with his age advancing and still working on his watermill, Mr. Gray made the decision to part with the Mercedes. It was presented at a Brooks

(Bonhams) auction in April 1999 when it passed to noted long term car collectors and connoisseurs the Corner Family.

In their ownership, the car received much refurbishment once again and was exercised frequently, attending London to Brighton and other events associated with the marque as its Centenary and other anniversaries for the brand took place in this era.

In the last few years it passed to the present custodian. With the intention of using it regularly it was subjected to a full mechanical refreshing, engine work including the fitment of new pistons being entrusted to noted engineering experts Crosthwaite and Gardiner in the UK, and the brakes were refurbished to provide meaningful stopping power - a sensible precaution given its comfortable performance of more than 65mph!



It has continued to be used and cherished. Events have included a handful of London to Brighton Veteran Car Runs (today sponsored by Bonhams), two Gordon Bennett re enactment runs and other 'Brass Era' car events.

Its cosmetics have been completely redone also. Now liveried in a rich Royal Blue contrasting with deep red button back leather upholstery, and complemented with large brass accoutrements it is exceedingly handsome and has incredible presence.

All those who have experienced one of these legendary sporting Mercedes automobiles attest to their quality, refinement, ease of use and speed. It is without doubt that the reputation of the brand as we know it was built upon the foundations created by Daimler, Maybach and Jellinek with

these incredible cars. Owing to their sheer performance, apart from being able to whistle through the pack of a London to Brighton field at comparative 'break-neck' speed, these cars are eminently usable and competitive in any form of historic event for cars up to the 1920s.

To put their rarity in context it is a full decade since the last one changed hands publicly, and that was only on the passing of its owner Otis Chandler. Careful analysis of the existing roll call of owners suggests that it is unlikely that another might appear for some considerable time. In that context it makes this an exceptional opportunity for a true connoisseur to join a very exclusive club and savor what is arguably the first icon of the motor industry.

**\$2,500,000 - 3,000,000**

## 1969 ALFA ROMEO GIULIA GT JUNIOR

Design by Bertone

Chassis no. AR 1236035

Engine no. AR00502 08757

1,570cc DOHC 4-Cylinder Engine

Twin Weber Carburetors

Approximately 115bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Expertly restored with many GTA upgrades*
- *Perfect car for rallies or track days*
- *Believed to be a two-owner car from new*
- *Get the GTA feeling for the GT price*



## THE ALFA ROMEO GIULIA GT JUNIOR

The first of Alfa Romeo's much-loved, Bertone-styled Coupes – the 1.6-liter Giulia Sprint GT – was launched in 1963. Mechanically, the stylish new 2+2 was much the same as the Giulia TI Sports Saloon, featuring a five-speed manual gearbox, independent front suspension, coil-spring live rear axle and disc brakes all around.

A 1300 model, the GT Junior, arrived in 1966, and the range was further extended the following year by the launch of the 1750 GTV, which was powered by a 1,799cc, 118bhp version of Alfa's classic twin-cam four housed in a four-headlamp version of the existing bodyshell and running on 14" (down from 15") wheels. Driver's cars par excellence in true Alfa Romeo tradition, Bertone's timelessly elegant Giulia-based coupes are among the most exciting sports models of the '60s and '70s and today all versions are highly sought after.

## THE MOTORCAR OFFERED

Believed to have been delivered in Italy from new, this beautifully presented Alfa started its life as the popular 1300 Junior model. Its first (and believed to be only) owner resided in Italy, and was a loving caretaker for the Junior.

After the car was imported to the US by a true Alfa Romeo aficionado, it underwent a full restoration with the aim to make a GTA Stradale-like GT for use on rallies or driving events. With a desire to keep the classic Bertone look but also an objective to gain more power, an extensive engine overhaul and upgrade was conducted. A 1,570cc engine from a 1964 Giulia Sprint GT was sourced and fitted with JE pistons, larger valves, Auto Delta-type camshafts and an alloy flywheel. A close ratio transmission was mated to a performance clutch, which transfers the power through a limited slip differential. With

upgraded rear suspension and fitted with the 14-inch GTA-type wheels, this Junior is ready for road or track use.

Increasingly popular, these great Alfa Romeo GTs are the right mix between beautiful Bertone lines and sophisticated Italian power.

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



29

## 1953 BANDINI 750 SPORT SILURO

Chassis no. 156

747cc Crosley OHV Inline 4-Cylinder Engine  
2 Weber Carburetors  
Approximately 50bhp at 7,200rpm  
4-Speed Manual Transmission  
Front Independent Suspension – Live Rear Axle  
4-Wheel Alfin Drum Brakes

- *Fine, sporting Etceterini at its best*
- *Delicate, lightweight Italian sports car*
- *Eligible for many tours and rallies worldwide*
- *Beautifully restored inside and out*



### BANDINI AUTOMOBILI

Bandini Automobili, named after founder Ilario Bandini, operated out of Forlì in the Emilia-Romagna region during the golden-days of Italian automobile manufacturing. Bandini's groundbreaking, lightweight manufacturing methods would influence other post-war Italian sports car companies to follow suit.

Mr. Bandini's sharp mind, racing knowledge and his eye for detail ensured that Bandini cars were a force to be reckoned with in both Europe and the US. Interest in America surged when Bandini Siluros (which is Italian for torpedo), with their screaming 750cc engines and wildly flared front fenders, won SCCA class championships in 1955 and 1957. Bandini himself entered and drove his cars in more than 60 races, including the Mille Miglia from 1947 until 1965, all-in-all achieving 19 first-place finishes and 18 podiums.

### THE MOTORCAR OFFERED

The lovely little Bandini 750 Sport Siluro offered here is believed to have been imported to the US in 1953 by Italian car importers Tony Pompeo and Perry Fina, most likely with the intention of being used for competition. The car is said to have been acquired by the late Raymond Milo in 1992, at which point it was in need of a full restoration. The restoration was carried out in Pisa, Italy, by a shop named Faralli Restauri, under the supervision of company founder Ilario Bandini's nephew, Dino Bandini.

Today this 750 Sport Siluro presents like a little jewel, with its lightweight chassis and suspension layout, Alfin-type drum brakes and delicate wire wheels. The gorgeous aluminum bodywork is finished in appropriate Italian Racing Red. The egg-crate grille, louvers and racing fittings may even remind some of a Maserati or Ferrari Grand Prix car of the era.

The dashboard is adorned by beautiful white-faced racing instruments and gauges, and the interior is sparse and purposeful. This delightful Bandini is eligible for many vintage racing and driving events around the world, such as the Mille Miglia.

**\$100,000 - 150,000  
WITHOUT RESERVE**

## 1984 PEUGEOT 205 TURBO 16

VIN. VF3741R76E55100189

1,775cc DOHC 16 Valve 4-Cylinder Engine  
 Bosch K-Jet Fuel Injection  
 197bhp at 6,750rpm  
 5-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Iconic and rare Group B Homologation car*
- *Very original example of a highly sought after model*
- *Offered with books, tool, jack and spare tire*
- *One of just 200 examples produced*



## THE PEUGEOT 205 TURBO 16

In 1982 when the new set of Group B rally regulations was introduced, Peugeot was in the process of shifting production towards smaller and sportier vehicles compared to their earlier models. The French manufacturer wanted to use the new rally regulations as a marketing tool with the well-known phrase: *“win on Sunday – sell on Monday”*.

With the newly acquired Talbot brand, Peugeot engaged with French rally expert and former co-driver Jean Todt and formed the historically known Peugeot-Talbot Sport (PTS). Budget for developing the car was almost without limit. In fact, the only real constraint that the engineers had was to fit a high performance 4-wheel drive package into the diminutive 205 chassis. The normal production 205 was a front wheel drive car but it was decided that, as opposed to the

Audi Quattro, that the 205 T16 would be mid-engine for better weight distribution and traction. However, for marketing purposes, it was paramount to keep most of the 205's exterior body features as intact as possible. Hence, the 205 T16 was officially a silhouette car.

Originally, they intended to mount the engine longitudinally but there was an obvious lack of space. Furthermore, that layout would have made it nearly impossible to service the belts and pulleys. To keep a low center of gravity, it was decided to use a gearbox that was bolted behind the engine rather than below it (in the usual transverse engine setup). This would also help balance the weight of the engine which was fitted behind the passenger seat on the right side of the car. The 205 T16 turned out to be the most successful Group B rally car with 16 outright rally wins

and two championships, even surpassing the legendary Audi Quattro (13 wins, one championship).

To enter the rally cars into Group B, Peugeot had to build 200 homologation units. Already under time pressure, PTS had to be creative. So, to make the process as easy as possible, Peugeot elected to make all the road cars to the same specifications: all of them in the same color and all of them with left-hand drive.

In March of 1984, when the time came for the 205 T16 to be homologated, Peugeot decided to line up every single one of the cars built on a massive expanse of tarmac so that the FIA inspectors could see for themselves that all the cars truly existed, that no cheating had taken place, and that there had been no double-counting of cars to make up the



### THE MOTORCAR OFFERED

numbers. Homologation was duly granted on April 1st, by which time PTS had already laid plans for the car to make its World Rally Championship debut in Corsica on the 3rd of May. The rest, as they say, is history.

The 189th example of the just 200 homologation cars built, this Turbo 16 was delivered to a Mr. Quenette in Lasne, Belgium on September 15, 1985. With prices in the range of new Porsches and Ferraris, only the most dedicated fans would pay up for the Turbo 16 at the time. Mr. Quenette is believed to have used the car on weekend trips and in his almost 30-years of ownership the car covered only 45,000 kilometers.

The Peugeot was imported to the US by the French-American consigner, who has used the Peugeot only occasionally. He has kept the Turbo 16 in good company, in his collection of modern supercars. At the time of cataloging the car had covered less than 48,000kms (30,000 miles) and the car is still presented in what is believed to be its original gray paint. The interior is believed to be original and shows only minor signs of any wear. Preserved and in highly

original condition, this car is ready to take on the streets or to be included in concours.

Offered here with its books, tools, jack and spare tire, this iconic landmark of the 1980s is possibly the most sought after Group B homologation car. A Peugeot 205 Turbo 16 rarely comes to market, so don't let the chance to own one of these highly collectible homologation cars go by.

**\$200,000 - 300,000**



## 1967 FIAT ABARTH 850 'TC TRIBUTE'

Chassis no. 100D 2472263

847cc OHV 4-Cylinder Engine  
 Single Carburetor  
 52bhp at 5,200 rpm  
 4-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 Front Disc - Rear Drum Brakes

- Great tribute to one of Fiat's most famous cars
- Fun car for vintage rallies or hillclimbs
- The Italian Mini Cooper
- Refurbished engine and cosmetics



## THE FIAT 850 TC

'The performance of FIAT engines, as modified by Carlo Abarth, has for long been held to verge on the supernatural.' – John Bolster, *Autosport*.

After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set himself up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for (mainly FIAT) production cars, later building a highly successful series of sports prototypes and limited-series production cars.

Possibly the best known out of all of Abarth's creations is the series of high-performance adaptations of the FIAT 600 saloon, whose giant-killing exploits were one of the most entertaining aspects of saloon car racing in the 1960s. In

creating his 'TC' (Turismo Competizione) racers, Abarth stretched FIAT's 'D'-block, four-cylinder, overhead-valve engine to 750cc, 850cc and finally 1,000cc. The quoted maximum power output for the 850TC in Group 2 specification was 76bhp (DIN) at 8,000rpm, quite an exceptional output for a production-based pushrod engine of this capacity.

Ed Swart, Giancarlo Baghetti, Willi Kauhsen and 'Pam' all claimed European Touring Car Championships for Abarth during the '60s, underlying the Italian manufacturer's almost total dominance of small-capacity saloon car racing. Various states of tune were available and, when the intermediate 55bhp version won the arduous Nürburgring 500km race in 1963 driven by Hans Herrmann and Teddy Pilette, the German circuit henceforth gave its name to cars of that specification.

## THE MOTORCAR OFFERED

This cute and impressively fast Abarth favorite is the Italian's response to the British Mini Cooper, and what a great competitor. The FIAT started out as a standard 600 model, and is believed to have been driven in Italy until it was exported from Rome to the US in 2008. Expertly restored as a tribute to the race winning 850 TC, this car has been modified in all the right ways. The displacement was increased to 847cc and thereafter the engine was tuned, so that the performance would match the aggressive look. The engine was also subject to a refurbishment with an upgraded water pump, alternator and new cooling fan in order to increase drivability. The FIAT benefits from new tires, battery, fuel tank and a clean gas tank, proving that this tribute car has indeed been well taken care. It is certainly ready for its next caretaker.

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

## 1955 LAMBORGHINI DL25 TRACTOR

Engine no. 0359

2,504cc OHV 2-Cylinder Diesel Engine  
 Bosch Diesel Injection  
 25hp at 1,500rpm  
 4-Speed Manual Transmission  
 Hydraulic Rear Brakes

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



### THE LAMBORGHINI DL25

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

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

### THE TRACTOR OFFERED

Due to the fact that Lamborghini never officially imported their tractors into the US, it is a very rare opportunity to find one of these charming agricultural cousins of the Miuras and Countachs. This example has benefitted from a dedicated owner who restored the tractor to its current impressive condition. When taking into consideration that this is made for a more rural purpose, it is indeed a well-engineered machine with plenty of power and reliability. The two-cylinder Diesel engine has plenty of torque to do active duty in the field, but would also be great fun to drive around the property. The belt-driven PTO is designed to run various pieces of farming equipment and is reported to be well-functioning, should one want to explore on his own.

This little Lambo appears very correct and is finished in the traditional Lamborghini Trattori

red on the bodywork, with a gray finish on the chassis and wheel hubs. This tractor is surely pretty enough to show. A cute and appropriate addition to any collection, this DL25 is a great way to remember the roots of Lamborghini before they became immortal with flamboyant supercar design.

**\$45,000 - 60,000  
 WITHOUT RESERVE**

Offered on a Bill of Sale

## 1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 14203

Engine no. B996

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *One of just 12 Daytonas in Giallo Dino*
- *Documented history by Ferrari Historian Marcel Massini*
- *Participated in 2015 Copperstate 1000*
- *Recent mechanical refurbishment*



## THE FERRARI DAYTONA

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

Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-liter V12 engine that was not taken further. Instead a Tipo 251 power unit would be adopted, which was a more conventional 4.4-liter with

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

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

The mechanical ensemble, comprising engine, torque tube and rear-mounted 5-speed transaxle was attached to the tube chassis

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

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

The venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honor of the Ferrari factory team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967 Daytona 24-Hour race. Shortly after



### THE MOTORCAR OFFERED

debuting the gorgeous GTS/4 Spider, a number of important revisions were introduced on both the Berlinetta and Spider versions. These changes came about as a result of the newly imposed federal safety legislation in the USA that deemed covered headlights illegal. Ferrari and Pininfarina were subsequently being forced into carrying out a mild front-end makeover. Their answer was to fit the Daytona with retractable headlights in early 1971.

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

Completed in Ferrari's legendary Maranello workshop on March 25th, 1971, this 365 GTB/4 Daytona Berlinetta was initially delivered to George Woolley's Ferrari in Toronto, Canada. Originally finished in Giallo Dino over a black leather interior with factory air conditioning, this Daytona is one of just four 1971 Daytonas finished in this intriguing color, with only 12 being produced over the entire Daytona production run.

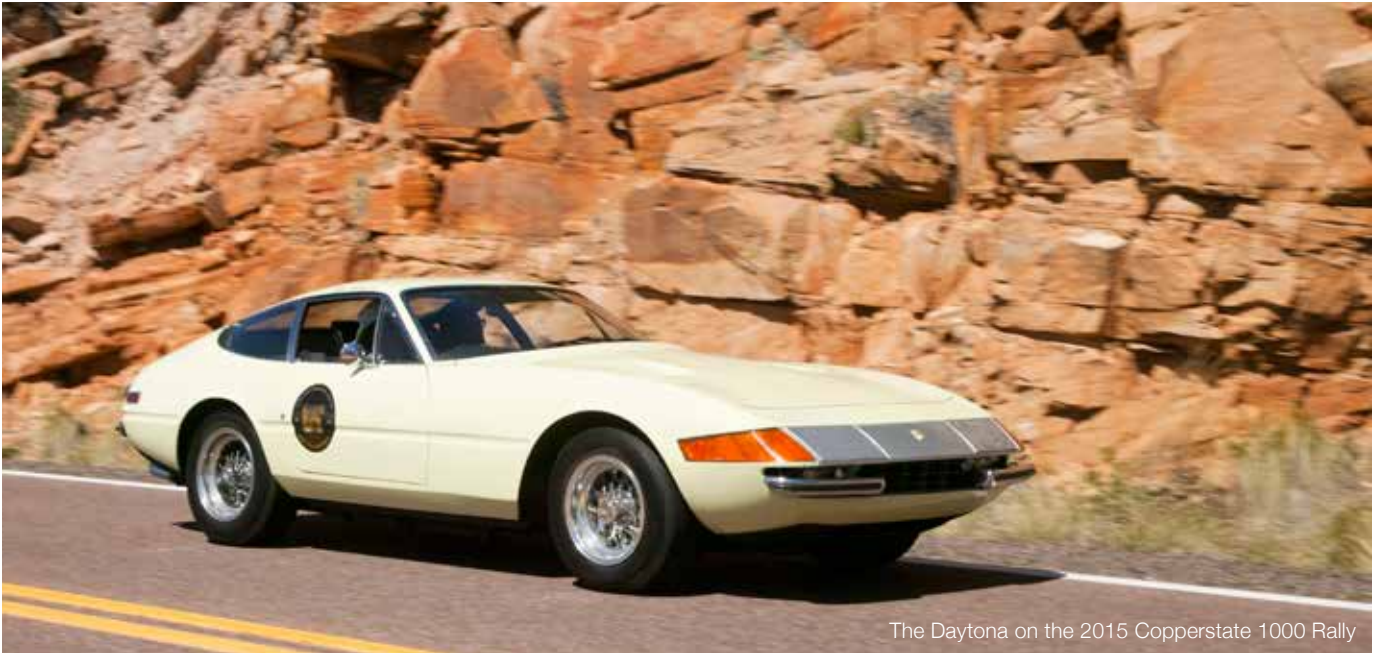
By 1972, this V12 coupe had moved to Oak Brook, Illinois, before being sold to an enthusiast in Oklahoma in 1976. Just a year later, it was sold again and subsequently offered for sale by Ferrari of San Diego, where it remained ownerless through 1979. This interesting Daytona was then sold to a plastic surgeon in Flintridge, California, who is believed to have owned the car until 1982, at

which point the history of this Ferrari remains vague until the current owner purchased it.

In 2014, while in the hands of the consignor, work began to rebuild this Giallo Dino Daytona with an emphasis on drivability and performance. All of the bushings in the suspension system were replaced, the shock absorbers rebuilt by Koni, and several joints were replaced as well, contributing to the excellent handling of this particular Daytona. The braking system received similar attention, with all-new rotors, calipers, and a new master cylinder, ensuring this powerful Coupe can be reined in. The twin distributors were converted with modern internals to endure better drivability, while keeping the original look. The engine underwent a major service too, including new coils and fuel pumps, along with filters, spark plugs, and tuning, preparing







The Daytona on the 2015 Copperstate 1000 Rally



this car for spirited driving, as well as a new clutch, pressure plate, and throw-out bearing, and transmission overhaul. To make driving the Daytona at low speed less of a handful, an EZ electric power steering unit was installed; the original steering components including the steering wheel are included with the car, should the next owner choose to revert this car to its original specification. The EZ electric power steering unit is speed sensitive and cuts off above 25mph, and additionally has a cut off switch in case the driver does not want it operational.

The largely original interior was tended to also, receiving new seat foam and bolsters, while retaining the original iconic Daytona center inserts. The arrow-straight Pininfarina-designed body bares an older repaint in its original Giallo Dino that lays nice and flat

on the dramatic angles and curves of the Daytona with a very fine finish. The engine number falls into the correct sequence, and is indeed believed to be the original, matching numbers engine for the car.

After this extensive refurbishment, the sporting Ferrari participated in the 2015 Copperstate 1000, a 1,000-mile vintage car rally through Arizona, where it performed admirably, a testament to the condition and performance of this Daytona. With just over 52,000 miles on the clock – a figure believed to be the car's actual mileage since new – this 365 GTB/4 is a great example of Ferrari's ultimate model of front-engine superiority.

**\$600,000 - 750,000**

### 34

*Proceeds to Benefit The Simeone Foundation Automotive Museum  
Formerly owned by Grant Barney Schley III*

#### 1938 TALBOT T23 4.0-LITER CABRIOLET

Coachwork by Figoni et Falaschi, Body No. 692

Chassis no. 93123

Engine no. 23356

3,996cc OHV Inline Six-Cylinder Engine  
Twin Zenith-Stromberg Carburetors, 115bhp at 4,200rpm  
4-Speed Wilson Pre-Select Transmission  
4-Wheel Drum Brakes

- 1938 London Motor Show Car
- Prominent original ownership
- Desirable French Coachwork combination
- Potential candidate for Concours restoration



#### TALBOT



On the dissolution of the Sunbeam-Talbot-Darracq combine in 1935, automobile engineer Major A F 'Tony' Lago bought the Darracq factory at Suresnes and continued production, selling his cars as Darracqs in the UK and Talbots 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 onwards it was an uphill struggle against the state-subsidised 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.

The first Lago-built cars retained the existing X-braced, independently front suspended chassis, but were powered by new six-cylinder engines of 3.0 and 4.0 litres designed by

engineer Walter Becchia. Baby, Minor, Major and Master models, of varying wheelbase lengths up to 3,450mm were produced, while a 2.4-litre four-cylinder model was offered on the French market only. Lago had assisted in the development of the Wilson pre-selector gearbox in England, and this form of transmission was retained on the larger models.



## 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. The latter 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



This remarkable Figoni bodied Talbot has recently emerged from long term hibernation in San Antonio and has not been seen publicly for decades. As far as its owner and Bonhams have been able to ascertain it is one of only two built in its guise (the other being chassis 93122) as it features a number of individual styling characteristics, including the sporting enclosed radiator and louvred hood as well as a plethora of the touches that the coachbuilder were most known for such as the pontoon front fenders, stepped chrome waist molding and finned tail panel. Adding to its great looks is the fact that its windshield is designed to fold flat also. All told, it is a seriously striking and handsome automobile.

Both Talbot and Figoni were extremely popular with American clients and so it is not surprising to know that this car's original

owner is understood to have been Grant Barney Schley III, of the wealthy banking dynasty. Schley's father was instrumental in the building of the Chase National Bank with John G. Moore and died while in the French Riviera in 1936. It is understood that Schley III traveled to the London Motor Show at Earl's Court in October 1938, where he was captivated by this car on the Talbot stand, resplendent in its original black livery and immediately acquired it.

In 1949, the Talbot passed from Schley to a Mademoiselle Le Gris, who we understand spent her time between Paris and Texas, attesting to this is the fact that it retains license plated for the Parisien '75' jurisdiction. Two decades later, presumably after a period in the States, the car would pass to Arthur Flores of Austin, Texas. It



resided with Mr. Flores for some 40 years or more before it was acquired by the present owner from his estate.

In the current ownership the Talbot has been properly researched and assessed technically. Under close inspection, beneath a later repaint in French Blue, the original paint color of black was found and so the car was stripped back and has been refinished in this original scheme. Its front seats have been refurbished, but the rear seats remain original to the car and while not fitted, the top is present and items such as 'pram-irons' that would support the top have been re-chromed. In the last few months the car was checked over mechanically and has been made to run. Its gearbox was found to function properly, but in essence under the skin the car remains original

and not restored, so may require proper refurbishment of the technical aspect.

As can be seen today, in this original livery, the extensive chrome trim accents the body details particularly well, and gives a true sense of the potential that the car might have at concours level if it were fully restored. Alternatively, it could be further sympathetically refurbished and enjoyed.

On consideration, its current owner has generously elected to sell the car and for its sales proceeds to be donated to the Simeone Foundation Museum.

With so many of the Ficoni et Falaschi Talbots now firmly stationed in long term or institutional collections, chances to acquire an example of this famed marriage are few

and far between today. This car offers its next owner one exceptional opportunity and in doing so to support the country's greatest collections of Sports Racing cars.  
**\$500,000 - 600,000**

35

## 1963 JAGUAR E-TYPE SERIES I 3.8 COUPE

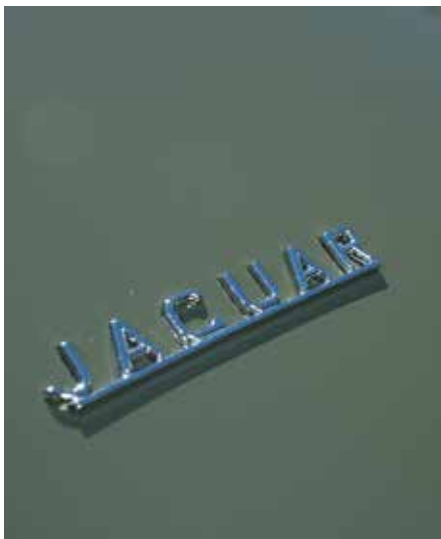
Chassis no. 888677  
Engine no. RA2077-9

3,781cc DOHC Inline 6-Cylinder Engine  
3 SU Carburetors  
265bhp at 5,400rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Outstanding nut-and-bolt restoration by renowned specialist David Ferguson*
- *Matching numbers example finished in elegant Sherwood Green over Biscuit livery*
- *Ready for concours judging or vintage car rallies*
- *Offered with tools, jack, owner's manual, restoration file and Heritage Certificate*



### THE JAGUAR E-TYPE



Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured

4-wheel independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join and many driving and concours events to attend, the E-Type is an excellent, widely admired collector car.



## THE MOTORCAR OFFERED

According to its Jaguar Cars Heritage Certificate, this sleek E-Type Coupe first emerged from Jaguar's Coventry workshop on May 15, 1963 sporting cream paint over a tan leather interior. Shortly thereafter, on June 23, it was dispatched to the New York based Jaguar distributor to be united with its first owner, L.C. Berghagen. The new E-Type was completed with a left hand drive steering arrangement, and equipped for the US market. It remains unknown for exactly how long the Jaguar remained in L.C. Berghagen's ownership, but by the early 1980s the car is known to have been owned by a Mr. Peterson of Sun Valley, Idaho, before migrating to California sometime around 1984, where the Montgomery family owned the Jaguar for the next two and a half decades.

Today, this stunning E-Type is fresh from

an extensive mechanical and cosmetic restoration carried out by noted Jaguar restorer David Ferguson and his company Images Auto Body in Campbell, California. Completely disassembled and mounted on a rotisserie, this elegant Coupe was stripped and repainted in the period correct Jaguar color of Sherwood Green and trimmed in Biscuit hides, a timeless combination that undeniably suits this elegant E-Type. All the bright work has been re-plated and polished, accenting the mirror-like paint beautifully. Cosmetically the E-Type looks exceptional, with outstanding finish and detail throughout.

The original, matching numbers engine has been rebuilt, and fitted with a lightened flywheel and sport clutch for added performance and driver enjoyment. The complex independent suspension system

and braking system has been restored as well, giving this sleek sports car performance and handling characteristics to match its handsome cosmetic state.

Accompanying this fine E-Type Coupe is a tool kit, jack, and owner's manual. Additionally, there are service and restoration documents from two previous owners going back to 1984, including service and maintenance receipts. Also included is a CD documenting its recent nut-and-bolt restoration, as well as the Jaguar-issued Heritage Trust Certificate. Few cars can rival the Jaguar E-Type in performance, beauty, and desirability and this particular Coupe is a superb example of one of the most iconic cars of the '60s.

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

Please note car is titled J63888677.

# 36

*The Ex-Earl Howe, Hon. Brian Lewis, Piero Taruffi, Tazio Nuvolari, Arthur Dobson, and Bill Serri Jr.*

## 1931 BUGATTI TYPE 51 GRAND PRIX RACING TWO SEATER

Chassis no. 51121

Engine no. 2

2,262cc, DOHC Inline 8-Cylinder Engine

Single Zenith carburetor with Roots-Type Supercharger 160-180hp at 5,000rpm

4-Speed Manual Transmission

Front, Semi-Elliptic Leaf Spring, Rear, Quarter-Elliptic Leaf Spring Suspension

4-Wheel Cable-Operated Drum Brakes

- *Four times Monaco Entrant, outstanding racing provenance*
- *Known history from new*
- *Current ownership for more than 3 decades*
- *Miller-influenced Twin Cam Bugatti*



### EARL HOWE



While the immortal Bugatti Type 51 Grand Prix car design requires little introduction, neither should the contemporary stature of this particularly mouth-watering example's original owner ex-works – and the man who campaigned the car Internationally during the first four years of its long active life – the aristocratic British owner/driver, the Earl Howe.

Francis Richard Henry Penn Curzon CBE, held the titles Viscount Curzon and the 5th Earl Howe. He had been born in Mayfair, London, on May 1, 1884, into an illustrious Royal Navy family. In 1918 he won the Battersea South parliamentary seat for the Conservative Party, and he served as Member of Parliament for the constituency for the next ten years, until 1929.

Although an extremely enthusiastic motorist for the greater part of his life he did not begin

racing seriously until he was already 44 years old. Earl Howe then became not only one of Great Britain's best-known racing drivers, he also became one of its most successful and high-profile motor sportsmen. He was President of the British Racing Drivers' Club, and after World War 2 would assume a wonderfully effective and popular role as the great elder statesman of British motor sport.

His driving career began in 1928 when he drove his first major motor race in the 1928 Irish TT. By 1930 he had bought Rudolf Caracciola's ageing Mercedes-Benz SSK and in 1931 he campaigned an Alfa Romeo 8C-2300 in partnership with his celebrated friend Sir Henry 'Tim' Birkin, and in partnership they won the Le Mans 24-Hour race...no less.

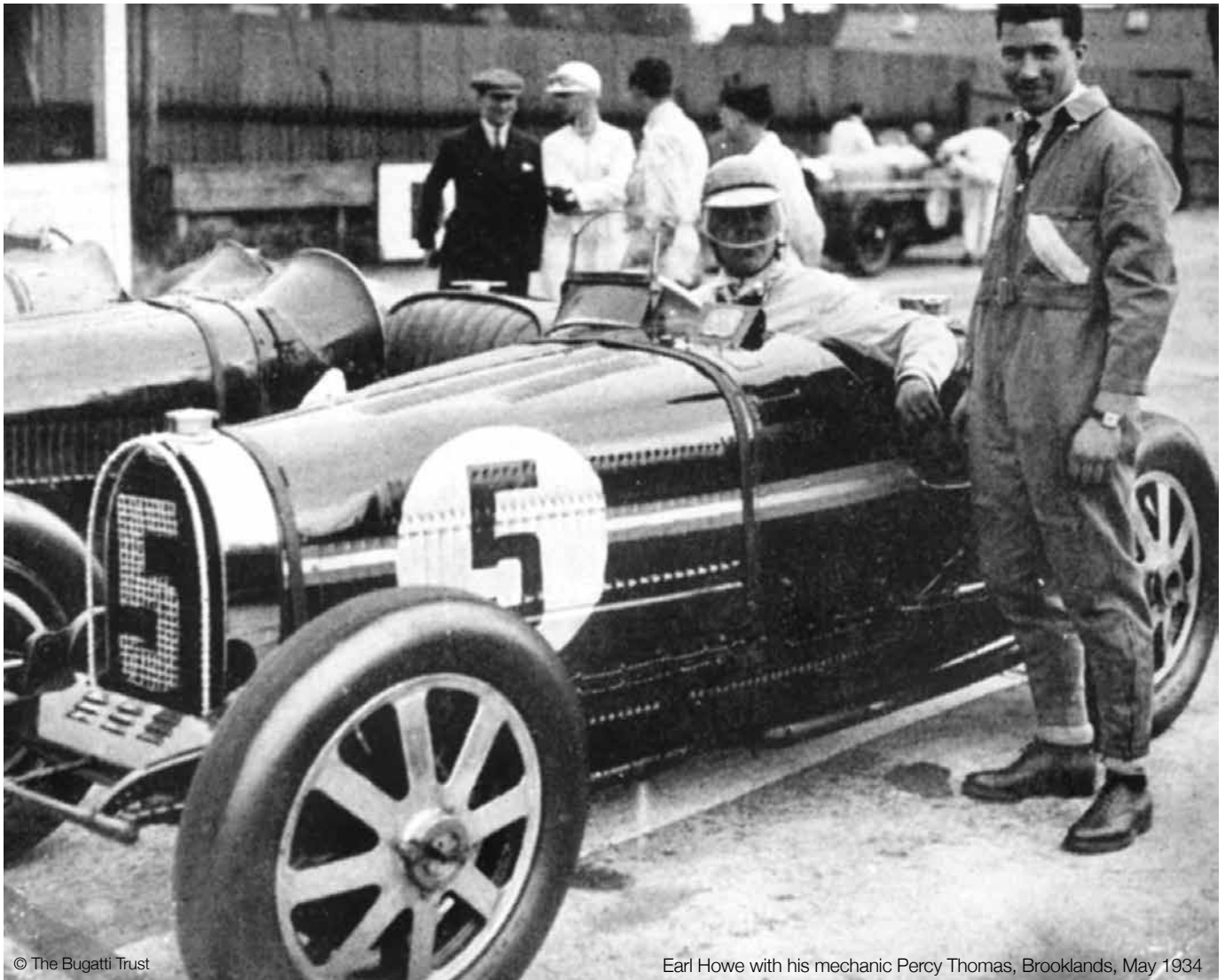
It was in that same year that the Earl bought







Q



© The Bugatti Trust

Earl Howe with his mechanic Percy Thomas, Brooklands, May 1934

Bugatti Type 51 chassis serial '51121' as now offered here, and he would continue racing during the early to mid-1930s with this Type 51, together with a 1.5 litre supercharged straight-eight Delage, assorted MGs and Alfa Romeos before buying an ERA single-seater voiturette (the contemporary equivalent of a 'GP2' category car) for the 1936 season, subsequently becoming part of the ERA works team.

An ugly accident which he was fortunate to survive during the Campbell Trophy race at Brooklands in 1937 sidelined him for much of that year, and postwar he would assume his elder-statesman role within British motor sport, prominent in racing organisation and a leading member of the British RAC Competition Committee.

All of Earl Howe's racing cars were meticulously prepared – largely by his long-faithful personal

mechanic Percy Thomas - and the Earl was habitually immaculate in his polo-style hard-shelled blue crash helmet and BRDC-badged silk overalls. Thus it was that Earl Howe went racing with immense style, and great Royal Navy-imbued efficiency. Contemporary British motor racing authority, Rivers Fletcher described Howe as being "...certainly strict. In his pit everything had to be 'ship-shape and Bristol fashion' and he and his car were ready right on time for scrutineering and practice: he abhorred last-minute rushes to get things ready for an event...". His cars were impeccably presented, and he adopted for them his late father's former horse-racing colors of royal-blue and silver.

Howe always regretted the fact that so few British-made cars were competitive within International racing during his career, with the ERA the shining exception. But from 1931-

1933 the British industry's loss had certainly been Bugatti's gain, as Earl Howe became one of the most active and enthusiastic of British owner-drivers.

He had wisely learned the arts of race driving largely in sports cars through 1928-30 before aspiring to International Grand Prix racing in 1931. There were then two rival GP-eligible car models available for sporting-minded private owners – the Italian 8C-2300 Alfa Romeo 'Monza' and the French Type 51 Bugatti. The latter looked externally very similar to the Molsheim factory's preceding Type 35 Grand Prix model which had achieved such great success since its emergence in 1924. But the Type 51's major innovation was its new twin-overhead camshaft supercharged straight-8 cylinder engine.



## BUGATTI AND MILLER

The Bugatti Type 50 road car and Type 51 Grand Prix car introduced twin-overhead camshafts to Bugatti's brand of purebred bloodstream. Famously, Ettore Bugatti based this new design upon the finest of contemporary American track-racing engine technology - which was the highly-supercharged straight-8 Miller 91...

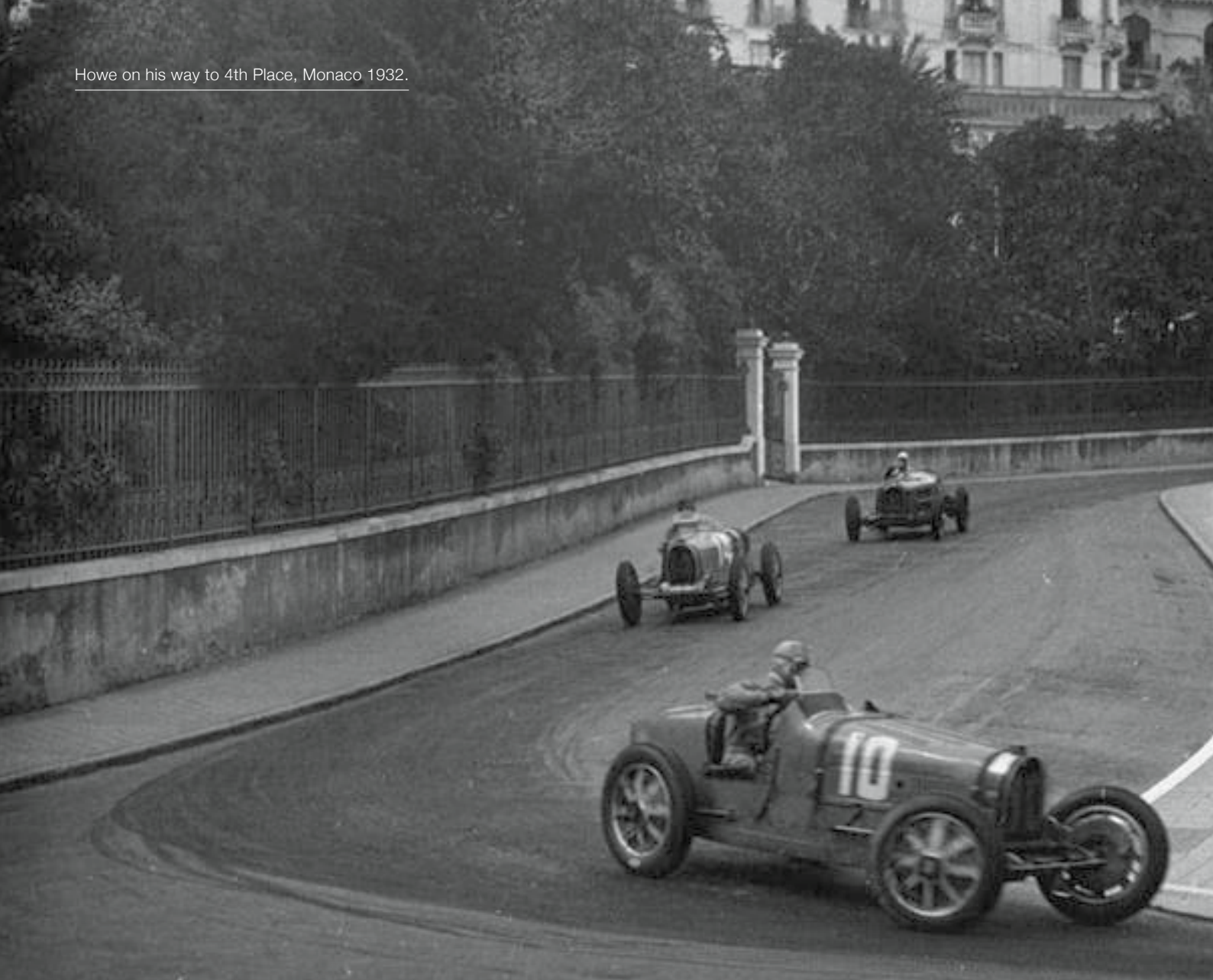
In 1915, Los Angeles-based carburetor and engine specialist Harry Amenius Miller, together with his shop foreman Fred Offenhauser, developed an engine design derived from the best elements of an already successful 1913 Peugeot racing engine. In particular, their 181-cubic-inch straight-eight Miller engine boasted a valve-train featuring twin overhead camshafts which would come to characterize a pure-bloodline of American track racing engines culminating in the long-

dominant Offenhauser in-line four-cylinder design.

The great racing Millers of the 1920s absolutely dominated American speedway racing, and the exploits of such great racing drivers as the youthful genius Frank Lockhart built the marque's legendary fame. Regulation changes saw Miller engine displacement slashed, first to 121 cu. in. and, for 1926-29, to 91 cu. in., producing the definitive Miller 91 model which appeared in both front- and rear-drive form.

In 1929, the Packard Cable Company sponsored a trio of new Miller 91s for American National Championship racing; two front-drive versions driven by 'Leon Duray' (real name George Stewart) and Ralph Hepburn and a rear-drive variant for Tony Gulotta. Duray took the two gleaming front-





drive cars on a European tour, setting records at Montlhéry near Paris, France, and then at Monza Autodrome in Italy.

But the strain of road racing broke both cars, and 'Leon Duray' ran out of money. Spectator Ettore Bugatti was sufficiently impressed by the Packard Cable Special Millers to offer Duray a deal: swap the pair of them for three Type 43 Bugattis.

Did Bugatti need a couple of broken American speedy special cars? Hardly. But what Ettore Bugatti obtained from Duray was a perfect pattern to reproduce the outstanding twin-overhead camshaft engine top-end of the period. When the Bugatti Type 50 introduced twin-overhead camshaft design to the Molsheim marque, the Miller match was self-evident. In the Bugatti Type 51 - as

offered here in '51121' - such twin-cam majesty made its successful return to French Grand Prix racing-car design.

At the 1931 Monaco Grand Prix the doyen of British motor racing reporters, W.F. Bradley, wrote for 'The Autocar' that the new Bugatti was "...one of the most beautiful and carefully-prepared racing cars it has been my privilege to examine in a very long experience". He described how the engine developed approximately 20 per cent more power than the Type 35 and "...is marvelously rapid in acceleration".

#### THE MOTORCAR OFFERED

The example offered here is one of the best known and most distinctive of all Grand Prix Bugattis.

As a good customer of Le Patron it should not be surprising that Lord Howe was able to get hold of one of the first Type 51s, which by chassis number is actually the first in the series of the 40 cars built, '51121'. He had ordered it through Colonel Sorel, the British concessionaire and actually took delivery of it ex-works on April 14, 1931. One of the benefits as a prominently owned privateer car and domiciled in the UK is that its racing history is so easily chartable and undisputed, an aspect which is much harder to establish with as opposed to Works cars which were invariably rebuilt between races.



Its career began a few days later, when Earl Howe was present at that 1931 Monaco Grand Prix with his then brand-new car, the individual machine now offered here, freshly liveried in dark green paintwork.

An inauspicious start, which saw him retire when a cam-box stud pulled out, did not deter him, the occasion heralding more than 3 years of racing in his custody. Next, he shared the driving with the Hon. Brian Lewis – later to become Lord Essendon – in the French GP at Montlhéry, finishing 12th. In the German GP at the Nurburgring Howe finished, but too far off the pace to be classified. Co-driving with Clifton Penn-Hughes – another British Bugatti specialist – Howe then contested the BRDC ‘500’ race at Brooklands, but again was forced to retire.

By now the Type 51 had gained Howe’s racing colors of blue and silver along its sides and distinctive larger filler caps, ensuring that it stands out from a frequently Bugatti dominated grid in all contemporary photographs.

Earl Howe retained ‘51121’ for 1932, initially taking it back to Monte Carlo where this time he finished a fine fourth overall behind the works Bugattis and Alfa Romeo 8C. Howe was really improving as a racing driver, as he then won the Mountain Handicap race at Brooklands after starting from scratch, and averaging 73.64mph on the famous short circuit around the Member’s Hill. He then hill-climbed the Bugatti at Shelsley Walsh, returning Fastest Time of the Day at 44 seconds, and then deep into Europe – at the Klausenpass mountain climb, Howe set third FTD on the dauntingly long and arduous course.

He then tackled a second BRDC ‘500’ with the Bugatti, this time lapping the Brooklands Outer Circuit at an average speed of 126mph – demonstrating the Type 51’s startling performance potential – before being forced to retire as the pounding from the bumpy high bankings split the fuel tank.

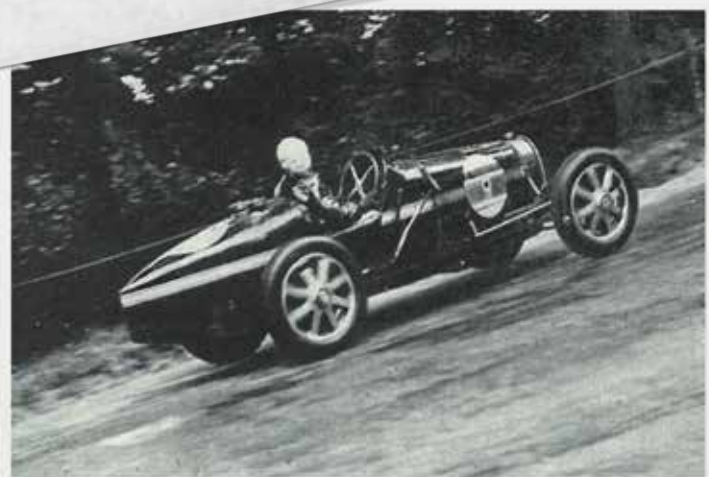
The British Earl then tackled his third consecutive Monaco Grand Prix with the car in 1933, being sidelined this time by rear axle failure. In the French GP he was hit in the eye by a flying stone and had to retire as he would from the Nice GP (engine trouble) before placing tenth in that year’s Italian GP at Monza.

Four British home events completed his 1933 season with the Bugatti – setting 2nd FTD in both the Brighton Speed Trials and at



Lord Howe at the start of the Shelsley Walsh Hillclimb, June 1932

© The Bugatti Trust



1st in Class and Fastest Time of the Day for Lord Howe, Shelsley Walsh, June 1932



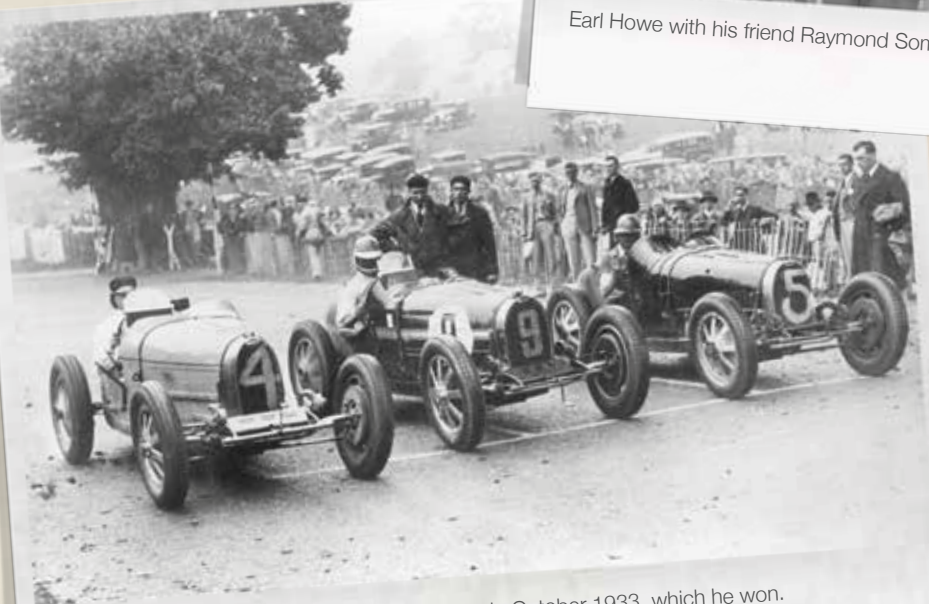
Howe at the Klausenrennen, August 1932

© The Bugatti Trust



Earl Howe with his friend Raymond Sommer on the grid at Monaco, 1933

© GP Library



Howe starting the Donington Park Trophy Race in October 1933, which he won.

© The Bugatti Trust



A happy Piero Taruffi, on the occasion when he took 2nd Place in the B.A.R.C. Autumn Meeting, Mountain Championship in '51121', October 1933.

© The Bugatti Trust



2016, back in action!!



Shelsley Walsh, before winning an Invitation race at Donington Park. Finally, back at Brooklands, he loaned the car to guest Italian driver Piero Taruffi, who promptly finished 2nd with it in the Mountain Championship race...while the towering Italian Champion Tazio Nuvolari – none other, absolutely racing royalty at that time – also sampled the car during practice there...

Howe must really have enjoyed this Bugatti Type 51 since he retained it despite its advancing obsolescence for the 1934 competition season. His outings in the car that year were highlighted by fifth place in the Marne GP at Reims-Gueux and 7th in the Nice GP. Back home he finished 5th in the JCC International Trophy race at Brooklands, before winning the Gold Star Handicap race at the Whit-Monday Brooklands Meeting.

Third places at Shelsley Walsh and in the Donington Trophy race completed his programme, in which Howe also competed in a more modern 3-litre Maserati.

At last the Type 51 had become surplus to the Earl's requirements, and he sold it to a most capable fellow British driver, Arthur Dobson – later to make his name as ERA works driver. He fitted a pre-selector gearbox in place of the Type 51's conventional original and third in class at Shelsley Walsh was his best result through 1935 before he sold the car to enthusiastic garage proprietor C. Mervyn White, of Chalfont St. Peter, Buckinghamshire.

Mervyn White then finished 2nd with the car in a 1936 Brooklands Long Handicap race, and also contested the Leinster Trophy in Eire, the





JCC International Trophy at Donington Park and the Donington Grand Prix, but unreliability intruded each time.

Early in 1937, Mervyn White then won the Brooklands Easter meeting Long Handicap race at 121.4mph and took a 3rd place in the Broadcast Trophy race there. He ran in the Brooklands Campbell Trophy and at Donington Park but – returning to race in Eire - during practice for the Cork GP he crashed badly at the Carrigrohane circuit's Gravel Pit Bend, the Bugatti overturned and Mervyn White suffered severe head injuries, to which he succumbed four days later in Cork's Mercy Hospital.

The Bugatti – its damage largely confined to front and rear axles and the tail bodywork - was later acquired jointly by Arthur Baron,

owner of a Bugatti garage in Dorking, Surrey (who also owned a Bugatti Type 59) and his business partner Norman Lewis.

They rebuilt the car, and competed with it during 1938. In 1939 it returned to Shelsley Walsh, winning its class there driven by Norman Lewis, and it won again at Wetherby in Yorkshire while also competing at Prescott hill-climb. From Baron and Lewis, the car then passed to one D.M. Jenkinson – not to be confused with Denis Jenkinson of 'Motor Sport' magazine fame, whose initials were D.S.J. – whose family owned the Mount Pleasant Hotel on the Great North Road, just outside Doncaster.

In 1954 the car was acquired by one A.M. Mackay of Symonds Hyde, Hatfield, Hertfordshire. It was little seen in Mr.

Mackay's ownership – so far as the Bugatti Owners' Club would record – but was rebuilt by noted Bugatti specialist Geoffrey St. John.

In 1983 the current owner, a passionate Bugattiste decided to acquire a great Grand Prix Bugatti, and to do so enlisted the help of renowned Bugatti aficionado Bill Serri. Serri advised of a particularly good car that was available in Switzerland and he was promptly sent off to inspect it. However, while on his travels he took the opportunity to traverse back through the U.K. and to visit Mackay, as a courtesy and to compare notes with the other car he had inspected as he knew Mackay's car to be one of the best of all. Serri's dialogue with Mackay was incredibly timely as when he arrived, he found Mackay to be fixated on trying to acquire a neighboring farm to his property. 'Why buy



The Flying Mantuan - Tazio Nuvolari, Brooklands 1933.

© PA Images

LE

Every  
Thursday



Hugh McConnell, Earl Howe and Tazio Nuvolari  
with '51121' at Brooklands, 1933

© The Brooklands Society

the car in Switzerland?' he said, knowing that if he could sell the Bugatti, the farm would be his! Calls and Telexes were quickly made back to New York and a deal was struck within hours... A few days later the Bugatti was flown to the States and into the stable where it has resided for the last 30 years.

Initially in this ownership the car was exercised, with occasional appearances at Bridgehampton. One particularly fond memory of its owner was when he got to drive the car in front of famed Bugatti driver and later New York restaurateur, Rene Dreyfus. Latterly, like a true thoroughbred it was laid up in its stable and has not been seen publicly for many years. Arriving on the market for the first time at public auction, this remarkable Bugatti

has recently been entrusted to renowned engineering experts Leydon Restorations of Lahaska, Pennsylvania who have systematically and sympathetically checked through its engine and the car has been made to run again. At a recent 'firing-up' the awesome Twin Cam was shown to be in rude health and sounding particularly strong, although naturally the restorers advise that a thorough re-commissioning be made before it be used or campaigned properly.

On that day, it provided the opportunity for the catalogue to sample the incredible performance of this iconic pure bred Bugatti, to appreciate just how drivable and tractable these cars are, and to understand why a number of people elect to use them for fast road touring as well as competition. Viewed

today, the Howe Type 51 has as impressive a presence as it does sound, its older refurbished paintwork and general aesthetics have gained a charming patina matching the majority of its pigskin upholstery which may well date back to the war and is in remarkably good order.

On the technical side, despite such an active early career it retains its original chassis, matched stamped engine crankcase and rear axle, while the aforementioned gearbox was later returned to a period correct unit. Along the way, given its racing career it is thought that inevitably some of the metal skin would have been replaced, although major items such as its hood and accompanying undertrays are clearly original. All of this has been verified in June 2016 by respected



marque historian Mark Morris who has completed a report on it which accompanies the car. During this inspection, some elements such as the presence of harnessing points for dual spare tires came to light which intriguingly allude to potential use in the Targa Florio race in Sicily which Bugatti so dominated through the 1920s, pre-Howe, if true this could only enhance the spectacular racing heritage of his steed.

The finest and most compelling of all connoisseur collector's cars are those that are not only enduring examples of the original manufacturer's work. They are also those cars whose surviving fabric in essence bears the fingerprints of bygone owners of the most sublime International repute and renown.

In Bugatti Type 51 chassis '51121' offered

here, its long-term ownership and association with the great British motor sporting personality of Francis, Earl Howe, Viscount Curzon, adds particular savor. Add the fact that at the Brooklands Autumn Meeting of October 1933 – on his way back home to Italy after winning the RAC Tourist Trophy race at Ards in Ulster for MG – none other than the legendary Tazio Nuvolari also drove Earl Howe's '51121' as offered here. So here one has the added 'finger print' of association with arguably the greatest race car driver of all time, a claim frequently attributed in the histories of Grand Prix cars, but rarely substantiated factually.

With its fascinating connection to the Miller dynasty, in technical and historical terms there can be few cars of such stature as this Franco-American Bugatti. We heartily

recommend '51121' offered here for the most careful connoisseurial consideration, this is indeed a most important Type 51.

**Refer to department**

Offered on a Bill of Sale





2

## 1951 HUDSON HORNET CONVERTIBLE BROUGHAM

Chassis no. 7A122578

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

- *Expertly restored by marque-specialists 21st Century Hudson*
- *Beautiful Newport Gray over Maroon color combination*
- *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

Built in September of 1951, this beautiful Hornet Convertible Brougham emerged from Hudson's Detroit facility with its iconic step-down body believed to have been finished in sleek Newport Gray paint over a plush Maroon leather interior, the same combination it bares today.

Recently, this stylish convertible was carefully and thoroughly restored by Hudson expert Russell Maas of 21st Century Hudson in Heyworth, Illinois. Stripped down to bare metal, this elegant convertible was repainted in elegant Newport Gray with a reupholstered Maroon leather interior to match, featuring maroon velour carpeting, correct leather-grain dash, and a new smart black convertible top with matching maroon piping protecting the new hides from the elements. The extensive bright work received similar attention, with stainless pieces brought to a high polish and re-plated chrome pieces.



Exacting work was carried out on all major mechanical systems of this rare Hudson. The powerful 6-cylinder engine was refurbished, and now delivers great performance thanks to its Twin-H Power intake and dual carburetors. Hudson specialist Gus Souza was tasked with refurbishing the Dual Range Hydramatic transmission, which smoothly shifts through the gears, driving the rebuilt rear end. The suspension and braking systems were addressed as well, with new brake lines, cylinders, springs and king pins introduced.

All told, this classic Hudson is in exceptional condition throughout and is fitted with many desirable period accessories, including Kelsey Hayes wire wheels, a paint-matched sun visor, driver side spotlight, and Hudson's venerable Twin-H Power intake.

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

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



## 1969 MERCEDES-BENZ 280SL

Chassis no. 113044 10 009229

Engine no. 130980 12 011748

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Fitted with the rare and desirable manual transmission*
- *Includes both hard 'Pagoda' top and folding soft top*
- *Beautifully restored in an elegant color scheme*
- *The most sporting iteration of the W113*



### 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 230SL 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 were 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, and

it then became apparent that some cars don't change, they just get better. "The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded Road & Track after testing a 280SL in 1968. "For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL: "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

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.

While the 280SL did not offer the performance of the 300SL, it is a very charming model with capable handling and braking thanks to its suspension and all-wheel disc brakes. These roadsters also have one of the most beautiful bodies produced in the 1960s. Thanks to their robust inline-six and their luxurious Mercedes interior, they are wonderful cars to be driven and enjoyed.





## THE MOTORCAR OFFERED

If one is looking for the perfect all-around car for rallies, shows and Sunday cruising, this might be the car. With an exquisite restoration and all the right accessories and specifications in place, this European-delivery 280SL is among the most desirable examples we have been entrusted with.

The stunning car on offer is finished in the classic silver (DB180) exterior color, over a period correct red leather interior, neatly matched with red German square-weave carpeting. The burgundy convertible top adds great contrast to the silver exterior paint, and the Pagoda roof hardtop is finished in the same silver paint as the rest of the car.

This beautifully restored 280SL was delivered with the desirable 4-speed manual transmission from the factory, which provides the owner

with a sportier driving experience compared to the more common automatic transmission fitted in most of these cars. Besides the rare transmission, the car is equipped with factory air conditioning, which makes it a great candidate for rallies and tours in hot climates.

A highly desirable European specification example, the car is equipped with headlamps that create a truly distinctive look on the Pagoda in comparison to the US models that sport round sealed beam headlamps. Upon a recent road test, this 280SL performed as well as it presents, and gives one a feeling of quality craftsmanship.

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

Please note car is titled  
WDB11304410009229.



## 1974 PORSCHE 911 CARRERA RS 3.0

Chassis no. 911 460 9089  
 Engine no. 6840115

2,993cc SOHC Flat 6-Cylinder Engine  
 Mechanical Fuel Injection  
 330bhp at 8,000rpm  
 5-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- One of just 55 Carrera RS 3.0 models built
- Lightweight construction for excellent power/weight
- Retrofitted with 330-hp twin-ignition RSR-type engine
- Restored to race-ready condition



## THE 911 CARRERA RS 3.0

One of the most coveted and desirable Porsches ever — the 911 Carrera RS — might never have been built were it not for the vision of Ernst Fuhrmann, head of Porsche from 1972-80. The now iconic 911 was less than a decade old as Fuhrmann took charge, yet its future was undergoing serious debate at Porsche. Fuhrmann, though, recognized the 911's special nature and threw his full support behind the car, plus initiating a project led by master engineer Norbert Singer that resulted in 1973's Porsche 911 Carrera RS 2.7 and RSR, the forerunners to the 1974 Carrera RS 3.0 offered for sale.

Powered by an over-bored, 210-horsepower version of the standard 911's 2.4-liter six, the 2.7 was a lightweight, more powerful variant of the 911S — essentially a streetcar adapted for the racecourse. Though the car was successful in its own right (an RSR famously won the

overall title at the Daytona 24 in 1973 with Peter Gregg and Hurley Haywood at the wheel) and so popular that 1,580 examples were sold before production ended in July of 1973, it would be supplanted by a far superior car, 1974's Carrera RS 3.0, recognized then and now as a world-class racing machine.

That year of development on Porsche's new G Series 911 and the larger engine would result in two versions: the street-legal Carrera RS, which was ideal for Group 3 races and rallies; and a Carrera M491 Group 4 Racing Package, the RSR, that featured tweaks to the 3.0-liter six, center-lock magnesium-alloy wheels (from the 917), larger fender flares and whale-tail rear spoiler; a 110-liter safety fuel tank; dual fuel pumps; a Recaro bucket with high backrest, integral headrest, and pass-through holes to accommodate a six-point harness; 10,000-

rpm tachometer and 300 km/h speedometer; fire extinguisher; rollbar; and 9-inch front and 14-inch rear wheels. Suspension differed slightly from the street RS, including Delrin bushings instead of rubber for the suspension arm pivots, and standard coil-spring layout with optional adjustable coils.

Because the new RS was judged to be an evolution of the RS 2.7, FIA regulations dictated that only a minimum of 100 examples of the two versions needed to be built. A total of 109 Carrera RS 3.0 models were built for 1974. Of those, 55 were RS models and 54 were RSRs.

Like its 2.7-liter predecessor, the RS 3.0 was an exercise in weight reduction. The roof and door panels, instrument panel and seat pans were of thin-gauge steel, and fiberglass-reinforced plastic was employed for the front and rear



bumpers, front lid and engine-compartment lid with its larger integrated spoiler and soft rubber surround. The windshield remained stock, but the remaining panes were made of a thinner glass, and the rear quarter windows were fixed.

Large fender flares, like those on the 1973 Carrera RSRs, were added to accommodate the 8-inch front and 9-inch rear wheels and Pirelli CN36 tires, sized 215/60 front and 235/60 rear. The nose was refashioned in reflection of the G Series' new styling and sported a large inlet for oil cooling and two smaller ones for brake cooling. For the first time, all exterior trim was painted black.

Except for a new three-spoke steering wheel, the stripped cockpit was much like the 2.7's: The front seats were simple buckets; there were no rear seats, armrests or clock. A

thin layer of felt covered the metal surfaces, the doors were pulled closed by cords, and rubber mats replaced the carpets and sound-deadening materials. Four-point seatbelts and rollbar mounting points were further evidence of the RS's raison d'être, though this road version still had the standard 80-liter fuel tank. Even the front hood's gas struts were deleted, and the resulting curb weight of just 1,984 pounds gave it a marked advantage over the competition.

The 3.0-liter six in street trim was a slightly detuned version of 1973's RSR powerplant, though now with an aluminum rather than magnesium crankcase. Output was increased to 230 horsepower at 6200 rpm, and the 9.8:1 compression ratio made it the first 911 to require premium fuel. Power was sent to the rear wheels through a manual five-speed

transaxle with limited slip differential. An external oil cooler also was standard RS fare.

Braking was more than adequate — not surprising considering the four-wheel ventilated and cross-drilled discs were borrowed from Porsche's mighty 917 Can-Am racer. Dual master cylinders and an adjustable crossbar for front/rear brake bias were standard. The suspension was similar to the 1973 RSR's but was revised for 1974 with stiffened trailing arms pivoted from solid spherical joints, stiffer rear torsion bars, adjustable-length lever arms on the front and rear anti-roll bars, optional raised spindles for the front suspension struts, and allowances for the mounting of steel or titanium coil springs over the Bilstein shock absorbers.

Because of its wider running gear and less aerodynamic body, the RS 3.0's top speed



## THE MOTORCAR OFFERED

was barely higher than the RS 2.7's, but the 3.0-liter's additional horsepower made the 1974 RS extremely quick and is recorded to have made the dash from 0 to 62 mph in a scant 5.2 seconds. In RSR form, the car was a huge success, in 1974 taking the FIA GT Cup and, in John Fitzpatrick's hands, the European GT Championship. The car also won the European Hillclimb Championship for GTs. In America, Peter Gregg won both the IMSA Camel GT and SCCA Trans-Am series with his Brumos RSR. More victories would ensue over 1975-76 before the Carrera RSR was moved aside by the new generation of 911 race cars, the 934/935s.

This Carrera RS 3.0 was initially purchased from Max Moritz Sportwagen in Reutlingen by a German gentleman driver, replacing his Carrera RS 2.7 that had suffered an engine failure. The original paint was a special shade of green called "Grun Gelb" (green/yellow), and the Carrera striping and wheels centers were colored gold. The car was road-licensed in 1974-75, and the owner entered many races throughout Europe, as shown on accompanying paperwork. After the 1975 season, the owner joined Stuttgart's Porsche Hahn dealership as part of a team with three cars, all painted white and given the livery of its German beer-maker sponsor, Dinkel Acker.

Midway through the 1977 season, the exhaust was changed and the car reassigned into Group 4, so in order to compete in 1977's Rennsport-Finale at Hockenheim,

this RS was taken back to Stuttgart so that its 3.0-liter six could be exchanged for the RSR's twin-ignition 3.0, which, in stock form, developed 330 horsepower at 8000 rpm. Included was a bigger Bosch fuel pump and slider-valve injection in lieu of the previous butterfly-valve setup.

After the season ended, the car was sold to a buyer in Luxembourg, and later was badly damaged in a fire. Like so many retired racecars, it was then stored away before it resurfaced in Germany and then was resold in 2003 in France, now partially restored and clad in white with blue Carrera striping and wheel centers. As this was a color combination unavailable with the Carrera RS 3.0, the owner thought to return the car to its original green, which had been discovered during an earlier restoration. However, because the white paint



was in such good shape, he decided to evoke the car's Dinkel Acker configuration as it ran in 1976 at Zolder, Belgium. A full restoration to its present race-ready condition took place in 2012.

As the original engine was missing, it was replaced by a dual-ignition 3.0-liter based on a 930 crankcase that retains the visual authenticity of the original powerplant. The present owner has used the car extensively on different tracks around Europe and in America, recently competing in various notable vintage races at Laguna Seca and Daytona. Former Porsche factory driver Gijs van Lennep co-drove this car at the Classic 24 at Daytona earlier this year and remarked in an article for Porsche Panorama magazine that he liked driving it because "...it requires a lot of technique." He also observed, "The

3.0-liter engine is strong, with good torque for exit speeds."

This exceptional racecar's chassis, no. 9089, was authorized as having an authentic chassis number by Porsche in 1992, and its sale is accompanied by an assortment of paperwork and memorabilia relating to RS no. 9089's ownership and racing history.

**\$375,000 - 525,000**

## 40

### 1957 JAGUAR XK150 3.4 FIXED HEAD COUPE

Chassis no. S834209

Engine no. V1280-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Recent exceptional nut-and-bolt restoration
- Matching numbers example finished in the car's original livery
- Elegant Jaguar Sports Coupe ready for shows or touring
- Offered with Heritage Certificate, tools, jack and classic BMC radio



#### THE JAGUAR XK150

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

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

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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drop head coupe forms, the open Roadster version not appearing until the following year. At 210bhp, 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

Produced in Jaguar's Coventry workshops on July 2nd, 1957, this early XK150 Coupe was finished in the elegant combination of Silver Mist over a contrasting red leather interior. Dispatched to the United States shortly thereafter, this handsome coupe is believed to have spent its entire existence in northern California. The recorded history of this left-hand drive Jaguar resumes in March of 1974, when it came under the care of Karen Middlebrook of San Francisco, California. Four years later, this XK150 was sold to Shirley Richard of Alameda, CA, who used this Jaguar as her daily driver until 1991, when it was left untouched in the back of the garage until being sold to the consignor in 2013.

Shortly after acquiring this XK150 from its owner of 35 years, the current owner initiated an all-encompassing three-year project to

restore this Jaguar to its original state. The original matching numbers XK engine was rebuilt with new internal components, rebuilt carburetors and a complete stainless steel exhaust system. The transmission was similarly redone with new seals, bearings, and clutch and pressure plate. At the corners, the suspension system was been rebuilt and the all-important Dunlop disc brakes have been completely reworked, with new rotors and stainless steel brake lines.

Cosmetically, this Jaguar has received a complete restoration as well, with expertly executed bodywork and paint, along with brilliant brightwork and a luxuriously appointed interior. Finished in Silver Mist, the curvaceous body of this Coupe has an exceptional finish with newly re-chromed trim to match. Inside, the fine red leather interior has been

re-trimmed to its original specification, along with restored gauges and this XK150's original British Motor Corporation radio. A jack, tool kit, and original owner's manual accompany the sale of this excellent Sport Coupe.

Fresh from a comprehensive restoration, this luxurious Jaguar presents exceptionally well throughout, both mechanically and cosmetically. With just a handful of miles since its completion, this XK150 is eager to be shown or driven spiritedly by its next owner.

**\$110,000 - 140,000  
WITHOUT RESERVE**

## 41

### Offered from the Estate of John and Betty Murphy 1949 'ALFA ROMEO' 6C PLATÉ SPECIAL

Chassis no. P-002  
Engine no. 700174

2,309cc Alfa Romeo DOHC 6-Cylinder Engine  
3 Weber Carburetors  
Approximately 120bhp at 4,300rpm  
4-Speed Alfa Romeo Manual Transmission  
4-Wheel Hydraulic Drum Brakes

- Fascinating and collectible Italian one-off
- Shown and Pebble Beach Concours d'Elegance and Amelia Island
- Alfa Romeo powered special with stylish coachwork
- Eligible for many concours and driving events



#### LUIGI "GIGI" PLATÉ



Luigi "Gigi" Platé was born on September 3, 1894 in Mennagio on Lake Como. A Speed demon from an early age, Platé entered a bicycle race at age 16, without his father's permission. The race was the "Milan-Pelligrino- Milan" 210KM distance, and riding a Frera, he finished 1st in class.

Gigi's father was furious for his disobedience - and returned the bike - but was not able to quench Gigi's passion for speed. Platé followed his passion for speed into motorcycle racing, on the odd coincidence riding a new post WW1 model Frera Grand Prix 2 cylinder 495cc motorcycle, taking part in many races. It was during this time that Platé became friends with Tazio Nuvolari.

Platé opened a motorsports garage for preparation and modifications in 1918, and continued racing motorcycles until about the time he was 27. About four years after opening his racing shop, Platé entered his first auto race, the 1922 race at the Circuito Sardo in Cagliari - Sardegna, piloting an Ansaldo 4CS to victory in his class and a 2nd place finish overall. The race at Sardo, was the start of passionate participation in auto racing, lasting for many years in nearly every part of Italy, and it is estimated that Platé' has participated in no fewer than 400 competitive events.

In the 1920's Platé piloted various vehicles including an Ansaldo, Ceirano, FIAT, and a Chiribiri. His most notable finishes were class wins in the 1925 running of the Circuito di Savio, the Targa Florio, Circuito





### THE 'ALFA ROMEO' 6C PLATÉ SPECIAL

dei Monti Peloritani, and the Circuito di Tripoli, in 1926 Circuito del Garda and the Circuito di Tripoli, as well as the 1934 running of the Parma-Poggio di Berceto. At the 1938 Coppa Acerbo, in his Talbot, Platé set the fastest recorded speed over a km. of 230.7 km/hr. In the 1930s, Gigi and a younger cousin Enrico formed "Scuderia Plate", and began modifying cars for competition.

Marked with chassis number P-002, the 'Alfa Romeo' 6C Platé Special was built between 1948-49. Powered by a 1934 Alfa Romeo 6C 2300 GT engine, breathing through 3 Side draft Weber carbs, seated in a chassis made to Platés design, in which oil flows through the chassis tubes, using a dry sump system with an oil reservoir in the rear. The chassis was designed with an interestingly engineered semi independent torsion bar suspension, using a modified front axle and rear differential from a 1934 Alfa Romeo 6C 2300. The chassis also utilized the patented Platé 360 degree brake shoe design in hydraulic form. These 3 major implementations of Platés ideas, the tube chassis flowing oil or coolant, torsion bar independent suspension, and the 360 degree brake design, were first mentioned in a letter written by Plate' to Sig. G. Canestrini in October of 1937, where

he states these ideas have been patented and implemented in a car he has built using a highly a modified Talbot 8C 1500 supercharged engine, covered in trapezoidal shaped body work.

On September 16, 1948, a certificate of origin for chassis P-002 was issued. Just over 6 months later on March 28, 1949 the sale of P-002 to Luigi Platé was recorded, and nearly 7 months more had passed before P-002 was issued its first registration certificate with the Milan plate number MI136938.

On July 22, 1951, P-002 was entered as #58 in the Susa-Moncenisio race, driven by Paolo Soprani. The result was a DNF, but there is a photo showing P-002 on the roadside during this race. On June 6, 1959 P-002 was sold to Nicholas Piccione of Brooklyn,



NY. Piccione was issued insurance on June 18, 1959 at a cost of 34,000 Lire. According to a shipping document dated October 28, 1959, P-002 was scheduled to be shipped to Brooklyn, NY aboard the m/s Saturnia. The shipping document lists the car as an "Alfa Romeo Plate' 2500, Chassis 002, Engine number 700174, and a weight of 1170 Kg. with a value of \$480. It would appear that Mr. Piccione enjoyed a few months of driving time in Italy, before sending P-002 home to Brooklyn.

On May 7, 1984, Mr. John Murphy purchased P-002 from "Wheels of Time" in Florida, whom had acquired P-002 from an estate sale in Atlanta, Ga. Mr. Murphy's passion for Alfa Romeos had begun in the early 1980s, with the purchase of GTV-6 Balocco edition. You could say this was the start of what

would become an exceptional collection of Alfa Romeo sports and racing cars, known as "Alfa Legends". With the advisement of Paul Spruell, John and his wife Betty began collecting special examples; 5 GTA's, a GTAM, a Guilietta Van once used as an Alfa U.S. factory service vehicle, a Tipo 33 Spider, 2 Montreals, a 2600SZ, a Sprint Speciale, and others. He carefully managed the restoration of his very special yellow TZ in preparation for its debut at the 1994 Pebble Beach Concours de Elegance, where it won its class, a very happy day for John, yet it seemed his greatest enjoyment came from sharing the honors with his wife Betty.

Mr. Murphy purchased P-002 identifying it as something rare and special, subsequently enlisting the help of many Alfa Romeo experts to research the history of P-002, in order to

proceed with a proper restoration. November of 1990 would be the start of over two decades worth of restoration work on P-002, with chassis and bodywork being performed by, Kleeves Co. of Kimball, Mi., and engine work beginning at R.A. Engel Co. of Goodells, Mi. It was deemed that the old aluminum bodywork was too fragile to restore, so a new one was constructed to match, but the old pieces were kept and remain with the car. In 2000, restoration work proceeded at Laidlaw Restorations of Angels Camp, Ca. In 2007, Symbolic Motor Cars continued the restoration, finishing in time for entry into the world-renowned 2011 Pebble Concours d' Elegance, receiving its green ribbon for completing the Thursday morning driving tour. In 2004, P-002 was awarded 1st in class at the La Jolla Concours. P-002 has since continued its



'P-002' after arriving in America



'P-002' at the 1951 Susa-Moceisio Race

tour of prominent show fields, and was most recently shown at the 2015 Amelia Island Concours, where it was equally well received and enjoyed by the crowds, and completed the Eight Falgs Road Tour.

There has been much speculation as to the history of P-002 and its origins, and it is believed by some enthusiast that P-002 may actually be a lost Alfa "Corse" or "Ala Spessa", from the pre war era, bodied with a new look post war by Plate'. PROVA 1 is stamped on an inner fender, while 002 can be found stamped in other places on the frame and body structures. Steve Garland, who was involved early in the restoration process, states that the chassis appears to have been used with a different body previous to the current one, and remnants of the pre war 6C2300 cable brake system were left in place, including the rear cables tied up around the frame work.

P-002 is offered with a large history file containing a significant amount of research carried out by noted Italian car expert, John de Boer. Included in the file are many lovely archival photos of this car, as well as ample history on Mr. Platé and Alfa Romeo's of the era. This fascinating Italian sports car would be a great addition to any collection of pre or post war automobiles, and surely an easy invite to top collector car events around the globe.

**Refer to department  
WITHOUT RESERVE**

Please note this car is titled 1949 Alfa Spider Corsa, by its engine number.

## 1949 JAGUAR XK120 ALLOY OPEN TWO-SEATER

Chassis no. 670056

Engine no. W1108-8

3,442cc DOHC Inline 6-Cylinder Engine

2 Tall-style SU Carburetors

160bhp at 5,200rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- One of only 184 left-hand-drive alloy-bodied Roadsters
- Matching numbers
- Comprehensively restored to a high standard
- Displayed at the 50th Anniversary of Le Mans and Monthléry Jaguar Museum
- JDHT certificate



## THE JAGUAR XK120 ALLOY ROADSTER

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

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

the “fastest series production car in the world and yet displaying the flexibility and even the silkiness and smoothness of a mild-mannered saloon,” so reported the April 14th, 1950 issue of the British enthusiast magazine *Autocar*.

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

## THE MOTORCAR OFFERED

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

Chassis number 670056 was the 56th of that small LHD series and according to its Jaguar-Daimler Heritage Certificate, left the Coventry works on December 14, 1949, and was shipped to the company's New York distributor, Max Hoffman, on the third of January, 1950. While the name of its original American purchaser and early history have been lost to time, we know that this wonderful



Q





machine remained in the US until the late 1960s, at which time it was sold to a well-known French collector. It participated in the 50th Anniversary celebration of the fabled 24 Hours of LeMans endurance race, first run in 1923. Around 1978, this Jaguar was sold to another collector with the intent of displaying it at a racing museum at Montlhéry.

During the period 2006-2007, this car was treated to a comprehensive no-expense-spared restoration in Europe and brought back to original specification. It was found to be entirely numbers-matching in all respects. The body was removed from the frame; both were stripped, and resprayed in their correct factory colors. The interior was re-upholstered in correct red leather by Master Jaguar trimmers, who also paid great care in restoring the car's black soft-top. All

glass was replaced, mechanical systems were completely overhauled, including the engine, transmission, rear axle, and brakes; the electrical system was renovated, including the original tripod headlamps and other lights; all instruments were properly restored, new suspension parts installed including springs and shock absorbers; a new stainless exhaust system fabricated, and the engine and other components run-in after re-assembly. In short, this historically-important automobile was brought back to absolutely top form. At a recent JCNA Concours d'Elegance in Southern California, this car received an almost-perfect 99.67 points of 100 possible, and took 1st place in the event.

The next owner of this wonderful Jaguar, which shows a mere 81,620 miles on its odometer, will be provided with a comprehensive folio of

documents, restoration photographs, receipts, and Concours judging sheets along with a Jaguar Daimler Heritage Trust Certificate dated September 22, 2005. This magnificent Jaguar stands as the archetypal and most desirable of the Alloy-bodies series of XK roadsters, and presents the serious collector with a rarely afforded opportunity to own a coveted piece of Jaguar motor history.

**\$380,000 - 480,000**

## 43 Ω

### 1959 ALFA ROMEO 1900C SUPER SPRINT COUPE

Coachwork by Carrosserie Ghia, Aigle

Chassis no. AR1900C 10439

Engine no. AR1308 01385

1,975cc DOHC Inline 4-Cylinder Engine

2 Solex 40IDA Carburetors

115bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Rare Italian/Swiss coachbuilder*
- *One of only five 1900C SS coupés built of which four are known to remain*
- *Unique styling*
- *Welcome at the most prestigious international concours events*



#### THE ALFA ROMEO 1900

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring

independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realized in the form of two high performance derivatives. Launched in 1951, the 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilizing the 100bhp engine of the 1900TI sports saloon. The Touring-bodied Sprint Coupé attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupés. One direct descendant was, of course, the lovely little Giulietta Sprint in which the family resemblance is immediately obvious.

The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while

the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy of the aluminum body, these cars could top 118mph. They shone in competitions of all kinds. A total of 949 Sprints and 854 Super Sprints had been made by the time production ceased.





**THE MOTORCAR OFFERED**

This very limited production example of a landmark model from one of motoring's most charismatic marques carries audacious coachwork by Carrosserie Ghia, Aigle, the Swiss offshoot of the famous Italian styling house. Founded on 30th April 1948 as Carrosserie Ghia SA, Aigle by Dr Pierre-Paul Filippi, a Torinese physician, the firm bodied cars to Ghia designs in Switzerland. Turin-based Carrozzeria Ghia was owned by Mario Boano at the time and its post-war products were initially styled by him, subsequently by Giovanni Michelotti and then by Pietro Frua.

In September 1954 the firm relocated from Aigle to Lugano, remaining there until April 1958 when it returned to Aigle. Ghia, Aigle was astonishingly eclectic in its choice of chassis, bodying cars from Delahaye, Mercedes-Benz, Citroën, Jaguar, Jowett, FIAT, Bugatti, Lancia,

MG, Singer, Panhard, Austin-Healey, Bristol, Ferrari, Opel, Volkswagen, Renault, BMW, a wide variety of American makes and, of course, Alfa Romeo. Mainstream coachbuilding petered out in the early 1960s, the firm concentrating on repairs and the manufacture of bodies for ambulances, removal vans and other commercial applications thereafter. It went into liquidation in the mid-1980s.

Probably the work of Giovanni Michelotti, the car offered here is one of approximately ten Alfa Romeos bodied by Carrosserie Ghia, Aigle and cost a small fortune in its day. It was purchased in Switzerland by the current owner and comes with a €20,000 (approx. \$22,000) invoice for recent work carried out on the engine, gearbox, clutch and brakes.

Presenting well and described as in generally

very good condition, this beautiful coachbuilt Alfa Romeo comes to the United States quite possibly for the first time for its sale, it would certainly be welcome at all the most prestigious concours gatherings, where it would no doubt make quite an impact.

**\$150,000 - 180,000**

## 1955 LANCIA AURELIA B24S SPIDER AMERICA

Coachwork by Pinin Farina

Chassis no. B24S-1094

Engine no. 1116

2,451cc OHV All-Alloy V6 Engine

Single Dual-Throat Weber Carburetor

118bhp at 5,300rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes – Inboard at the Rear

- *Exquisitely restored example of the legendary Spider America*
- *Just five private owners and less than 63,000 miles from new*
- *Displayed and awarded at numerous regional concours d'elegance*
- *An outstanding Lancia ready for top events such as the Mille Miglia Storica*



## THE LANCIA 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 OHV 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 Spider of 1955. For the B24 Spider the Aurelia B20 chassis was further shortened and came with a floor-mounted gear-change 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 1954/55, and today the model is one of the most sought-after of post-war Lancias.





## THE MOTORCAR OFFERED

Chassis no. B24S-1094 claims a minimal chain of just five owners throughout the course of its life, less than 63,000 miles from new, and a comprehensive restoration. Also boasting a high degree of authenticity, this mid-production Spider America showcases the beautiful design and advanced mechanicals that made the open Lancia so captivating.

This Aurelia was originally finished in pale green pastel paint and upholstered in dark green vinyl, initially taking delivery to a physician in Dutchess County, New York. In 1971 the car passed to his mechanic, whose garage was across the street from a camping trailer dealer. The mechanic then traded the Spider to the dealer as a partial deposit on a camper, and the dealership offered the car for sale. The B24S was soon discovered and purchased by James Steerman, an ardent

Lancia enthusiast and college professor who founded the film studies program at Vassar College in nearby Poughkeepsie, New York. Prof. Steerman and his son, James, would eventually become some of the foremost Spider America enthusiasts in the nation, owning at least one more example, as well as several other Lancias.

While Steerman frequently used the Spider in his short bouts around the Vassar campus, he also meticulously maintained the car, keeping it jacked up in a rented garage where he changed the oil and spark plugs regularly, and routinely greased the axles. He estimates accruing roughly 1,000 miles per year, as he sometimes drove the car to American Lancia Club meets around the northeast. Steerman maintains it was “a moment of weakness” when he sold the B24S in 1980

to Walter Eisenstark and Richard Klein of Yorktown Heights, New York. Even though the Aurelia still presented well and displayed an overwhelming state of originality, the new owners nevertheless opted for a full restoration, which they entrusted to the Wills Garage in Oakdale, Pennsylvania.

A majority of the photo-documented refurbishment was performed by the late Walt Spak, one of the most respected Aurelia experts in the niche (who solidified his expertise as a longtime employee of the American Lancia Parts Consortium in Pittsburgh). His refurbishment most notably featured a refinish of the exterior in a handsome shade of *rosso scuro*. Following completion of the restoration, Mr. Eisenstark presented the Spider at several regional events, including the 2002 Concours-Italian



Style in Dearborn, Michigan, and the 2005 Greenwich Concours d'Elegance, where the car won the Best Italian Sports/Touring Car of 1956-57.

Later in 2005, the Spider America was acquired by the consignor, a collector in Southern California who undertook some further measures to heighten the restoration's authenticity. This work included re-chroming and straightening the brightwork, color-sanding the paint, and installing new wire wheels sourced from Borrani. A correct rearview mirror was custom-fabricated, a proper wraparound windshield was ordered from Finland, and the interior was reupholstered in blue, with proper black rubber floor mats, and original carpeting over the gas tank. Since the freshening, B24S-1094 has been presented at numerous events on the

West Coast, including the Palos Verdes and the Los Angeles Concours d'Elegance, with best-in-class awards routinely bestowed. At the Newport Beach Concours d'Elegance, the car also won special awards for color design, finish, and styling.

Accompanied by its original manuals (including a rare factory parts catalog) and a full set of tools, this outstanding B24S has been registered with the Aurelia Club of Italy. It claims an airtight chain of ownership extending to 1971, when it was reportedly sold by its first owner. It also boasts strong authenticity thanks to the recent freshening, and is believed to feature its original Aurelia motor, the groundbreaking powerplant that is generally regarded as the world's first production V-6.

Documented with some restoration invoices and photographs, this intoxicating Spider America is among the finest examples offered, and would beautifully complement any collection of Italian coachbuilt sports cars. With details like the delicately curved one-piece windscreen, the artfully pounded coachwork from Pinin Farina, and the revolutionary chassis design, this car exemplifies the finest in 1950s sports car design, and would constitute an ideal entrant for events such as the Colorado Grand and the Mille Miglia Storica.  
**\$1,200,000 - 1,500,000**

# 45

## 1940 CADILLAC SERIES 75 CONVERTIBLE COUPE

Coachwork by Fleetwood

Chassis no. 3320481

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

- *Rare and desirable Series 75 Convertible Coupe*
- *One of very few known survivors*
- *Beautifully presented in Oxblood Maroon*
- *Great car for local concours and driving events*



### THE SERIES 75 CADILLAC

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

Styling was becoming more modern, with the trunk neatly integrated. No matter what the body style, a generous 141-inch wheelbase provided ample space for people and luggage. Powered by a steadfastly smooth 140bhp, 346 cubic inch V-8, the luxurious yet sporty Caddy benefited from steering column mounted selective synchronized manual shifting.

### THE MOTORCAR OFFERED

Although the car's early history remains unknown, this fine Cadillac is believed to have been part of a large US-based collection for many years. It is also thought to be one of the very few Convertible Coupes produced for model year 1940. Believed to have been restored in the 1990s, this Series 75 is holds its high-quality restoration up very well, having been finished in the desirable Oxblood Maroon over a tan leather interior. It is presumed that during this work performed, the original wood was carefully restored and reinstalled in the car.

In recent years, the Cadillac has been kept in an air-conditioned garage in dry and sunny Arizona. As part of an impressive car collection, the consigner has reported the Cadillac to be one of his favorites. Used on a frequent basis, this car has been maintained to a high level. Known to be a very good driver,

with its three-speed manual transmission and reliable flathead V8, this stunningly beautiful Cadillac is ready for its next caretaker.

The desirable Oxblood Maroon color makes the beautiful lines of this prewar darling stand out and it will be an honored guest at local concours events and on Sunday drives.

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



46

## 1940 FORD 5-WINDOW COUPE

Chassis no. 185498891

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

- *Recent meticulous restoration*
- *Flathead Ford V8 power*
- *Elegant 1940s styling*
- *Offered with extensive restoration file*



### THE 1940 FORD

The 1940 Ford's appeal was its design, now fully modern and handsomely streamlined with pontoon fenders, prow hood, inset headlights and a subtle grille that integrated with the front fender catwalks for broader appearance and more cooling area. The greenhouse's raked vee windshield, body colored frame and a sleek body beltline bright molding helped integrate the design and made the convertible coupe, particularly, one of the most attractive, simple and refined designs of the era.

The combination of design and performance gave the '40 Ford a particular presence, an attitude and style which set it apart from its contemporaries.

### THE MOTORCAR OFFERED

Discovered as a barn find, this handsome 1940 Ford 5-Window Coupe has since undergone an extensive restoration to bring it to its current, stunning configuration. After being disassembled and brought to bare metal, the swooping coupe body was repainted in an elegant Midnight Blue, with freshly polished brightwork accents. This 5-Window predominantly features aspects of the Deluxe coupe, including the twin tail lights and Deluxe Gauge cluster, however also features the handsome hood and grille combination from the Standard Coupe. It is not known when this transformation occurred, however it is a common practice based on aesthetic preferences and contributes to this particular coupe's elegant presence.

Inside, the redone taupe interior was very well sorted and the Deluxe gauges were rebuilt,

improving both functionality and aesthetics. Mechanically, the iconic Flathead Ford V8 was rebuilt along with the chassis components, delivering proper power and handling characteristics for this handsome Ford. All told, it is obvious that a lot of time and money was invested into the meticulous restoration of the coupe on offer; it has covered only 662 miles since its completion.

Accompanying the sale of this fine Ford Coupe is a detailed album of the restoration, highlighting the level of care taken to restore this classic American car. With its fresh, no expense spared restoration and elegant presence, this Coupe is an excellent example to be either shown with pride or driven comfortably by its next owner.

**\$65,000 - 85,000**  
**WITHOUT RESERVE**

47

## 1960 ASTON MARTIN DB4 SERIES I SPORTS SALOON

Coachwork by Touring

Chassis no. DB4/245/L

Engine no. 370/243

3,670cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

240bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Desirable factory left-hand drive Series I*
- *Matching numbers car*
- *Delivered from new to the US*
- *One of only 150 Series I cars built*



### 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.

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 by 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". When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminum, Superleggera coachwork looked sensational, establishing a look that would endure for the next dozen years.

The Aston Martin DB4 was the first of the DB models to employ the entirely new twin-overhead-camshaft, six-cylinder, 3.7-liter engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2. A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland, the





### THE MOTORCAR OFFERED

designer of tanks during WW2, and had arrived at Newport Pagnell from Austin.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.

This left-hand drive Series I DB4 was delivered new via Aston Martin's United States West Coast importer Charles Hornburg, first owned by a Paul S. Pollack of Los Angeles, California, a local business man who was involved in Karl's Shoes Limited.

The accompanying copy of the factory order form recorded that the car was finished in Snow Shadow Grey with a red Connolly leather interior and equipped with chromed wire road wheels when it left the factory. Highly collectible, this rare Series I car is one of approximately 150 built and features particularly clean styling close to Touring's original conception for the model. Furthermore, the series I DB4 stand out as being the only DB in the series to have the front bonnet hinged at the rear, and thus open from the front.

This DB4 received a complete and thorough restoration in the early 1990's during the ownership of Mr. S. Rodd, formerly of Aston Martin Vintage Racing, (AMVRS).

The DB4 received a body off restoration, the coachwork and paint being completed by Niko-Michael Coachworks, well-known for the coachbuilding for Rolls Royce motorcars here in the United States. All mechanical work was undertaken by Mr. Rodd and various AMVRS. After restoration, the DB4 was used sparingly and mostly for concours use.

Subsequently sold circa 2000 by Mr. S. Rodd and through Miller Motorcars Aston Martin, Greenwich, Connecticut, this DB4 found its way into the ownership of Mr. Raymond Minella and was entered into his collection, also being used sparingly and for concours use. The car's prize record is





very impressive, consisting of first-in-class awards and wins, on two occasions, in the Charles Turner Trophy competition. This DB4 has received limited use and has only acquired approximately 6,000 miles since its restoration in the 1990's.

After relocating to the UK for a few years, the Aston Martin returned to New York in 2015 where it has once again been housed in collector ownership and most recently shown at the 2016 AMOC Lime Rock annual event. The car has recently received a major servicing, new clutch and gearbox rebuild, new tires, new fuel pump, and a full cosmetic freshening.

Now finished in Peony Red over a Mushroom leather interior, this British motoring icon presents in the most proper way. The

beautifully finished exterior is complemented by clean bright work and chromed wire wheels with period-correct Avon cross-ply tires. The car appears with a sporty but still sophisticated look and, backed up by its powerful 3.7-liter engine, must be one of the most desirable DB4s around.

The engine bay is very tidy and it is obvious that the chassis has been restored, retaining the correct lever-arm dampers. Reportedly a strong runner, starting readily and showing decent oil pressure, this DB4 would be a great candidate for the Colorado Grand, Copperstate 1000 and/or a wide variety of other historic events.

**\$700,000 - 850,000**

## 1934 PIERCE-ARROW 840A COUPE

Chassis no. 2080431

Engine no. 34965

385ci Inline 8-Cylinder Engine

Single Carburetor

140bhp at 3,400rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *Exquisite condition with few miles since thorough restoration*
- *Extremely elegant 'Art Nouveau' styling*
- *Full CCCA Classic to tour or show*
- *Believed to be one of just 66 examples produced*



#### THE PIERCE-ARROW MOTOR CAR CO.

The Pierce-Arrow Motor Car Company was founded in 1901. A clear idea of the rapidity of Pierce-Arrow's rise to prominence may be gauged from the fact that as early as 1909, only eight years after the company's inception, the White House ordered two for state occasions. From then onwards, the name Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard and Rolls-Royce.

Royalty, heads of state and countless celebrities were numbered among its clients, including Emperor Hirohito of Japan, the Shah of Persia, King Ibn Saud of Saudi Arabia, King Albert of Belgium, American Presidents Woodrow Wilson, William Howard Taft and Franklin Delano Roosevelt, John D. Rockefeller, Orville Wright, Babe Ruth and Ginger Rogers. Woodrow Wilson would famously be chauffeured around

Washington, DC in the Presidential Pierce, sitting in the back seat contemplating issues of state with no one to barge into the Oval Office and interrupt him.

Clinging to traditional styling and handicapped by a range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928, an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry into the luxury car market. A new range of straight-eights was introduced, and Pierce-Arrow sales doubled in 1929.

#### THE MOTORCAR OFFERED

This elegant 1934 Coupe has been known in the East Coast Pierce-Arrow Society since the 1970s, under the ownership of two successive collectors from Rutherford, New Jersey and yet another active owner from Suffield, Connecticut. During this time period, this Pierce was documented by Bernard Weis, the Pierce-Arrow Society's editor and publisher from 1963 until 2005. That same year this 840A was acquired by collector in Montreal, Canada.

Three years into his ownership, a comprehensive restoration commenced that brought this car to its current splendor. Finished in a lovely combination of Pierce Beige over a buttoned brown leather interior, this Pierce is beautifully presented throughout, having covered fewer than 1500 miles since the completion of its restoration.



In November of 2015, the consignor had a service performed to change fluids, install new spark plugs, and lubricate the chassis to ensure this rare coupe drives as well as it looks.

With dramatic lines and sweeping curves, this handsome two-passenger Coupe is a great example of America's pre-war prowess in grand automotive styling. Beginning with its unmistakable Pierce-Arrow wide-set headlights and a raked radiator grille, this Coupe culminates in an elegantly down swept tail featuring a 'hidden' rumble seat and a mounted spare in a smart color-matching cover. The roofline adds to the drama, as do the bold accent lines that run down the length of the body and around the single side windows. Another decidedly modern accent are the taillights sculpted into the rear

fenders, mimicking Pierce's iconic fender mounted headlights.

Offered with a small cache of spare parts along with the gold arrow for the archer hood ornament, this elegant Pierce-Arrow offers a great opportunity to acquire a rare and attractive example of a motorcar that typifies the style and engineering ability of pre-war American automobile manufacturers.

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

Please note car is titled B2080431



## 49

### 1970 ALFA ROMEO GTA 1300 JUNIOR

Coachwork by Bertone

Chassis no. AR775979

1,290cc DOHC 4-Cylinder Engine

Twin Weber Carburetors

Approximately 180bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Rare and desirable GTA sports racer*
- *Former racing car, now restored to semi-race specifications*
- *Offered with extensive documentation*
- *One of the rarest Postwar Alfa Romeos*



#### THE ALFA ROMEO GTA

Based on the Alfa Romeo Giulia Coupé, the GTA was first developed for production GT racing in 1965 by Autodelta, the Alfa Romeo factory's motorsport department, which continued to offer it in both "Corsa" (race) and "Stradale" (street) versions until 1975. The "A" in the badge means "alleggerita" (lightened) and reflects the measures taken to trim the Giulia for competition, which, for Corsa models, included body panels of aluminum alloy, plexiglas side and rear windows, and numerous elements crafted from lightweight steel, magnesium and other weight-saving materials (the Stradale model, however, lacked a number of these pound-shedding strategies). The car was an immediate success, winning both the drivers' and constructors' title in its first season, only to go on to take the European GT Championship a resounding seven years in a row.

The GTA made its racing debut on March 20th, 1966 at Monza, Andrea de Adamich and Teodoro Zeccoli triumphing in the Jolly Club Four-Hour Race. From then on, the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68.

In 1968, in response to the popularity of the under-1300cc racing class, Autodelta began production of the GTA 1300 Junior. The Championships of the 1,300cc class had long been dominated by the Mini Cooper, but that would all change in 1968 with the arrival of the GTA 1300 Junior, the latter for the next few years enjoying a similar winning streak to that of the Mini in the early '60s. Unique to the model, the GTA 1300 Juniors were powered by a short-stroke 1290cc version of the Giulia's

1570cc inline four with the 78mm bore and a 67.5mm stroke crankshaft. Equipped with the GTA's twin-plug 'head and revving to more than 9,000rpm, this little gem of an engine produced 150bhp plus. A little over 400 GTA 1300 Juniors (all in either red and white or white and green livery) had been constructed when production ceased in 1975, but marque experts believe that no more than half this number exist today, surely putting this car by definition among the rarest of the all post-war Alfa Romeo models.



Josef Prammer in the GTA, 1973.



## THE MOTORCAR OFFERED

This rare and beautifully presented GTA Junior started life in 1970, when it was delivered from Alfa Romeo in Milano to Mr. Hans-Jörg Nisslmüller of Linz, Austria and registered in July 1970. As a racing enthusiast, the GTA was the perfect choice for Mr. Nisslmüller, who almost immediately entered the Alfa into several races around Austria. The GTA's extensive period documentation indicates that the car was raced in the Austrian national championship by Scuderia Nisslmüller, with Josef "Pepi" Pammer behind the wheel. In its last test before the start of the season, the Alfa Romeo was entered in the Mühlackner Hillclimb in March of 1973 where the GTA finished 4th and 5th during the two races. The Nisslmüller team would go on to race at various tracks such as Salzburg-ring, Österrichring and the Innsbruck airfield. Two folders with letters, photos, newsletter articles

and many other period documents accompany the GTA, and carefully document the car's early history. After a successful racing career for the better part of a decade, the GTA relocated to Vienna, Austria, and later Belgium, where it was purchased by the consignor.

Presented here in the striking red and white livery, this rare Bertone-designed GTA looks just right. In recent years, the car has been subject to a restoration and engine refurbishment, the interior also refurbished and fitted with dark competition seats and a black OMP roll cage.

As you would expect from one of the most well-known weekend racers of the 1960s and 1970s, this GTA is dually set up for both race and street use. A close-ratio transmission ensures that the driver can shift smoothly and

quick in order to keep the high-revving GTA engine on its cams. Surely a worthy competitor for historic racing, rally or club tours, the Alfa is accompanied with an extra set of wheels and tires, and the aforementioned extensive history file, which includes original period racing photos, newspaper articles, engineering drawings of the engine setup, the original log book, and registration cards containing ownership information from new until 1979. A great GTA indeed!

**\$250,000 - 325,000**

## 1960 JAGUAR XK150 3.8 DROPHEAD COUPE

Chassis no. S838864 DN

Engine no. VA 1779-8

3,781cc DOHC 6-Cylinder Engine

Bosch Fuel Injection (see text)

Approximately 240bhp at 5,500rpm

5-Speed manual transmission (see text)

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Dunlop Disc Brakes

- *Desirable end-of-the-run 3.8-Liter XK150*
- *Tastefully upgraded for the ultimate driving experience*
- *Retains matching-numbers engine*
- *Classic Jaguar styling and strong XK 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 drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine’s maximum power output was identical to that of the XK140, so performance was little changed. ‘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. This was achieved by the introduction of the Weslake-developed ‘straight-port’ cylinder head, high-compression pistons, triple 2” SU carburetors and twin electric fuel pumps.

In the autumn of 1959 the XK150 became available with the 3.8-liter engine first seen in the Mark IX saloon. ‘Standard’ (220bhp) or ‘S’ (265bhp) states of tune were offered and, in either form, the XK150’s increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.





## THE MOTORCAR OFFERED

This fine XK150 Drophead Coupe is one of the very coveted 3.8-liter models. The car's previous owner had a desire to upgrade the Jaguar to be even sportier, and had the car thoroughly refurbished with several tasteful upgrades.

Michigan-based Jaguar specialist Bill Terry fitted a custom fuel injection system on the matching-numbers 3.8-liter engine, as well as performing other engine work. A cleverly engineered system with Bosch injectors hidden in the intake manifold, utilizing the butterfly throttles of the SU carburetors for air, the fuel management is handled by a Simple Digital Systems ECU. This is a construction that is hard to recognize from the outside but helps in both reliability and performance, especially if driving at altitude. The original 4-speed overdrive Moss gearbox has been replaced with a modern 5-speed transmission, and an upgraded clutch

was installed. It should be noted that the original numbers-matching transmission is included in the sale of the car.

Air conditioning is gracefully integrated into the dash, and under-hood heat is managed by a custom designed system that extracts hot air through hidden pumps and dumps it out through vents in the front fenders. Other upgrades include a variable electric power steering system, an alloy radiator, and a modern alternator. The XK150 presented here has been fitted with the desirable E-Type Series I bucket seats neatly fitted with period correct Burgundy leather, combined with the walnut dash from an XK140 and a wood-rimmed Moto-Lita steering wheel. This Jaguar has a tasteful interior where one can spend many hours enjoying this all-time British favorite.

**\$150,000 - 180,000  
WITHOUT RESERVE**

## 1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198042.7500251

Engine no. 198980.7500269

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Exquisitely restored, matching numbers example*
- *Black-plate, California car*
- *Eligible for some of the finest tours and driving events*
- *Offered with Mercedes-Benz build sheets, books and tools*



## THE MERCEDES-BENZ 300SL

It's impossible to talk about the Mercedes-Benz 300SL Roadster without first referring to the car that spawned it – the legendary 300SL 'Gullwing' coupe. Originally conceived as a racing car, the 300SL racked up victories throughout 1952, in the process capturing the imagination of America's official Mercedes-Benz importer Maximilian 'Maxi' Hoffman.

Desperate for a car to sate the desires of his upmarket clients, he eventually persuaded the Daimler-Benz board to take the 300SL from racetrack to road. The designers and engineers refused to compromise on the purity of the original, so the bodywork was still primarily crafted to reduce drag as much as possible (although rumor has it that the elegant strips over the wheel arches were no more than fashionable cosmetic touches to make the car appeal to its American audience),

and the steel panels cloaked a tubular chassis frame designed by Rudolf Uhlenhaut which weighed only 82kg.

The iconic doors of the coupe were a byproduct of this chassis, which had much higher sides than usual, leaving limited vertical space for a conventional door. Production began at the Sindelfingen plant in August 1954 and over the next two and half years it proved a phenomenal success. A staggering 1,402 were sold, despite the colossal \$11,000 asking price.

By 1957, however, SL (the initials stood for Sport Leicht; Sport Light) sales were on the slide, and with the roadster body style proving popular in America – and feedback from customers suggesting they'd like more comfort and a larger trunk – Maxi Hoffman

helped convince Mercedes-Benz that a convertible version could take over where the coupe left off.

Introduced at the Geneva Motor Show in May that year, the 300SL Roadster wasn't the result of a quick fix to meet owner demands. Mercedes re-engineered the whole car, taking the opportunity to fix some niggles that afflicted the 300SL, first and foremost the suspension. Although the double wishbone front layout was famed for its precision, the rear swing arm axle, jointed at the differential, had developed a reputation for tricky handling and sensitivity to cambers. Lowering the pivot point helped calm the 300SL's predilection for over-steer.

At the same time the fabulous 3.0-liter straight six, which featured fuel injection years ahead





of its time, was boosted from 215bhp to 225bhp (torque output remained at 202lb-ft at 4,600rpm). The chassis was redesigned with lower sills to accommodate normal swing-opening doors, although additional strengthening was required in the lower half of the chassis which saw the SL's weight grow from 1,310kg to 1,420kg.

Partially to increase load space and partially to create room for the folding fabric roof, the fuel tank capacity was reduced from 130 liters to 100 liters, but arguably the biggest benefit the Roadster gained over the Gullwing was superior ventilation. Due at least in part to the coupe's small in/out side windows, the hard top 300SL was regarded by many as tough work on long trips due to heat buildup in the cabin. Even with its roof up the Roadster's wind-up windows allowed much better airflow through the cockpit.

By no means the poor relation to the Gullwing, the later refinements added to the Roadster made it a compelling proposition for collectors and enthusiasts despite a list price of \$10,950, a ten percent increase over the Gullwing. And while the coupe had a model-run of under three years, the Roadster stayed in production until early 1963, by which time 1,858 had been built.

#### THE MOTORCAR OFFERED

Completed at the Stuttgart-based Mercedes-Benz plant in the fall of 1957, this superb example, first production-year 300SL Roadster was built as a US market car, with sealed beam headlights and gauges reading in English, and finished in the striking DB534 Fire Engine Red exterior color. The stylish Mercedes-Benz was shipped off to the United States, where the car is believed to have been delivered new to a California-based purchaser.

The car's first registered owner, according to the 300SL Roadster Registry, was Mr. George O. Price of Santa Barbara, California. It changed hands soon after, as it is known that a different Californian purchased the Roadster from Del Mar Motor Cars in Oxnard, California in May of 1979. By the late 1990s, the car was put up in dry storage, until it



was purchased in 2012 by the consignor, a Bay Area Mercedes-Benz aficionado and restorer. For the next two and a half years the sporting 300SL Roadster received a full nut-and-bolt restoration. No part of the car was left untouched, and all of the work was performed to the highest possible standards and to factory-correct specifications. Photos of the detailed restoration can be found in the car's history file.

The Roadster body received the full preparation before it was painted in the period correct 300SL color of DB172 Anthracite Grey Metallic, and a fresh red leather interior was expertly fitted, adding great contrast to the exterior. The car's mechanical systems were thoroughly restored as well. A new set of the optional Rudge-type wheels was sourced and fitted

to the car, with the centers finished in the Anthracite Grey Metallic body color, giving the car a much sportier look than that of the standard steel wheel with hubcaps. A set of original-type, Belgian-made pigskin luggage was fitted in the trunk, neatly trimmed with a period plaid liner. The 300SL really got the full treatment, which is immediately evident upon a close inspection. Upon completion of the extensive restoration, the stunning 300SL was shown at the 2015 Legends of the Autobahn Concours during the Monterey car week, and awarded Second in Class against stiff competition.

One of the early-production 300SL Roadsters, this stunning example presents exquisitely inside and out, and retains its original, matching numbers engine. The car is offered with a copy of the factory build sheet

(Wagenkarte), the owner's manuals in pouch, a tool set and knock-off hammer, workshop manual, jack, parts book, ATE brake manual, and the original keys. A superb example of Mercedes-Benz's racing-derived 300SL, this matching numbers Roadster is ready to be enjoyed on tours and rallies or entered in more competitive concours judging.

**\$1,150,000 - 1,350,000**

Please note this car is titled 1958 with chassis no. 7500251.

## 1956 PORSCHE 356A CARRERA GS SPEEDSTER

Coachwork by Reutter

Chassis no. 82243

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

- One of approximately 151 Carrera Speedsters produced
- Eligible for exclusive vintage rallies such as the Mille Miglia Storica and Colorado Grand
- One of the most collectible Porsches ever produced
- Offered with Porsche COA, Kardex, weather equipment and history file



## THE 356 CARRERA SPEEDSTER

Originally introduced at the 1955 Frankfurt Motor Show, the 356 Carrera was the first edition of Porsche's long-running prestige performance car, featuring a special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with determining just how much power the classic Porsche flat-four motor could develop, and in this pursuit he made some fundamental engineering adjustments over the basic pushrod engine. These modifications included the addition of twin ignition, two twin-throat carburetors, dry-sump lubrication, and dual-cam valve actuation.

Tested at various races during development, the high-performance dual-cam engine was also evaluated by Porsche staff in their personal 356 examples, even though the motor was originally positioned for use in the 550 Spyder racecars. Eventually determining

that the 356-based road car was the most opportune platform for the Type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, which was named for the famously grueling Mexican road race at which Porsche had dominated the 2-liter class.

While the Carrera was available in coupe and convertible bodystyles, the open Speedster variant offered the sportiest and most dramatic packaging for the powerful drivetrain. Overwhelmingly successful in privateer competition, the Carrera Speedster was only built in a modest quantity of 151 examples from 1955 to 1959, and the model has evolved into one of Porsche's most important and desirable early road cars.

## THE MOTORCAR OFFERED

Boasting a well-preserved 1990s restoration and identity as one of the rare 356A Carrera Speedsters, this car is a preeminent example of Stuttgart's powerful flagship model. According to the car's Porsche-issued Certificate of Authenticity, chassis no. 82243 was specified as a Carrera 1500 GT with instruments in miles, though given the 1956 production date it is more likely that the car was built with GS trim specifications. Completed on May 30, 1956, the 356 was equipped with sealed-beam headlamps and Dunlop tires, and cosmetically finished with striking Aquamarine Blue Metallic paint over a beige leatherette interior.

By the mid-1970s the Speedster had come into the care of Jeff Mohr, and in 1978 it passed to Arnie Schmidt, who retained possession for 16 years. It is believed that



82243 received a majority of its restoration during this period, including the current repaint in black. In 1994 the Carrera was purchased by Steve Johns of Scottsdale, Arizona, and he sold it three years later to Jeffrey Mamorsky of New York City. Soon passing through dealers European Collectibles in Costa Mesa, California, and Motor Classic and Competition Corp. in Bedford Hills, New York, the Porsche received some major mechanical work, including an engine rebuild that reportedly included installation of 550 Spyder camshafts. It should be noted that the original engine and gearbox were substituted at some point, though the current motor is stamped as a Type 547/2 (which was used almost exclusively in the 550A Spyder 1500 RS racing cars).

Rejuvenated to a superior state of tune with the 550A-specification engine, 82243 was

offered at the Quail Auction in 2000 and acquired by the consignor, a discerning collector based in Oklahoma. During the last 16 years of continuous single ownership, the Carrera has experienced minimal use and regular maintenance as needed, including a host of sympathetic measures that were undertaken between 2012 and 2015 (as indicated by a file of invoices). Such work included the installation of a new Haartz soft top and tonneau cover, repairs to the fuel tank and a rebuild of the carburetors, and re-upholstery of the interior with proper square-weave carpeting, correct Speedster seatbacks, and rear-cowl coverings. Minor panel-fit issues were addressed, and the paint was touched up and detailed as needed.

Accompanied by all weather equipment and a copy of the car original Kardex built records,









this Carrera is now ideally prepared to be shown at concours events, or use on driving events. As a 1956 production car, it is eligible for most every premium vintage rally worldwide, including the Mille Miglia Storica and the Colorado Grand. 82243 is equipped with sporting and period-correct, Rudge-type knock-off wheels mounted with Michelin XZX tires, and features what appears to be an original Type 547/2 engine, one of the first evolutions of Dr. Fuhman's famed 4-cam Carrera motor. Also boasting rarity with its legendary and desirable Speedster bodystyle, this outstanding 356 would make a fantastic addition to any collection, and should particularly appeal to marque collectors and aficionados of important postwar sports-racing Roadsters.

**\$800,000 - 1,100,000**

Please note that this car is titled 1957.



## 1963 JAGUAR E-TYPE SERIES I 3.8 ROADSTER

Chassis no. 879628

Engine no. RA2459-9

3,781cc DOHC Inline 6-Cylinder Engine

3 Double Weber Carburetors

Approximately 290bhp at 5,800rpm

5-Speed Manual Transmission (see text)

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Expertly prepared E-Type with tasteful performance upgrades*
- *Sporty engine upgrades and 5-speed manual gearbox*
- *Offered with books, tools and jack*
- *The perfect car for rallies and sporty driving*



### THE JAGUAR E-TYPE

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

Actually, the E-Type already existed as a concept. Developed from the racing D-Type in 1956, it had been put aside when Lyons abruptly canceled the competition program. Dusting off the prototype, an aluminum-bodied roadster with a 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.

At 2,520 pounds, it was 500 pounds lighter than the XK150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three

SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

From the start there were two models, a soft top with roll-up windows, called the "roadster," and a fixed-head coupe. At \$5,595 for the roadster and \$300 more for the coupe it was more than twice the price of an MGA, but also twice the car. On the other hand, its sticker price was barely half that of a 300SL.





## THE MOTORCAR OFFERED

Although the early history of this stellar Series I Roadster remains unknown, it is clear that in last twenty years this car has been under excellent care. After the photo-documented, nut-and-bolt restoration was completed by a Jaguar specialist in the late 1990s, this E-type has been used only sparingly.

In order to make this timeless designed E-Type even more drivable than the factory had made it, it was decided that the car would be given tasteful performance enhancing elements. Finished in a period correct red over tan interior with a matching convertible top, the sleek Roadster was given an update to its seats, incorporating the more comfortable, late Series I Type. Combined with the classic Moto Lita steering wheel, this E-Type is a good mix of sport and comfort.

Not only has the interior been upgraded, but the mechanical system also received refurbishments with sporty driving in mind. The engine was removed and rebuilt with high compression pistons and connecting rods, camshafts, and the cylinder heads were ported and polished, while the standard carburetors were exchanged for a triple Weber set up. The ignition system was upgraded to an electronic type and the original radiator was replaced with a performance aluminum type with auxiliary electric cooling fan. It was converted to an alternator and finally the gearbox was swapped with a 5-speed unit. Furthermore, the full clutch assembly was replaced.

In order to utilize the extra power from the upgraded engine, it was decided that the wire wheels and brakes also needed refreshing. New and wider wire wheels were fitted to the

E-type to accept tubeless tires and thereby increase grip and road handling. The braking system was upgraded to a Wilwood system, and all brake lines were replaced with stainless steel lines.

Good acceleration and a crisp, racing like sound from the Weber carburetors makes this driver's E-Type a truly unique example of this British favorite, and it would surely be a fun and enjoyable contender for any vintage rally. The car is accompanied by an owner's manual, restored factory jack, a new knockoff hammer and a tool kit.

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

## c.1910 STUDEBAKER GARFORD G7 40HP RUNABOUT

Chassis no. G7-239

372ci T-Head Inline 4-Cylinder Engine  
 Single Updraft Carburetor  
 Approximately 40bhp  
 3-Speed Manual Transmission  
 Leaf Spring Suspension  
 Rear Drum Brakes

- *Sporting Runabout coachwork*
- *Powerful 4-cylinder Brass-era car*
- *Eligible for many tours and events*
- *High-quality Studebaker-Garford motorcar*



## STUDEBAKER

Wagon makers since the middle of the 19th century, the Studebaker brothers of South Bend, Indiana had been active in commercial vehicle manufacture long before the arrival of the "horseless carriage". Having made a fortune out of horse-drawn transportation, the Studebaker Brothers Manufacturing Company built the first of its own automobiles – an "electric" designed by Thomas Alva Edison – in 1902 and its first gasoline-powered motor car – an 8hp twin – late in 1903. In 1904 a twin-cylinder 16hp chain-driven model was added, followed by a 20hp "four" with shaft drive in 1905, both of which used chassis supplied by A. L. Garford of Elyria, Ohio; indeed, up to 1911 cars were marketed under the Studebaker-Garford name.

In 1908 Studebaker commenced an association with the E-M-F company, whose

cars it marketed. Eventually, in 1910, the Detroit-based manufacturer was overtaken to form the Studebaker Corporation on January 1, 1911, at which time the link with Garford was broken. By this time the range consisted of a brace of fours, the Models G-8 and G-10, of 40hp and 30hp respectively.

## THE MOTORCAR OFFERED

Dating from the latter part of Studebaker-Garford production, this handsome example is fitted with the Runabout-style bodywork. Although the car's history remains unknown, the car is believed to have been imported to Japan in the 1990s, where the car formed part of a museum collection until just recently. A plaque on the car suggests that the car was displayed at the 60th Anniversary of the famous German racetrack, Nürburgring.

Displaying an older restoration with a lovely patina on the cream paint and red interior, this sporting Brass-era car is said to have run a few years back, and would most-likely run again with some light mechanical refurbishments. Offered with miscellaneous Studebaker literature, this would be a great car to enter into some Brass-era touring.

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

55

## 1973 PORSCHE 911T 2.4 TARGA

Chassis no. 9113110260

Engine no. 6130552

2,341cc SOHC Flat 6-Cylinder Engine

Mechanical Fuel Injection

140bhp at 5,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers car*
- *Finished in striking tangerine over black*
- *Last year of the long hood, small bumper 911*
- *Offered with Porsche COA and history file*



### THE PORSCHE 911

In 1967 the 911T was first introduced as a base model, 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. In 1972 the 911T, along with the E and S, benefitted from a larger 2,341cc engine commonly referred to as the 2.4. 1972 also brought the introduction of the 915 transmission, a robust 5-speed derived from the 908 racecar.

1973 was the final year of the desirable early 911 styling featuring the small bumpers and more prevalent bright work before the switch to the more pronounced bumpers in 1974.

### THE MOTORCAR OFFERED

Equipped for the US market, it is believed that this Targa was delivered new to a Mr. McClure of Gastonia, North Carolina. The car was optioned with the desirable forged alloy wheels, Koni shocks (instead of the traditional Boge), and stabilizer bars in the front and rear. Besides that, the car was treated with loudspeaker and noise suppression, comfort equipment and tinted glass all around. Indeed, a driver's car with the right mix of sport and comfort.

After the passing of Mr. McClure in the late '80s the car was placed in a dry storage until 1995, when it discovered and bought by Mr. Stafford, who moved it to another dry storage but never got to the restoration. The consignor, who is believed to be only the third owner, bought the car in very original but non-running condition. Since acquiring it, the consignor has treated the Targa to a comprehensive mechanical and

cosmetic restoration. Receipts and photos of the work performed can be found in the car's comprehensive history file, along with the Porsche-issued Certificate of Authenticity.

Today, this matching numbers 911T Targa from the final production year of the 'classic' 911 shows beautifully both inside and out. The car was delivered to the US in a Metallic Green over a Beige/Tan Leatherette interior but is now presented in the period correct Tangerine over an appropriate black with Houndstooth interior. With an enticing power band, excellent road holding, and the pure, unmistakable look of the classic 911 Targa, the 2.4-liter cars are among the best ever to come out of Porsche's workshops.

**\$90,000 - 110,000  
WITHOUT RESERVE**

## 56

### 1968 FERRARI 365 GT 2+2

Coachwork by Pininfarina

Chassis no. 11781

Engine no. 11781

4,390cc SOHC V12 Engine

3 Weber Carburetors

320bhp at 6,600rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example of the classic Touring Ferrari*
- *Delivered new to the US*
- *Elegant Pininfarina-built coachwork*
- *Great Ferrari for high-speed rallies such as the Copperstate 1000*
- *Offered with Marcel Massini's report and service receipts*



#### 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 250GTE 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 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 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. 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.'

#### THE MOTORCAR OFFERED

Completed in the summer of 1968, the stellar example offered here, chassis number 11781; was the 209th example built in the series. The new Ferrari was finished in Marrone Colorado over a Beige interior, and was in September 1968 delivered to Luigi Chinetti Motors, the US East Coast distributor for Ferrari. The car had been equipped for the US-market, with instruments in miles-per-hour.

The car's first owner after delivery at Chinetti remains unknown, but the 365 2+2 was by 1988 owned by Menlo Park, California Ferrari-enthusiast Paul Houk. The car had apparently been part of a lawsuit in the early 1980s, and sold by a local car dealer. Doug Pirrone and New York based Berlinetta Motorcars owned the car in late 1980s, and possibly up through the late 1990s. 11781 is believed to have remained in the North East until now,



and maintained by the specialists at New York based Autosport Designs and Wide World of Cars.

In 2015 the 365GT 2+2 received a fresh set of XWX tires, and a comprehensive service, where much attention was paid to the air conditioning system. Finished in an elegant and period-correct dark red metallic paint over a sharp black leather interior, 11781 is a wonderful example of these classic touring Ferraris. The car still retains its original matching numbers engine, and is offered with a jack and a history file that includes copies of the service receipts and Marcel Massini's history report.

**\$225,000 - 275,000**

Please note car is titled 1969.



## 57 Ω

### 1935 MERCEDES-BENZ 500K CABRIOLET A

Chassis no. 113717

Engine no. 113717

5,018cc Supercharged Inline 8-Cylinder Engine  
Single Twin-Throat Updraft Carburetor  
100bhp at 3,400rpm (160bhp with Supercharger engaged)  
4-Speed Manual Gearbox  
4-Wheel Independent Suspension  
4-Wheel Drum Brakes

- *Exceptional seven-year restoration by Kienle Automobiltechnik*
- *Extensively documented by Mercedes-Benz Classic Center, Germany*
- *Displayed at the 2014 Villa d'Este Concorso d'Eleganza and Goodwood*
- *Highly desirable example of the marque's legendary prewar supercharged icon*



#### THE MERCEDES-BENZ 500K

The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary 500K Supercar was the creation of the gifted engineer Dr. Hans Nibel. With its advanced chassis design and mighty 5-liter engine, the 500K was one of the very few cars of the 1930s capable of achieving 100 mph on the open road. The "K" models employed a form of supercharging that was peculiarly Mercedes, with the supercharger being used as a top-end booster. Pushing the gas pedal to the floor engaged the train of gears that drove the Roots-type blower, unleashing 25 percent more power and a banshee shriek. It was an impressive and unnerving performance used as a short-term expedient for brief bursts of overtaking.

"Without the supercharger, this is a quiet, docile carriage, the acceleration from low speeds being then quite mild. It will amble

around town and along by-ways with scarcely a hint of its latent performance. Bring in the supercharger and it becomes another machine, with fierce acceleration," declared H.S. Linfield, Road Test Editor of *The Autocar*, after driving a 500K. He summarized the vehicle as: "a master car for the very few; the sheer insolence of its great power affords an experience on its own".

Although the 500K/540K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, Mercedes-Benz's own Sindelfingen coachwork left little room for improvement and it can safely be argued that its high quality had no peer.

#### THE MOTORCAR OFFERED

Claiming rarity, a comprehensive restoration, and an unusual Manufacturer's Assessment from the Mercedes-Benz Classic Center in Germany, this beautiful Cabriolet A is an exceptional example of the manufacturer's legendary supercharged touring car. According to its factory *Kommission* sheet, chassis no. 113717 was ordered on February 8, 1935, by Mercedes-Benz Ltd. of London on behalf of Herbert Gumprecht, a German national who conducted business in England. Specified with Cabriolet coachwork by Mercedes' famed Sindelfingen workshop, the distinguished car was delivered on May 6th of the same year. It is one of approximately 33 examples built, although far less are known to still exist.

First registered under Mr. Gumprecht's company in Baden, Germany, the 500K was sold in December 1938 to K.H. Downing of







Newcastle, England, a member of the Knights of the Order of the Guelphs of Hanover. It then passed in March 1946 to A.G. Jones of Shrewsbury, a farmer who tinkered with tractors and motorcars. Jones sold the car to E.U. Casinelli Ltd. a few months later. In 1951, the Mercedes suffered a minor fire to the interior, although all mechanical elements reportedly remained intact. By the end of the year the car was acquired by S. Hobson of Stockport, Cheshire.

In October 1958, the 500K passed to Dr. R.H. Johnson of Falmouth, a medical author and president of the British Mercedes-Benz Club. Around this time the car was repaired and painted white. Dr. Johnson and his family are depicted with 113717 in several period photos stored in a deep file of documentation. By March 1962, the Mercedes had passed

to a Swedish engineer living in the United States, and 20 years later it was purchased through auction in San Francisco by a German collector. After being re-imported to Europe, the 500K was sold in mid-1984 to a Swiss banker and some restoration work was begun.

In early 1994, the aging Mercedes-Benz was acquired by marque expert Klaus Kienle of Heimerdingen, Germany, a well-known Mercedes-Benz restorer. Mr. Kienle quickly sold the car to Dr. Ludwig Fassbender of Düsseldorf, who commissioned a full restoration that took nearly seven years to complete. While Mr. Kienle took on all considerations related to the restoration of the coachwork, the mechanical elements were entrusted to Reifen-Wagner of Landshut, Germany. Many photos of the extensive work performed can be found in the large history file

'113717' at the 2014 Villa d'Este Concorso d'Eleganza



'113717' in the late 1950s



accompanying the sale, showing Mr. Kienle's in detail the work done to the coachwork. Looking at the photos, it is evident that much new sheet metal and woodwork was fabricated during the process.

Originality was stressed during the photo-documented restoration, though several measures were undertaken to make the car safer and more easily drivable. Notably, the car was photographed during restoration by renowned marque expert Jan Melin for images that appeared in *Mercedes-Benz 8, The Supercharged 8-Cylinder Cars of the 1930s Vol. 2*, the follow-up to his seminal volume on Stuttgart's prewar supercharged models.

In August 2012, the sensationally restored 500K was purchased by the consignor, a Swiss collector who has made great efforts

to document the car's history. A formal assessment by Mercedes-Benz Classic in Germany was even performed; the manufacturer's esteemed heritage department thoroughly evaluated the Cabriolet A with carefully detailed measurements and tests to determine the 500K's degree of authenticity. The department's research determined that 113717's engine and body numbers correspond to those shown in the original Kommission sheet, and that nearly every major system is consistent with proper 500K build specifications and components.

Mercedes-Benz Classic printed two elegant hardbound volumes (one in English and one in German) reflecting the full scope of the process, including copies of fascinating period materials like the original sales brochures and spec. sheets. Such materials from the Mercedes-

Benz factory are extremely rare, and this car is believed to be the only 500K Cabriolet A to have ever been so documented. Following completion of the authentication, chassis no. 113717 was accepted and shown at the 2014 Villa d'Este Concorso d'Eleganza; it also participated in the Royal Automobile Club's 2015 1,000-Mile Trial and in Goodwood.

Impeccably restored and documented, this exquisite 500K is highlighted by its original matching-numbers engine. It offers its future owner access to world-class concours d'elegance, and promises smooth and enjoyable driving characteristics ideal for vintage touring events. Finer examples of Daimler-Benz's important prewar touring model are very rarely seen, and 113717 would beautifully complement almost any collection. **\$2,200,000 - 2,600,000**

58

## 1988 FERRARI TESTAROSSA

Coachwork by Pininfarina

VIN. ZFFSG17A5J0076213

Engine no. 11132

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

390bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Just over 4,400 miles on the odometer*
- *Exceptionally well-preserved and original example*
- *Recent recipient of major service by Authorized Ferrari agency*
- *Offered with books, tools and maintenance records*



### THE MODERN FERRARI TESTAROSSA

Ferrari's flagship model of the 1980s, the Testarossa revived a famous name from the Italian manufacturer's past when it arrived in 1984. A car of abnormal design and performance, the new Testarossa was born to stupefy, as was clear from the day of its unveiling: instead of one of the traditional motor shows, Ferrari chose the stage of the famous Paris Lido nightclub for the new model's launch.

A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-liter, flat 12-cylinder engine, which now boasted a maximum power output raised to 390bhp at 6,300rpm, courtesy of 4-valve cylinder heads. Despite the power increase, smoothness and drivability were enhanced, the car possessing excellent top gear flexibility allowing for a maximum speed in excess of 180mph.

### THE MOTORCAR OFFERED

Completed at the Maranello Ferrari Works in February of 1988, this low-mileage example was specified for the US market. Finished in a classic Ferrari red, the new Testarossa was trimmed with a biscuit leather interior with complimentary dark brown accents, dashboard and center console. Delivered new through Ferrari of Walnut Creek, California in April of 1988, the car's first owner resided in the Bay Area. The red Ferrari would migrate to the East Coast in 1989, where records on file indicate service work being performed by Rosemont, PA-based Algar Ferrari in 1989 (with an indicated mileage of 3,305). Soon after the consignor, a Belleville, NJ-based collector car enthusiast, purchased the car.

Today the car's odometer reads just over 4,400 miles. The CARFAX report issued for the car indicates a log in September of 1989 at

5,445 miles, but this is indeed believed to have been a clerking error. Most recently, in April/May/June of 2016 with odometer reading of 4,390, the Testarossa received an extensive, major service by renowned Ferrari dealer Wide World of Cars.

This superb example of Ferrari's iconic supercar must be one of the best-kept examples around. The interior shows extremely well, with only minor signs of use. The exterior paint is fastidiously detailed, and the black trim and rubber parts show very well. The compartments are clean and original, with factory markings still in place, and the classic five-spoke star alloy wheels present beautifully. A better-kept, low mileage example will be hard to find anywhere.

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

59

## 1988 BMW M5 SEDAN

VIN. WBSDC930XJ2791970

3,453cc Inline 6-Cylinder Engine  
Fuel Injected  
256bhp at 6,500rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- One year only U.S. model
- Fully sorted modern classic
- Known history from new
- The beginning of a legendary performance icon
- Extensive refurbishing by the nation's leading expert



### THE BMW M5

With the 'homologation special' M3, BMW Motorsport GmbH went on to create its own powerful 'M-Power' brand of performance-enhanced luxury automobiles. The M5 debuted in 1985 and was based on the medium-sized 5-Series sedan. The M5 used the same 3,453cc 24-valve, six-cylinder engine that had been developed for the mid-engine M1 supercar and with 256bhp on tap, it had considerably more power than the M535i. The combination of this marvelous powerplant in a relatively lightweight body made for an outstanding performer. The M5 was capable of a six-second 0-60mph time and a top speed of 155mph, making it the quickest four-door production car of its day. Necessary chassis improvements included lowered and stiffened suspension, wider wheels, ABS-equipped ventilated disc brakes and a limited-slip differential as standard.

### THE MOTORCAR OFFERED

As with nearly all of the 1,340 North American E28 M5s, this example was delivered in Schwarz Black over Natur Tan. The car was first purchased by David Sussam of Washington D.C. On file are all of the BMW service stamps covering Mr. Sussam's six years of ownership. In 1993 the M5 moved south to Raleigh, North Carolina where it would live until 2014, when it was acquired by Enthusiast Auto Group of Cincinnati, Ohio.

Enthusiast Auto Group is widely known as the nation's leading expert in both sales and service of modern classic BMW M cars. Upon receiving the M5, which at this point had covered just over 82,000 miles, Enthusiast Auto Group treated the car to an extensive mechanical rejuvenation with receipts totaling over \$13,000. After the work was completed and the M5 was in pristine mechanical

condition, Enthusiast Auto Group sold the car to a doctor residing in Mattawan, Michigan in early 2015. The M5 would go on to be acquired by the current owner in early 2016.

Now considered a modern classic, this 'First Generation' M5 has covered fewer than 85,000 miles and must be one of the most well-maintained and properly sorted examples currently available. Accompanying the car are all of its original tools, manuals, keys, a BMW classic certificate, CARFAX report, and an extensive history file documenting its service from new. As these early model M cars continue to command the attention of collectors worldwide, this fantastic M5 is surely one not to be missed.

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

## 2008 LAMBORGHINI REVENTÓN

VIN. ZHWBU77SX8LA03148

6,496cc DOHC V-12 Engine  
 Electronic Fuel Injection  
 650bhp at 8,000rpm  
 6-Speed Automated Manual Transaxle - All Wheel Drive  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- 1 of just 20 cars built worldwide
- 1 of 11 U.S. production models
- Less than 1,000 professionally maintained miles from new
- Groundbreaking performance and design
- One of the world's most exclusive supercars



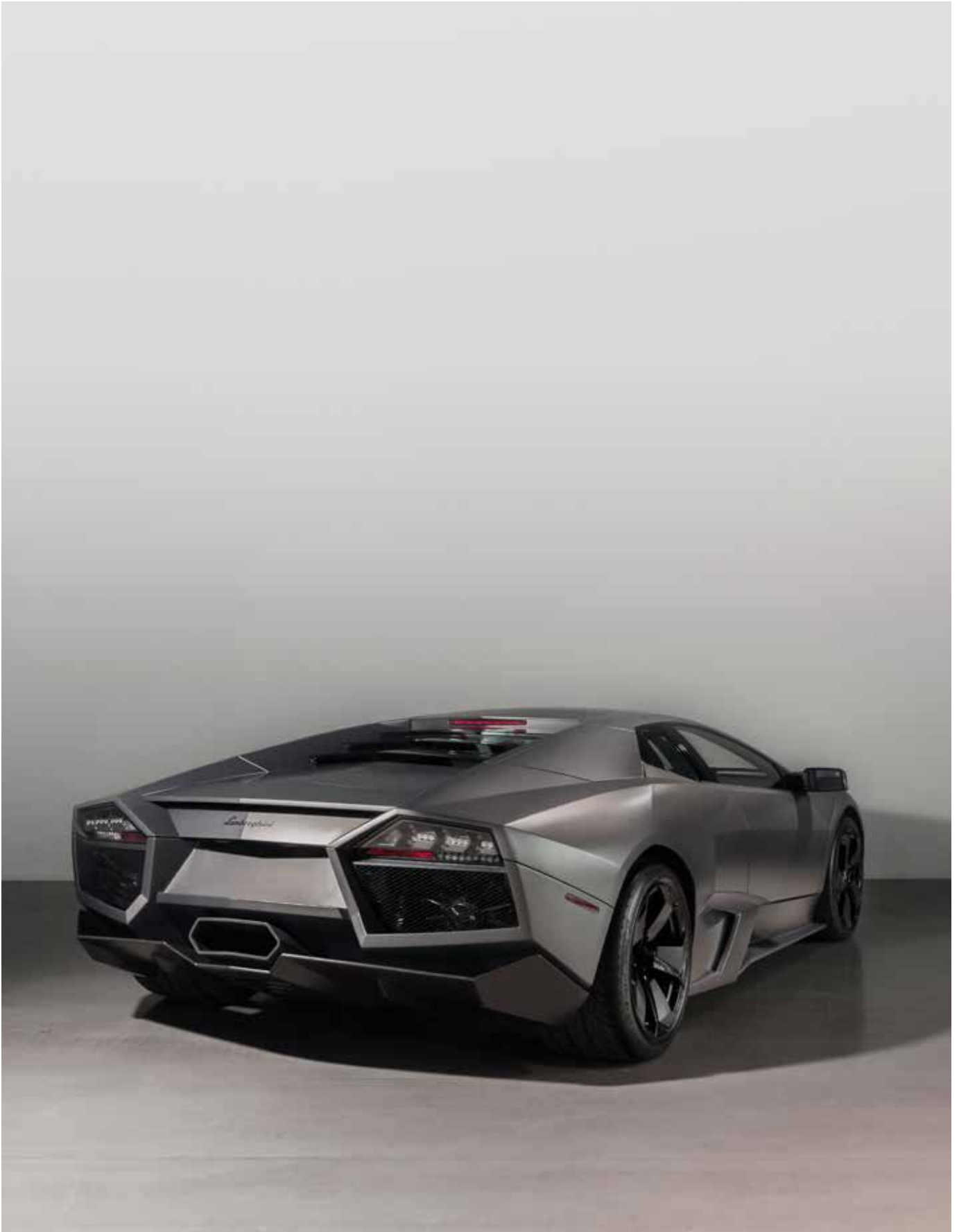
## THE LAMBORGHINI REVENTÓN



At the 2007 edition of the IAA Motor Show in Frankfurt, Germany, Lamborghini stunned the world with the announcement of the ultra-exotic Reventón. As with all Lamborghini models, the Reventón name has been chosen in accordance with tradition by honoring a prestigious fighting bull. Reventón was a fighting bull owned by the Don Rodriguez family, best known for killing the famed bullfighter Felix Guzman in 1943. Reventón is included on the list of the world's most famous bulls in history. Like the fighting bull it was named after, the Lamborghini Reventón has earned its place in the books as one of the greats.

The Reventón is based on the Murciélago LP640, Lamborghini's top of the line supercar at the time. Borrowed from the LP640 is the 6,496cc all-aluminum DOHC V-12 with four

valves per cylinder, featuring variable valve timing. In the Reventón, the powerplant is good for an astounding 650 horsepower at 8000rpm - up 10 horsepower over the LP640. The magnificent engine is capable of thrusting the land jet to 60mph in just 3.4 seconds. The chassis is that of a rigid tubular steel frame reinforced with carbon-fiber components. The four-wheel independent suspension has double wishbones, electronically adjustable hydraulic shocks, anti-roll bars, and anti-dive and anti-squat characteristics. Brakes are large, ventilated discs with ABS. Aside from the mechanics, the Reventón is all new. Stephan Winkelmann, President and CEO of Automobili Lamborghini S.p.A. stated: The Reventón is the most extreme of all, a true automotive superlative. Our designers at the Lamborghini Style Centre took the technical base of the Murciélago LP640



Q



and compressed and intensified its DNA, its genetic code”.

When creating the Reventón, Lamborghini’s director of brand and design, Manfred Fitzgerald, took his team to a European NATO base for inspiration. While on their journey the team was unanimously captured by the design of the F-22 Raptor, a single seat stealth tactical fighter. Once back at the Sant’Agata Bolognese factory, the original home of Lamborghini, in close collaboration with the R&D department, the Centro Stile or Style Center brought their dream car to life.

When asked about the direction of the overall design goal, Fitzgerald noted, “bring it down to what it takes, really reduce it to only that which is necessary”. Although very similar to the LP640’s overall dimensions and

proportions, every panel of the bodywork is all new. The entire body is all carbon fiber, save for the roof and external door panels. The heavily revised front end features gaping F-22 Raptor-like ducts that cool the carbon brakes. Like all Lamborghini supercars of recent memory, the scissor style doors open upwards, but unique and new to the Reventón are the underlying sill spoilers, which differ in size. The driver’s side sill spoiler is larger, engineered to feed cold air directly to the radiator. The passenger side sill spoiler is flat, engineered to direct airflow under the car, aiding the rear diffuser and adjustable rear wing in keeping the car stable at its incredible 211mph top speed.

Adding to the cars fighter jet appearance is the paint finish; also called Reventón. The new hue is described as a mid-opaque green/grey

‘without the usual shine’. The actual finish isn’t glossy, but due to the subtle addition of metallic flakes in the paint, in certain lighting conditions the car throws off a beautiful glow. Of the cars many other outstanding details, one that is particularly noteworthy are the wheels. The striking new design has carbon fiber fins screwed to each aluminum spoke. Staying true to Fitzgeralds philosophy, the fins aren’t there just for show, they help to create a turbine effect, further aiding in the cooling of the massive carbon brakes.

Inside, the interior is tastefully appointed with a blend of Alcantara, carbon, aluminum and leather. Three TFT liquid crystal displays are set in a housing milled from a solid block of aluminum, protected by a carbon fiber casing, which also helps to reduce glare. The driver can choose from multiple vehicle information





### THE MOTORCAR OFFERED

settings and change to numerous display configurations. Included in the array of information provided to the pilot is a G-force meter, which measures the intensity of the rocket like acceleration. The cockpit of the Reventón is in a world of its own and can't really be compared to anything else without wings.

With just 20 production cars being built and only 11 of those coming to the U.S., the Reventón was Lamborghinis most exclusive and at 1.4 million dollars, most expensive production model ever created, a title that it would hold until the release of the Sesto Elemento in 2010.

This particular example has covered less than 1,000 miles from new. The car has had 4 previous owners, all of which have done a fantastic job keeping the vehicle in "as new" condition. Accompanying the supercar are receipts documenting the most recent servicing, which took place in 2015.

From the moment of its inception, the Lamborghini Reventón has been one of the world's rarest and most sought after supercars. At the time, Lamborghini created a machine that was unequalled in both design and performance. Add to that the cars extremely low production figures and its exclusivity and what you have is a supercar that is certain to go down in history among the brands most coveted models.

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



## 1974 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UE1S23843BW

Engine no. 7S14981LA

5,343cc SOHC V12 Cylinder Engine

4 Stromberg Carburetors

275bhp at 5,850rpm

Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original and beautifully preserved condition*
- *Less than 21,000 miles from new*
- *The final evolution of the legendary Jaguar E-Type*
- *Offered with Heritage Trust Certificate*



### THE SERIES III JAGUAR E-TYPE

It was in 1971 that Jaguar introduced the Series III of their 20th Century classic E-Type, with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. With the large cross-slatted radiator grille – described by *Motor Sport* magazine as “a decorative birdcage” – flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting updated brakes and power steering as standard.

From the new Series launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

### THE MOTORCAR OFFERED

Built in November of 1973, the sensational example of Jaguar’s legendary V12 E-Type offered here left the Browns Lane Jaguar Works configured as a left hand drive car, destined for the US. It was finished in British Racing Green, and trimmed in a Cinnamon colored interior and fitted with chrome wire wheels. It was imported through British Leyland Motors, Inc. to the selling dealer. Although the car’s early history remains unknown, the E-Type is known to have been owned by prominent Colorado-based collector Roger Willbanks by the late 1990s before being purchased by the consignor in 2007. At the time of acquisition, this highly-original Series III E-Type was reported to have covered just 19,000 miles from new.

While a part of the consignor’s impressive collection, this powerful Jaguar has been further preserved in its highly original state. It has received

the needed service and maintenance, including fuel and cooling system work totaling over \$8,000. The car was shown at the 2011 Carmel Concours on the Avenue event during the Pebble Beach week, where the car’s ‘time-capsule’ condition must have impressed enthusiasts who appreciate truly original cars. The car runs very well and the A/C works well.

Most recently featured in an article in *Hemmings Sport and Classic* magazine, this preservation-class E-Type has covered less than 21,000 miles from new, and must be one of the most original examples available anywhere.

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

62

## 1991 PORSCHE 964 TURBO COUPE

VIN. WPOAA2963MS480579

Engine no. 61M02579

3,299cc Flat 6-Cylinder Engine

Electronic Fuel Injection

320bhp at 5750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Numbers-matching example*
- *One of just 674 built for the US market*
- *Classic black on black livery*
- *Fewer than 28,000 miles from new*



### THE PORSCHE 930

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - code named '964' - were launched in 1989, the former marking the first time that 4-wheel drive had been seen on a series-production 911. Porsche had experimented with 4-wheel drive on the 959 supercar, and many of the lessons learned from that scenario influenced the design of the 964's chassis and suspension.

Although the normally aspirated duo shared the same 3.6-liter, 247bhp, flat-six engine, the Turbo kept its existing 3.3-liter unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transaxle were standard.

### THE MOTORCAR OFFERED

This menacing black on black coupe is an excellent example of Porsche's potent 964 Turbo. Completed on June 3rd, 1991, this is one of just 674 produced for the US market and offers incredible performance thanks to its turbocharged air-cooled flat six and sporting suspension. Showing just 27,563 miles, this well cared for numbers-matching 911 remains in wonderful, largely original condition. Aside from the upgraded radio head, one of the few alterations from the original is the addition of rare Porsche 3-piece Speedline wheels, which further enhance the aggressive appearance of this Turbo.

According to the Porsche COA, this particular Turbo was specified with a limited slip differential, sliding sunroof, and supple leather seats, a combination of options aimed at the original purpose of this car: immense

performance and touring comfort.

As is commonly known, Porsches of this era were finished at Porsche AG as 'worldwide chassis', meaning that many have a different prefix in the stamped VIN than the one the car is identified under. This car was given worldwide chassis number WPOZZZ98ZMS480579, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WPOAA2963MS480579 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity is also based on its US-market VIN number. Complete with tool roll, owner's manual, and a bespoke coffee table book, this 964 is offered with all the right accessories. Along with a Porsche Certificate of Authenticity and a clean CARFAX, this Turbo icon presents beautifully and very original throughout.

**\$120,000 - 145,000  
WITHOUT RESERVE**

## 1937 LINCOLN ZEPHYR COUPE

Chassis no. H66822

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

- *Legendary styling by E.T. "Bob" Gregorie*
- *Rare, unmodified example*
- *Fresh paintwork*
- *The most desirable year for a Zephyr coupe*



### THE LINCOLN ZEPHYR

Introduced in late 1935 as a 1936 model, the new car was an immediate sensation. Catering to the moderately affluent buyer who might also consider a Packard 120, Chrysler Imperial 8, or perhaps a new Cadillac 60, the original Lincoln-Zephyr stood out among competitors with combined aerodynamic efficiency of a futuristically streamlined styling, consisting of an early form of unit body construction that reduced weight while enhancing rigidity.

A style leader from the beginning, the original Zephyr featured a tall, prow-like grille for its first two years. A new face appeared on the 1938 Zephyr, featuring a low-mounted, horizontal grille that would have a tremendous influence on automotive designers everywhere—by 1940 many American cars were frankly copying the late '30s Zephyr frontal ensemble.

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

Power came from the trusty 110-hp L-head V-12 that had appeared in various iterations since 1935. Funneling the horsepower reward was the rugged Zephyr 3-speed manual transmission (which would become a legend among hot rodders of a later generation) that shift by way of a standard level that bent around central gauge cluster. An optional two speed Columbia axle was available to improve highway performance.



## THE MOTORCAR OFFERED

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

The car offered here is a rare example that has remained in its stock trim. The handsome and sturdy monocoque body and chassis that was engineered by Briggs Manufacturing Company's John Tjaarda was not just pretty, but also very strong. Many of these elegant coupes found themselves chopped and channeled, but this example nothing of the sort.

Freshly refinished in a complimentary deep red over tan broadcloth, the car shines brilliantly but tastefully. The focal point of the interior

surely is the art deco dashboard rising out of the floor, and being a 1939 model year, this Zephyr still features the preferred floor shifter. The engine compartment is nicely detailed and authentic. Overall, one cannot argue that this coupe is a striking example, owed to its masterful 1930s-era design.

A true icon of streamlined 1930s styling, these Zephyr coupes have become more and more coveted over the years. When parked next to other cars from the era, this Lincoln looks so futuristic, that it appears to have been beamed down from another world!

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

*The ex-Nanaline Holt Inman Duke*

## 1930 DUESENBERG MODEL J TOWN CABRIOLET

Coachwork by Murphy

Chassis no. 2401

Engine no. J381

419ci DOHC Inline 8-Cylinder Engine

4 Valves Per Cylinder

265bhp at 4,200rpm

3-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

- *Luxurious, rare and extremely elegant original Murphy coachwork*
- *Matching chassis, engine and coachwork*
- *One of the most original and correct Duesenbergs available*
- *In the fastidious ownership of prominent collectors*



### THE MODEL J DUESENBERG

Few names in motoring are as redolent of wealth and power as Duesenberg. The ground-breaking company advertising placed in posh periodicals for the Model J was one of the first campaigns that deliberately did not show the product. A series of soft charcoal drawings portrayed a man in evening dress, seated in front of the fire in a great hall with a minstrels' gallery dominated by a huge pipe organ, or the silver-haired skipper of an America's Cup-type yacht, above a single line of script: "He drives a Duesenberg". Women drivers were not forgotten: under the portrait of an elegant lady giving directions to her head gardener, "She drives a Duesenberg" said it all, eloquently underscoring a scene where one could perceive an additional four gardeners in the distance, tending the immaculate grounds.

America took the new model to its heart and a new superlative was added to the language: to this day the phrase "It's a Doozy" is a universal term of ultimate approval, just as the Model J has become the ultimate collectors' automobile. Duesenberg unveiled its Model J – the embodiment of company owner E.L. Cord and chief engineer Fred Duesenberg's vision of "The World's Finest Motor Car" – at the New York Auto Salon in December 1928.

Among its remarkable features was a twin-cam race-bred engine – a purpose-built 32-valve Lycoming 419 cid DOHC straight-eight said to develop 265 bhp, although it is now recognized that the quoted Duesenberg power figures were perhaps a bit optimistic. Nevertheless, the actual output was certainly more than double the output of the previous claimant to the title of "America's most powerful car", the 112 bhp

Chrysler Imperial 80. Moreover, this remarkable power unit endowed the Duesenberg with breathtaking performance. With light bodywork, such as a Murphy roadster, it was possible to achieve 90 mph in second gear with a maximum speed in the region of 110 mph in high gear. Ride and handling were exceptional for the period, matched by 15-inch hydraulic brakes all around. Every chassis built was tested for 500 miles on the Indianapolis Motor Speedway before being handed over to a leading coachbuilder for the construction of custom bodywork.

Though they were built during the Great Depression and cost more than a Rolls-Royce or a Hispano-Suiza, the Model J Duesenberg had no problems attracting customers in the beginning. Among the rich and famous who drove Duesenbergs were film stars





#### WALTER M. MURPHY COMPANY

Greta Garbo, Al Jolson, Gary Cooper, Clark Gable and Dolores del Rio, whose husband Cedric Gibbons, famed film art director and creator of the “Oscar” statuette, was also a keen Duesenberg owner. Millionaires like William Randolph Hearst, Phillip K. Wrigley and Howard Hughes, the famous Peruvian Chopitea brothers as well as royalty like King Alfonso XIII of Spain, Queen Marie of Yugoslavia, King Vittorio Emmanuel III of Italy and Prince Nicholas of Romania were all members of the exclusive Duesenberg set: in the end, fewer than 500 Model J’s were built. The model remains one of the most coveted automobiles of all time.

By far the most prolific builder on the Duesenberg chassis, the Walter M. Murphy Company of Pasadena, California produced roughly 100 Duesenberg bodies, a little more than one fifth of total production. The most popular Murphy style was the two-passenger Convertible Coupe with a rumble seat, now universally dubbed the Murphy Roadster. About 60 were made, although they are not all alike.

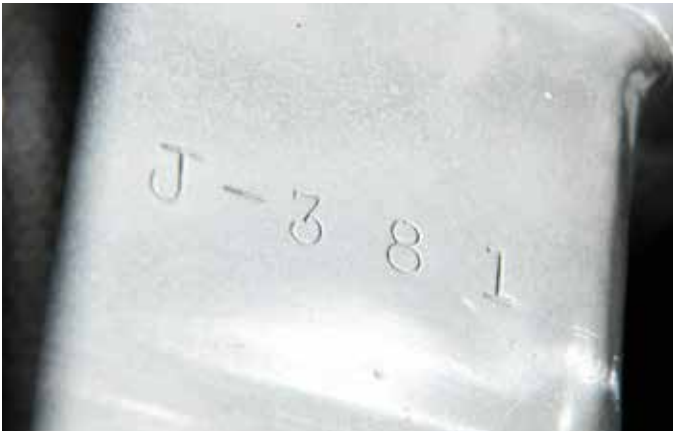
Another signature design was the Town Cabriolet where the roof over the rear compartment is fixed in the manner of a faux Cabriolet. Coupled with its slim pillars, a signature Murphy styling motif, this design is regarded by many as a quintessential Duesenberg look, and one of the loveliest and most elegant formal cars ever conceived. It is believed that a mere four to six were built,

and that only two survive. The exclusive Town Cabriolet was recognized for its beauty in period, as evidenced by the fact that Errett Lobban Cord had the Murphy style copied for the Cord L-29 model and the Auburn V-12 Salon series. It remains a coveted design today.

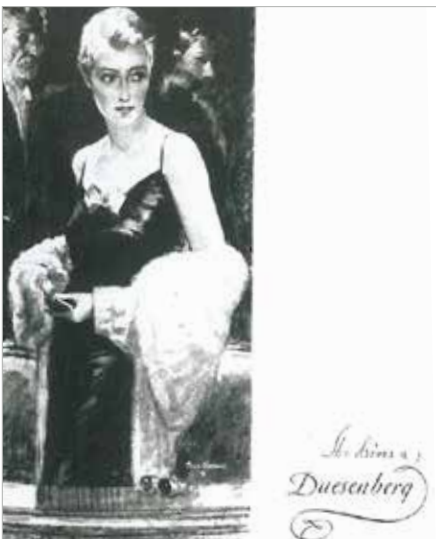




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© ACD



### THE MOTORCAR OFFERED

Long wheelbase chassis 2401/J381 first shipped from the Duesenberg factory in Indianapolis to the company's Manhattan showroom. First owner was Nanaline Doris Duke, noted gem collector and widow of James Buchanan Duke, founder of the American Tobacco Company. She had the rolling chassis shipped across the United States to Murphy in Pasadena, with orders to construct a Town Cabriolet. Mrs. Duke took delivery on Halloween 1930, but only retained 2401/J381 for a short time, after which the car passed through a series of owners.

Some years after Mrs. Duke's ownership it was purchased by J.S. Person who enjoyed the car, still in its original paint and upholstery, for about ten years. By 1958, 2401/J381 was in the ownership of Judge Pat Ferchill of Fort Worth, Texas, still in

unrestored and factory original condition.

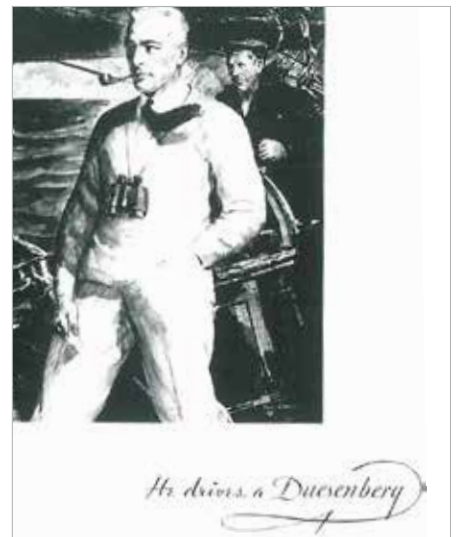
Dealer and auctioneer Dan Kruse acquired the car from Ferchill's estate in the early 1980s, and sold it to Robert McGowan in Connecticut. Bill Lassiter of Florida purchased 2401/J381 in 1985, and commissioned a comprehensive concours quality restoration in charcoal and burgundy with a black leather top. Subsequently, this exceptional automobile has been in Ralph Englestad's Imperial Palace Collection and the famous Blackhawk Collection owned by Don Williams. In recent years, an extensive mechanical refurbishment has been carried out by marque specialist Brian Joseph, including a clutch replacement, as well as thorough attention to the engine, steering and brakes. Service receipts are available for this work.



Remarkably, chassis 2401/J381 is still fitted with its original factory engine and carries its original coachbuilt Murphy body with pride. It is rare to encounter such a desirable style on a Duesenberg chassis where everything has been together since day one. Since its restoration, the car has been cared for by a series of fastidious owners, who have maintained it to a very high standard. Coupled with the dignified presence and lithe elegance of its graceful Murphy body, 2401/J381 represents an enviable opportunity to acquire a world class authentic and original Duesenberg with superb provenance.

**\$900,000 - 1,200,000**

© ACD



65

*Ex-Jane Russell*

## 1969 MERCEDES-BENZ 280SL

Chassis no. 113044-12-012652

2,778cc SOHC Inline 6-Cylinder Engine  
Bosch Mechanical Fuel Injection  
170bhp at 5,700rpm  
4-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Purchased new by Hollywood-icon Jane Russell
- Single-family ownership from new
- Special Arizona inspired paintwork
- This car has carried Hollywood legends and even a President!
- Highly original and unique example



### THE MERCEDES-BENZ 280SL

“Some cars don’t change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230SL in 1963, is the same as ever, just better”, concluded *Road & Track* after testing a 280SL in 1968. “For those who value engineering, finesse and high quality construction, it’s alone in the field,” enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL, “a Grand Tourer in the traditional sense” and “a unique combination of sports car performance and saloon car comfort”.

These attributes help explain the 280SL’s phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like “sex on wheels” helped enormously

too, of course. The 280SL’s essential user friendliness helped broaden its appeal and style beyond the traditional sports car enthusiast market, creating enjoyable driving experiences for many celebrities and film stars as well, who could often be seen driving and enjoying their 280SLs around Hollywood.

The last of a popular and extremely successful line which had begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 and was powered by a new 2.8-liter six-cylinder engine that produced 170bhp, nearly 20 horsepower more than the preceding 250SL. The 280SL’s 120mph top speed was no greater, but it was significantly quicker off the mark with its 0-60mph time of 10 seconds being a whole second better than its predecessor. Christened “pagoda top” after their distinctive

cabin shape, these SL models were amongst the best-loved sports-tourers of their day and are still increasingly sought after by current collectors and enthusiasts.



## THE MOTORCAR OFFERED

Jane Russell during the 1940s and 50s was without question one of Hollywood's leading actresses and sex symbols. Signed by Howard Hughes in 1940 to a seven year contract, it was for her motion-picture debut in 1943's, *The Outlaw* that Hughes supposedly designed an underwire bra for her to wear during filming. Contending that she found the bra uncomfortable during filming, she secretly discarded it in favor of her own with padded cups, notoriously causing several censorship issues and plenty of controversy leading to a delayed premiere! However, no one could argue that the film solidified Ms. Russell as a Hollywood beauty for decades to come. She went on to star in many high profile pictures including several westerns and worked alongside several famous male actors such as Bob Hope, Frank Sinatra, Robert Mitchum, Clark Gable, to

name just a few. Today she is best probably remembered for her co-starring role with Marilyn Monroe in *Gentlemen Prefer Blondes*.

This highly original and uniquely painted 280SL was purchased new by Jane Russell. A loyal customer of the brand, this Mercedes was clearly Ms. Russell's favorite. Wonderfully painted in an Arizona-inspired copper paint scheme that surely suits the styling, Ms. Russell used her beloved Mercedes regularly, even chauffeuring many noted icons of the 20th century. Bob Hope was one of those celebrities who enjoyed a drive in Ms. Russell's 280SL, as did President Ronald Reagan prior to his years as President of the United States!

Ms. Russell would never part with her beloved 280SL during her lifetime, which was

ultimately passed down to family members shortly after her death in 2011. As presented, this 280SL is on offer for the first time since purchased new by Ms. Russell, proving today not only a rare opportunity to acquire a wonderfully-presented and collectible motorcar, but one owned and beloved by a legend of Hollywood's golden age.

**\$80,000 - 110,000  
WITHOUT RESERVE**

## 1961 MASERATI 3500 GT COUPE

Coachwork by Touring

Chassis no. AM.101.1754

Engine no. AM.101.1754

3,485cc DOHC Inline Six-Cylinder Engine

Triple Weber Carburetors

220bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Beautifully presented Maserati*
- *Extensive cosmetic and mechanical restoration*
- *Matching numbers engine*
- *Highly desirable Maserati ready for concours or tours*



## THE MASERATI 3500 GT

"The 3500 GT Maserati is a much underrated motor car, being overshadowed by the prancing horse from up the road in Modena. But it is not so long ago that the prancing horse was very much on the prongs of the Maserati trident in motor racing and there is that lovely big six-cylinder engine under the bonnet to remind one of the glories of the 250F." - Edward Eves, *Autocar* July 3, 1976.

Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship at the wheel of a 250F and a runner-up spot in the World Sports Car Championship with the fabulous 450S – both in 1957, the marque's most successful season – Maserati was, by that time, facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing, and Maserati's survival strategy for the 1960s

centered on establishing the company as a producer of road cars.

The Modena marque's new era began in 1957 with the launch of the 3500GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful Superleggera aluminum coachwork by Carrozzeria Touring, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F

into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially; later examples produced 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and a four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking. By the time the 3500GT was discontinued in 1964, around 2,200 of all types had been made.



## THE MOTORCAR OFFERED

Presented here is arguably one of the finest Maserati 3500 GTs available anywhere, having benefitted from a recent extensive cosmetic restoration and mechanical rebuild. Believed to be a California car from new, the Maserati was taken off the road in 1971 and put in storage, and even though it's early history is unknown it is believed that the car only had one owner through the '80s. The original black California license plate with the 1971 expiration sticker accompanies the car, as does the Maserati tool kit.

With what is believed to be genuine total of 85,000 miles from new on the odometer, this 3500 GT is indeed a special car. Bought by the current owner almost a decade ago, this car has been through an eight year restoration by the well-known restorer The Pit Stop of the Bay Area. Specialists in European cars, The Pit

Stop knew exactly how to treat this desirable Maserati in order to bring it back to a condition as close to new as possible. After a complete engine rebuild, the interior was reupholstered and changed from the original crème to a tasteful and period correct maroon leather interior. The Maserati's exterior was finished in the same beautiful Grigio (Gray) as when the car left the factory back the early 1960s.

With invoices accumulating close to \$300,000, one would have to look long and hard to find a 3500 GT in better condition than the example presented here. Equipped with a radio, electric antenna and Borrani wire wheels and displayed in the carbureted and most desirable form, this astonishing Maserati is by all means breathtaking.

3500 GTs continue to gain popularity among

collectors and are considered excellent value compared to their Ferrari equivalents. Their handsome styling and luxurious appointments make them standout cars of their era. Both the elegant Touring coachwork combined with the engine that had its origin in the legendary Maserati 250F Formula racer make the 3500 GT among the most recognized Italian cars of the century.

**\$350,000 - 450,000**



## 67 Ω

### 1990 BMW Z1

VIN. WBABA91000AL03134

Engine no. 25236998

2,494cc SOHC Inline 6-Cylinder Engine

Bosch Motronic Fuel Injection

170bhp at 5,800rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Only 35 kilometers from new
- Futuristic and sought after BMW design
- Rarely seen in the US
- Offered with books, tools and jack



#### THE BMW Z1

A concept car first shown by BMW in 1986 and officially presented at the Frankfurt Motor Show in 1987, the Z1 Sports Roadster was used to showcase emerging automotive technologies, including the 'internal skeleton' method of construction best known for its use by Rover in the 2000 model of 1963. Molded plastic panels clothed the galvanized steel chassis, which was braced by a molded composite under-tray. Unusually, the doors dropped into the body sides to provide access. The car could be driven with all the panels removed, and it was suggested that owners might want to buy a second set in an alternative color.

Demand was strong from the start and today this landmark model continues to be highly sought after by BMW collectors.

#### THE MOTORCAR OFFERED

This beautifully presented Z1 was ordered new by BMW of Milano, Italy, and was finished in the popular *Toprot* over a two-tone gray and camouflage interior, exactly as it appears today. It was fitted with the optional lightweight alloy wheels, emergency spare tire and the radio delete option. When the car set off to Italy from the BMW factory in February 1990, it was delivered to the showroom where it would stay for more than two decades. Later the car was brought back to Germany by the consignor, the car's second owner. Because the Z1 model was never officially sold in the US, until now mostly only out of country BMW enthusiasts have enjoyed these models.

This car is presented in as-new condition, and is offered with the owner's manual, service manuals, BMW Z1 sales brochure, jack, tools and three keys. It has been started on the

regular and run up to operating temperature frequently during the consignor's ownership to ensure that the engine and hoses remain in roadworthy condition. With only 35 km (22 miles) on the odometer this is a truly unique chance to own what must be one of the lowest mileage Z1s in the world.

**\$50,000 - 100,000  
WITHOUT RESERVE**

Please note this car is titled 1994.



68

## 1970 CADILLAC COUPE DEVILLE

Coachwork by Fisher

Chassis no. J0332324

472ci OHV V8 Engine

Single Rochester 4-Barrel Carburetor

375bhp at 4,400rpm

3-Speed Hydra-Matic Automatic Transmission

Front Independent Suspension - Live Rear Axle

Front Disc – Rear Drum Brakes

- *Front Disc – Rear Drum Brakes*
- *Presented in the factory livery*
- *Few long-term, east-coast owners from new*
- *Beautifully presented throughout*
- *Offered with manual, sales brochure and window sticker*



### THE CADILLAC DEVILLE

As America ushered in the beginning of the 1970s and the dawn of the Disco Era, Cadillac would soon find itself at the very top of the American automobile market. Although Lincoln and Cadillac appealed to the same customers and had a similar price range, for the 1970 model year, Lincoln was outgunned at every front. Unparalleled in comfort and status—in the driveway or at the country club—a Cadillac was the only sensible choice.

By 1970, the DeVille's engine had increased from 429 cubic inches to a massive 472 cubic inches overhead-valve V-8 engine. This mighty Cadillac motor was rated at approximately 375 horsepower, all of which were needed, because even the lightest of 1970 Cadillac models tipped the scales at more than 4,500 pounds, while some of the heaviest could exceed well past 5,300 pounds.

### THE MOTORCAR OFFERED

This desirable 1970 Coupe DeVille is likely among the very best examples available today. The low and wide design is unmistakably 1970s, and while the Hydra-Matic automatic transmission ensures comfortable cruising, the big 472 cubic inch (7.7 Liter) V8 has plenty of power on tap to feed the rear wheels.

Completed at the factory in June of 1970, this particular car is believed to have been owned for many years by a New Jersey-based gentleman, who took fastidious care of the car and was an avid member of the Cadillac LaSalle club. This Cadillac is presented in a striking Corinthian Blue Metallic over a white leather interior with blue carpets, exactly as it appeared when it left the factory in 1970. The paint, interior and dashboard presents beautifully with almost no signs of wear. This

era-evoking Cadillac is accompanied by an owner's manual, sales brochure, window sticker, and original spare keys.

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

## 1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111027.12.004198

Engine no. 1169800.12.004956

3,499cc SOHC V8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable 3.5 Cabriolet with floor shift*
- *Recent extensive refurbishment by marque experts*
- *Remained with original owner for over 30 years*
- *Offered with Mercedes-Benz build sheet, tools and jack*



### THE MERCEDES-BENZ W111

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 the stricter 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 60mph 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 Convertibles, 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 stylish 1971 280SE Cabriolet initially left the Mercedes-Benz Stuttgart plant sporting Light Ivory paintwork over a blue leather interior, along with a floor-shifted automatic transmission, air conditioning and the most potent engine available in the large, stately W111 Cabriolet, the 3.5-liter V8. The car had been built during the spring and was dispatched from the factory in June of 1971.

The original owner of this exquisite Mercedes was Mr. John C. Pritzlaff, Jr. of Arizona. Mr. Pritzlaff served in the Arizona House of Representatives from 1963 to 1969, before being appointed by President Richard Nixon as the Ambassador of the United States to Malta in 1969, a post he held for three years. It is believed Ambassador Pritzlaff took delivery of this elegant Convertible while in Malta before returning to Arizona with the

Mercedes in tow. In 1975, he was appointed to Sandra Day O'Connor's vacated Arizona State Senate seat upon her appointment to the US Supreme Court, which he held for eight years, all the while keeping his beloved Mercedes-Benz.

In the early 2000s, Mr Pritzlaff called upon Mercedes-Benz specialist Mark Passarelli to perform a comprehensive restoration of the car. Repainted in its original Light Ivory (670), this stunning cabriolet has been sorted through mechanically and cosmetically. The potent 3.5-liter V8 has been refurbished, along with the chassis, suspension, and interior, which has been reupholstered in striking red leather. The 280SE remained with Mr. Pritzlaff until 2005, when the car was sold to its current and second owner.

With just over 52,000 miles on the odometer – a figure believed to be the car's actual mileage – this exceptional 280SE 3.5 Cabriolet is well-sorted throughout. The warm Light Ivory paintwork fits the elegant Friedrich Geiger-designed body beautifully, and the red leather interior is finished to a similarly high standard. Included in the sale of this fine Mercedes-Benz is a owners manual, tool kit, jack, and a copy of the factory build sheet. **\$275,000 - 350,000**

Please note car is titled 1102712004198.

1994 PORSCHE 964 3.6 TURBO S *FLACHBAU*

VIN. WP0AC2967RS480425

Engine no. 61R00952

3,600cc DOHC Air-cooled Flat 6-Cylinder Engine

355bhp at 5,500rpm

Bosch K-Jetronic Fuel Injection

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One of only 39 examples produced for the US market and 76 worldwide
- Just 2,310 miles from new
- Fully documented
- Displayed at the Porsche Museum
- Supplied with its original window sticker, Porsche Museum documentation, tools, jack, and spare

**THE PORSCHE 964 TURBO S *FLACHBAU***

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

In early 1990, a new Turbo version appeared as a replacement for the popular Type 930, retaining that model's 3.3-liter engine, as a boosted version of the new 3.6 M64 engine was not yet ready for production. The 3.3 was good for some 320bhp, but the wait for the later 3.6 Turbo was worthwhile. When it became available for the 1993 and 1994

model years, it offered a stout 360hp at 5500rpm. The 964 Turbo was fitted with a stronger clutch and limited-slip differential, while the brakes were uprated to "Big Red" specification to accommodate the car's increased performance potential. The chassis ride height was lowered by almost an inch, and the new Turbo 'S', as it was labeled, was delivered with a long list of desirable standard equipment, including Speedline modular alloy wheels. Because these were costly automobiles, with a base price of \$99,000, only 1500 units were sold over those two years, making them extremely rare.



## THE MOTORCAR OFFERED

The Porsche Museum at Zuffenhausen is hallowed ground to those who worship this fabled marque, and only rarely does a production car that has been sold new to a private customer find its way back to Germany and a place on the museum floor as part of a celebratory display. This is one of those automobiles.

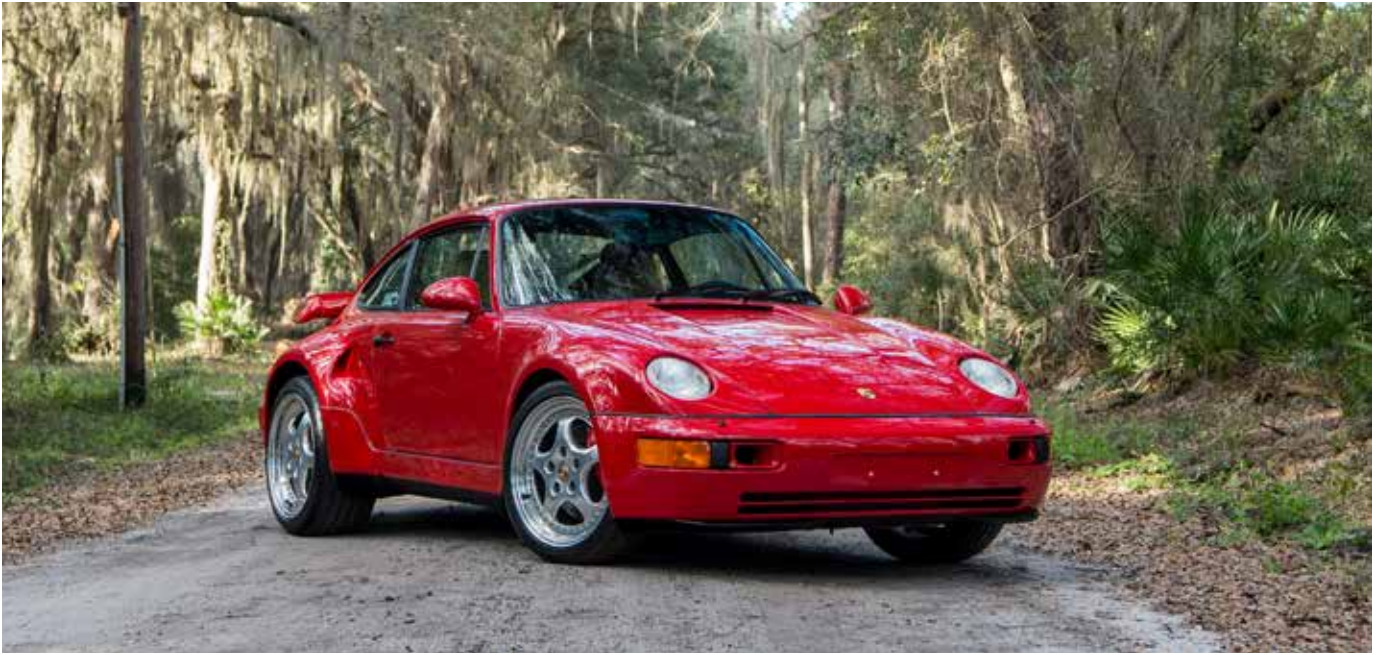
This very special 1994 964 3.6-Liter Turbo 'S' Coupe was completed on November 30, 1993, and was shipped via Charleston to Motor Werks Porsche in Barrington, Illinois where it was inspected and delivered to its first of only two registered owners, Michael Green, on January 28, 1994. Mr. Green ordered his new car in Guards Red with a Cashmere and black leather interior, an electric sliding sunroof, heated and eight-

way adjustable driver and passenger seats in supple leather, electrically-adjustable and heat outside mirrors, velour floor mats, a remote six-disc CD changer with an 80-watt amplifier and eight speakers, central locking and integral alarm system, 18-inch polished alloy wheels with painted center caps, Yokohama tires, and most importantly, the Turbo 'S' Flat-nose, or Flachbau option, which added an extra \$60,000 to the base window sticker price. Selection of the Flat-nose option meant that the new car order was directed to the factory's Exclusive Department (formerly known as the Sonderwunschprogramm, or the Special Wishes program), where cars built to non-standard specification are produced. The Turbo 'S' package with the X85 Flat-nose option included air conditioning with automatic climate control, a rear-window wiper, quad exhaust tips, power-assisted

steering and power-assisted "Big Red" four-piston disc brake calipers behind 18-inch diameter polished Speedline modular wheels, tinted glass with a banded windshield, headlamp washers, a fixed rear spoiler and front air splitters, red seat belts, and a special carbon-fiber interior trim.

As it happened, the Porsche Museum was planning to mark the Exclusive Department's 25th Anniversary with a special display of unusual cars that had been built by that program. Since the striking new 964 3.6 Turbo Flat-nose shipped to Illinois fit the bill quite nicely, Porsche reached out to Mr. Green and asked if they might borrow his car for the display. Correspondence supplied with the car between Porsche and the owner, Mr. Green, documents the arrangements. A loan agreement was signed and dated





February 8, 2011, by Mr. Green, Karl-Heinz Volz, Porsche General Manager for Customer Centre Individualization, and Michael Seigloch, Manager of Sales for Exclusive and Techquipment. Porsche made arrangements to fly the car back to Germany on February 21, 2011, and from March 1st through April 30th of 2011 the 'S' shared space with about ten other unique Porsches that included a gold-painted and striped 959.

The Guards Red Turbo 'S' exemplified the display's theme of "Exclusive, Exceptional, Extravagant, Exquisite, Exact". After the exhibit concluded, Mr. Green's Turbo 'S' was shipped back to the US and its proud owner with one slight alteration: a pair of specially-made carbon-fiber sill covers bearing the legend "25 Years Porsche Exclusive" had been installed. Porsche also created a new

key fob for the owner from the last small piece of cashmere leather used to upholster his car.

This extremely rare 964 Turbo 'S' Flat-nose is supplied with its original and unused jack, tool kit, and spare keys, as well as all factory and dealer paperwork including its window sticker and manuals, Certificate of Authenticity, a file of letters and photographs documenting its inclusion at the Porsche Museum Exclusive display, that special leather key fob, and a very rare detailed item-by-item price list for every single piece required to fabricate a Flat-nose conversion on the 964 Turbo 'S'. The serious Porsche collector will find no better Turbo 'S' Flachbau than this barely-used but well-traveled and much-admired example.

**Refer to department**



## 1965 SHELBY COBRA 289

Chassis no. CSX2524  
 Engine no. BP7777

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

- *Well-kept Cobra retaining its original drivetrain*
- *Desirable late-production, rack-and-pinion, 289 powered example*
- *Long term California car*
- *Used in period advertisements*
- *Offered with an impressive history file*



### THE SHELBY COBRA



The Shelby Cobra story is quite well known, although depending who you ask, people tell it differently. A.C. Cars, Ltd., was a boutique British automaker whose heritage descended from 1908. Originally makers of small delivery vehicles (the initials came from Auto Carrier), the company got into sports cars in the 1920s. After World War II, there was a sports car hiatus while the company built some invalid cars, but in 1954 the Ace debuted, a new tube-frame car with all-independent suspension by John Tojeiro. From 1956, A.C.'s own engines were supplemented with outsourced units from Bristol and Ford of England.

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

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

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





### THE MOTORCAR OFFERED

Salisbury unit, as used in E-Type Jaguars, and the steering box, a worm-and-sector design, was moved outward to clear the engine. Disc brakes were used all around.

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

Rightfully regarded as one of the all-time great classic sports cars, the Shelby Cobra remains one of the most iconic and collectible cars ever made.

CSX2524 is a wonderful, late-production example of the legendary 289 Cobra. When leaving the factory, the car was dressed in Wimbledon White, sporting a vibrant red interior. Being a late production 289 car, CSX2524 was fitted with Autolite electrics, Stewart-Warner gauges, and the desirable rack-and-pinion steering arrangement.

CSX2524 carries quite a unique and well documented history. On August 4th 1964 the car was invoiced to Shelby America and was shipped to Los Angeles, California, aboard the SS Loch Garth on August 19th 1964. According to the Shelby American World Registry, during January of 1965, CSX2524 was loaned to the Yamaha International Corporation in Montebello, California, to be used in a Yamaha motorcycle advertisement. Unfortunately, during Yamaha's use of the

Cobra, it was involved in an accident. As a result of the incident, John H. G. Lake, the Shelby American Service and Warranty Manager wrote a letter to Mr. J. Jingu of the Yamaha Corporation, notifying him that Shelby was going to be repairing the car and billing Yamaha directly for the costs. Subsequently, itemized on the estimate for body repairs were: replacement of the front section of both front fenders, the left door skin, the grille panel, the left tail-light assembly, front bumpers and headlamps, plus repairs to the rear section of the front fenders, left rocker panel, left door frame and hinge, lower deck panel and a complete repaint. Listed on the mechanical labor estimate were: replacement of the left front upper and lower A-arms, and all left side wheel bearings. On August 11th 1965, Yamaha was billed \$1,200 for the repair expenses.



In August of 1965, CSX2524 was sold to Hi-Performance Motors, Inc., Shelby's retail outlet. The Cobra was purchased in "as-is" condition for the sum of \$4,200. Hi-Performance Motors, Inc. performed all of the necessary repairs to bring the Cobra back to its original condition with the addition of minor updates. While the repairs were being performed, it is believed that the car's square edged flares were rounded, matching the style of the mighty 427 Cobra. Already in need of a full repaint, it was decided to change the car's color to black.

CSX2524's first known owner was John S. Anderson of Mountain View, California, who had acquired the car by the mid 1970s. In 1979 CSX2524 was up for sale at Motor Cars of Beverly Hills, California, and then shortly after it was advertised by Southwest Motorcar

Company of Los Angeles, California. The car is then believed to have been purchased by its second owner who ran a nearby Porsche dealer in Santa Monica, California. In 1981 the Cobra was purchased by its third and longtime owners, Mr. and Mrs. Marks of Laguna Beach, California. The Marks were wonderful caretakers of the car, treating it to regular maintenance while being very careful not to detract from its originality. On file is a registration card from 2001 that is believed to have been signed by Carroll Shelby himself at a Cobra event which took place at the Petersen Automotive Museum where Mr. and Mrs. Marks were invited to show CSX2524. In July of 2004 Mr. Marks listed the Cobra for sale in *Hemmings Magazine*. The tiny ad which is included in the history file, stating – "AC: 1965 Cobra 289, black with red leather, superb condition", was enough to immediately



catch the eye of the current owner, a Chicago, Illinois resident who purchased the Cobra just days later sight unseen.

Upon receiving CSX2524, the consignor brought the car to Chicago Restorations LTD. to have the car fully sorted, insuring the Cobra was in pristine operating condition. Invoices are on file documenting all of the work performed. Since then, the car has been regularly maintained to the highest of standards. In 2010 a new convertible top was fitted and even more recently the entire front suspension has been rebuilt.

Today this 289 Cobra presents beautifully. The numbers matching drive train has been fastidiously maintained and is in excellent working order. The second coat of original paint (black paint applied by Hi-Performance

Motors, Inc. after repairs) has admirably held up to the test of time. The paint presents very well for its age with a wonderful layer or patina throughout. The Interior is also believed to be that of which the car was born with and is in delightfully original condition, proudly wearing its age.

CSX2524 presents a rare opportunity to acquire one of the few and hallowed late production 289 Cobras still retaining its original engine. Not only does this particular Cobra come with a very well documented history, it can also be argued that it was technically sold new with rounded fender flairs, adding to its rarity and desirability.

**\$725,000 - 825,000**

## 1980 PORSCHE 911SC 3.0 TARGA

Chassis no. 91A0131697

Engine no. 6301570

2,994cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

188bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Equipped with rare Tartan Dress interior
- Matching numbers example
- Low mileage example in fine condition
- Offered with Certificate of Authenticity



## THE PORSCHE 911

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than three liters and, in turbo-charged form, would put out well over 300 horsepower.

Two years after the original coupé's introduction, the convertible 911 - the 'Targa', named in honor of Porsche's numerous victories in the Sicilian classic - arrived in 1966. Expected US safety legislation had prompted an ingenious

approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections which were stowable in the boot. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

The much loved and instantly recognizable Targa finally bowed out at the end of the 1990s, when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

## THE MOTORCAR OFFERED

This home market SC Targa was completed at Porsche in 1980, and is believed to have spent most of its life in Germany and Austria. According to the Certificate of Authenticity issued, the car was finished from new as it appears today, in Grand Prix White over the rare red/blue Tartan Dress interior, and equipped with a Blaupunkt radio and rear windshield wiper.

Showing less than 68,000 kilometers on the odometer – a figure that is indeed believed to be the original mileage – the SC Targa presents in lovely condition throughout, and gives you the feel of a car that has been well cared for since new. The car was recently serviced by a specialist. A very usable "youngtimer", this fine 911 is ready for open top touring.

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

73

## 1959 MERCURY PARK LANE TWO-DOOR HARD TOP

Chassis no. L9JC512300

Engine no. J4-93CM

430ci OHV V8 Engine

Single 4-Barrel Carburetor

345bhp at 4,400rpm

Merc-O-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Very original example with just over 45,000 miles from new*
- *Kept in dry Southwestern climate since new*
- *Top-of-the-line Park Lane model*
- *A true piece of 1950s automotive Americana*



### THE MERCURY PARK LANE

Introduced by Mercury in 1958, the Park Lane model was the top-of-the-line, premium model line for the FoMoCo division. Available in two- and four-door hardtop versions along with a convertible, the Park Lane offered the same body styles as the Turnpike Cruiser, though its distinctive “breezeway” rear window was adopted by the Continental Mark line.

The chassis was shared with the Colony Park station wagon and the Edsel Citation/Corsair. In 1959, the Park Lane wheelbase was stretched to 128 inches (two inches longer than other Mercury’s), and featured industry-leading amenities and luxurious appointment.

### THE MOTORCAR OFFERED

Completed at the California based Mercury plant, this lavish Park Lane two-door hard top is believed to have been delivered new to a resident of Redlands, CA, and would remain there in the dry Inland Empire for nearly 50 years in the hands of just two owners. A repaint in the stunning original *Mauve* silver beige metallic exterior color was performed in 1987, while the rest of the car would remain original. A collector from Phoenix, AZ purchased the Mercury in 2008, before the car was acquired by the consignor in 2011, a southern California collector with a distinct collection of preservation class cars.

With the exception of the paintjob, a re-trim of the front seats and the replacement of the dash cap, the Park Lane remains in largely original condition throughout. The odometer reads just over 45,000 miles, a figure that is indeed

believed to be the car’s original mileage since new. The car is reported to run and drive very well. This Mercury expresses true automotive Americana, with wild tailfins and an abundance of chrome and bright work both inside and out. The lavish interior offers room for six adults, and is trimmed in Mauve with brocade, silk-like fabrics. This fully loaded, top-of-the-line Park Lane is accompanied by the original owner’s manual along with other paraphernalia, and was recently featured in Hemmings *Classic Car* magazine.

**\$55,000 - 65,000  
WITHOUT RESERVE**

## 74 Ω

*The ex-Diana Ross*

### 1967 JAGUAR E-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E14600

Engine no. 7E52408-9 (See text)

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Delivered new to music icon Diana Ross*
- *Recently shown at the prominent Salon Privé Concours*
- *Exquisite restoration in the factory-delivered livery*
- *Offered with Jaguar Heritage Trust Certificate and original sales invoice*



#### THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured

4-wheel independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join and many driving and concours events to attend, the E-Type is an excellent, widely admired collector car.

#### THE MOTORCAR OFFERED

On January 19th, 1967, this stunning Series I E-Type first roared to life in Jaguar's Coventry workshop. Fitted with the powerful 4.2-liter XK inline-six and fully synchronized transmission, this left hand drive Open Two-seater was specified in Opalescent Golden Sand over a black leather interior and matching black convertible top. On February 6th, this E-Type Roadster began its voyage to the United States to be united with its first owner - Motown icon Diana Ross.

Named Billboard's Female Entertainer of the Century, given the title of Queen of Motown, the winner of multiple Grammy Awards, recipient of a Hollywood Walk of Fame star, and inducted into the Rock & Roll Hall of Fame, Soul Train Hall of Fame, and Grammy Hall of Fame, not to mention many other awards, honors and titles, Diana Ross is without question one of the greatest musical celebrities in history. According



to a 2005 interview with The Guardian, when she first "hit the big time", she bought her mother a house and this beautiful E-Type Roadster for herself when she was in her early 20s.

Shortly after officially becoming the star of 'The Supremes', now known as 'Diana Ross and the Supremes', Ms. Ross picked up her new Jaguar E-Type at Falvey Imported Cars, Inc. in Ferndale, Michigan on Halloween of 1967, and paid \$6968.15 for the privilege. When searching the internet today, one can find a lovely photo of Ms. Ross posing in front of a Series I E-Type with none less than the Jackson Five! This is believed to be the car on offer here. Specified with a matching hard top, white wall tires and tinted glass, this head turning British Roadster was ideal for the young Motown diva.

More recently, this fine E-type was restored

to its original condition, featuring brilliant Opalescent Golden Sand paint over its lithe Roadster bodywork and thoroughly sorted mechanical systems, including a rebuilt engine, rebuilt transmission, Koni shock absorbers, a new wiring harness, and a stainless steel sport exhaust system to better hear the unmistakable bark of the XK engine. It should be noted that the car retains its original body tag. Additionally, the original 3.54 rear differential has been rebuilt with an English 3.07 ratio for increased drivability. Under the front-hinged clamshell hood, an improved radiator and auxiliary electric fan have been installed to aid in cooling this performance car in demanding modern driving situations. The interior has been reupholstered by Suffolk and Turley in its original black leather, however retains its original wood-rimmed steering wheel. It should be noted, that while the cylinder head number matches the Jaguar Heritage Trust Certificate,

the engine block number differs. However, the engine block is believed to be of the correct type. After its extensive restoration, this XKE made its debut at the exclusive 2015 Salon Privé Concours d'Elegance held at Blenheim Palace - home to the Duke of Marlborough and ancestral home to Winston Churchill - a fitting venue for this glamorous Jaguar.

With the undeniable good looks of the legendary Series I E-Type and provenance including one of America's great music icons - compounded by the restored condition and striking color - this particular E-Type is quite a unique car. Included in the sale of this well-specified E-Type are the components of the dealer-installed air-conditioning, newly purchased 6-inch chrome triple-laced wire wheels and tires, a copy of the Jaguar Heritage Trust Certificate, and the original sales documents in Diana Ross' name.  
**\$290,000 - 320,000**

75

## 1934 RILEY 12/4 SPECIAL

Chassis no. 22T572

Engine no. R107

1,496cc DOHC Inline 4-Cylinder Engine

2 SU Carburetors

Approximately 75bhp at 4,200rpm

Armstrong-Siddeley Preselector Gearbox

4-Wheel Hydraulic Alfin Drum Brakes

- *Exciting British Special with period racing provenance*
- *Displayed at the 2009 Pebble Beach Concours d'Elegance*
- *Period-correct engine and frame*
- *Recent mechanical and cosmetic freshening*
- *Ideal for vintage hillclimbs and rallies*



### RILEY IN THE 1930s

British manufacturer Riley enjoyed considerable racing success during the 1930s, proving itself a worthy competitor to Bentley, Aston Martin, and HRG at hillclimbs and rallies. A factory-entered Riley finished 3rd at Le Mans in 1934, by which time a diverse array of racing roadsters had emerged from the manufacturer, including the Brooklands, the Ulster TT, and the MPH Sprite.

Among these two-seaters was the Imp, a 9hp model first introduced as a road car in late 1933. The Imp took the checkered flag at its competition debut during the 1934 Scottish Rally, and showed great promise at the more competitive 1934 Ulster Tourist Trophy, where an all-Imp factory contingent netted 9th, 11th, 12th, and 16th-place finishes.

Meanwhile, at the 1934 Olympia Motor Show

Riley announced its 1935 model line, including the introduction of the company's first new 4-cylinder engine in seven years, the 1.5-liter 12/4. The platform included a new bodystyle on a longer wheelbase, the Falcon saloon. As elegant as the Falcon's swept coachwork was in comparison to other mid-market British sedans, many enthusiasts still chose to modify the car into a lightweight competition roadster, for which the more powerful 12/4 motor was particularly suited.

### THE MOTORCAR OFFERED

The picture-perfect image of a sporting British club racer of the 1930s, chassis no. 22T572 claims a life of historic competition use and a beautiful restoration, followed by 13 years of fastidious care and minimal, racing-free driving. According to Riley records, this car was originally registered as BHX676 while configured as a 1½-liter Falcon saloon, a claim supported by the car's 109-inch wheelbase (common only to 12/4 models). Marque expert John Lomas of Blue Diamond Riley Services notes that no engine number is recorded for this car in known chassis logs, implying that the current twin-cam 1.5-liter 4-cylinder motor (which matches the specifications of the high-power dual-carbureted "Special Series" engine option) could be entirely original to the car.

At some point the Riley was converted to an open two-seat roadster with coachwork in





the style of a racing Imp, complete with a rear continental tire. As such modifications were common in period, this conversion may have taken place before World War II although it is difficult to conclude with certainty. Obviously intended for competition use, the car received cycle-wing fenders and was reportedly used extensively for vintage racing in the Netherlands as late as the 1990s.

In 2003, the Imp received a comprehensive refurbishment from the Dutch restoration house Van Laar Classics, complete with a fishtail exhaust, Brooklands windcreens, quick-release fuel-filler caps, and a unique instrument arrangement. A bronze medallion is mounted on the cowl commemorating Cyril Paul and the Riley performance at the 1935 RAC Tourist Trophy, though there is no documentation to demonstrate the car has any actual association

with either the famed Riley driver or the race (as previously speculated).

After completion of the restoration, the Imp was acquired by Malcolm Schnee in 2004 and imported to Southern California, where it enjoyed a gentle life of regular upkeep, occasional exercise, and presentation at some of the nation's finest events. Of particular note, the car was exhibited at the 2009 Pebble Beach Concours d'Elegance, and also participated in the related Tour d'Elegance.

After being sold to the consignor in January 2011, the 12/4 was rarely driven, and in recent months it has undergone some sympathetic restoration measures. This work included repairs to the radiator and muffler, installation of a new battery, fuel pump, and water pump, and a thorough detailing of the paint and

engine compartment. The wheel cylinders and master cylinder were rebuilt, and the engine head was removed from the block to evaluate the connecting surfaces, which were happily determined to still be in very good condition.

Having lived such a pampered and competition-free life for the last 13 years, the Riley would make an ideal entry on vintage tours and hillclimbs like the California Mille, Copperstate 1000, Colorado Grand, Pebble Beach Motoring Classic, and the Ascent at Hershey. It offers a low-investment entry into an authentic prewar British competition roadster equivalent of the day's racing Aston Martins and Bentleys, and promises a taste of the legendary Riley sporting character.

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

## 1952 MUNTZ JET CONVERTIBLE

Chassis no. M134

336ci Flathead Lincoln V-8 Engine  
 Single Dual-Throat Carburetor  
 Approximately 152bhp at 3,600rpm  
 Hydramatic Automatic Transmission  
 Independent Front Suspension – Live Rear Axle  
 4-Wheel Drum Brakes

- *Very rare and iconic piece of Americana*
- *Beautifully restored by Glenn Vaughn Restorations*
- *Shown at the 2014 Amelia Island Concours d'Elegance*
- *Extreme and wild styling*



## THE MUNTZ CAR COMPANY

There is no more colorful figure in America's postwar automobile history than Earl "Mad Man" Muntz. Earl Muntz was an American original. So was the automobile that bore his name.

Earl Muntz was a used car salesman in Illinois. In the late Thirties he packed his bags and headed to Southern California where, in the war years and their aftermath, he discovered he could buy used cars back home in the Midwest, haul them to California and make a pretty good living reselling them in the California car culture. He jumped on Henry Kaiser's postwar bandwagon and became a Kaiser-Frazer dealer. Reputedly Earl Muntz's Southern California dealerships sold 22,000 Kaiser-Frazers in 1947, one-seventh of the company's total output.

An advertising campaign created by Mike Shore introduced Earl "Mad Man" Muntz, dressed up

like Napoleon and shouting "I want to give them away, but Mrs. Muntz won't let me ... She's CRAAAZY! ... I buy 'em retail, sell 'em wholesale – It's more fun that way." Not surprisingly, over the years there were a total of seven Mrs. Muntzes. Neither is it surprising that Earl eventually went broke selling cars.

He made another fortune selling simple, low-cost TVs of his own design and is credited with inventing the abbreviation "TV"; even naming his daughter Tee Vee. He made another one when he invented the stereo 4-track tape player that was the basis of Bill Lear's 8-track.

In 1950 Earl Muntz bought Indy car builder Frank Kurtis's design and all the tooling for a 2-seat sports car and renamed it the Muntz Road Jet. Muntz stretched the Kurtis "sports car" thirteen inches to add room for a back seat. The styling

was simple but streamlined. The chassis was advanced for its time with a front subframe supporting the independent front suspension and the engine joined to a rear subframe by structural sheet metal rocker panels in a semi-unit body structure. "Mad Man", with an unerring eye for exposure, made sure the Muntz Jets were visible, choosing bright paint hues and flashy contrasting interiors under the removable Carson-style padded hardtop.

The first Muntz Jets were powered by overhead valve Cadillac engines until GM soon declined to supply them. However, when Muntz transferred production from Glendale, California to Evanston, Illinois he secured a supply of Lincoln V-8 engines and Hydramatic transmissions from Ford. Most were flathead Lincolns, but the final cars, with a wheelbase that stretched three more inches for more back seat room, were powered



### THE MOTORCAR OFFERED

by 205 horsepower overhead valve Lincoln V-8s, giving the last of the Muntz Jets honest 100+ mph performance.

The Muntz Jets were, like their sponsor, nothing if not flamboyant. In addition to the bright colors Muntz touted fantastic options – most of them never seen in one of the cars – like a wire-recorder in the radio and a cooled liquor cabinet in the compartments under the back seat armrests. Advanced features in the Jets did, however, include a console between the front seats and seat belts. “Mad Man” felt that any car called a “Jet” had to have seat belts, although they were attached to the seat frames, not the floors, and were more show than go. Estimates of how many Muntz Jets were actually produced are as wild as Muntz himself, presumably reflecting the bravado of claims he made of his sales, a best guess being anywhere from 200 to 400 cars.

Offered here is what must be one of the best-restored Muntz Jet Convertibles available anywhere. As these cars were made in very limited numbers, the opportunity to even have a chance to buy a Muntz Jet does not come along that often.

Although the car’s early history remains unknown, it is known to have been in Wyoming up until the millennium, when it was purchased by a Mr. Jack Halpen of Calgary, Canada. Mr. Halpen soon began a comprehensive restoration of the aging Muntz, a job that would take years to complete and cost several hundred thousand dollars. Mr. Halpen entrusted this task to the reputable restoration shop Glenn Vaughn Restorations, an experienced Idaho-based restoration facility operated by Glenn Vaughn, son of Mr. Vaughn of Hill & Vaughn Restorations in Santa Monica, CA.

The car received a full nut-and-bolt job, neatly documented by an abundance of receipts that can be found in the car’s history file.

With wild fabrics and a faux-snakeskin clad interior and hardtop, this historic Americana-classic was shown at the Amelia Island Concours d’Elegance in 2014, and remains in beautiful condition throughout. It is indeed a car that will make a presence anywhere it goes, belonging on the show field of major shows or cruising down Main Street with family or friends.

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

## 1985 FERRARI 288 GTO

VIN. ZFFPA16B000056651

Engine no. F114B00203

2,855cc DOHC Twin Turbocharged V8 Engine

394bhp at 7,000rpm

Electronic Fuel Injection

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Offered by the original owner
- Only 7,500 Kilometers from new
- Impeccable and documented history
- Ferrari's first road going supercar
- One of only 272 built



## THE 288 GTO

The original, immortal 250 GTO had been developed for the FIA GT Championship, duly taking the manufacturer's title for Ferrari in 1962, 1963 and 1964; clearly, any revival of the 'GTO' name could only be permitted for a very special car indeed. Enter the 288 GTO. Like its illustrious forebear, the 288 GTO (the initials stand for Gran Turismo Omologato) was conceived as a limited edition model, just 200 units being planned to meet the then-existing Group B homologation requirements for international sports car racing.

Styled by Pininfarina's Leonardo Fioravanti, creator of the awe inspiring Ferrari 365GTB/4 'Daytona', the 288 GTO was based on the 308 GTB (another Fioravanti creation) and made its public debut at the Geneva Salon in February 1984. Fioravanti later recalled Enzo Ferrari's original design brief. 'There was no specific

instruction, just to produce a car based on the 308 GTB that could be used for racing.'

Although superficially similar to the contemporary 308 GTB Quattrovalvole, the 288 GTO was radically different beneath the skin, mounting its V8 engine longitudinally rather than transversely, a change that necessitated a new chassis with a wheelbase extended from 234cm to 245.1cm. This new frame was constructed of steel tubes in the traditional manner while incorporating the latest in Formula 1-derived composite technology in the form of a Kevlar and Nomex bulkhead between the driver and engine. The alteration in engine layout had been made to accommodate twin IHI turbo-chargers and their associated Behr inter-coolers and plumbing; the adoption of forced induction requiring that the quad-cam, 32-valve V8 be downsized from 2,927cc to 2,855cc to comply with the regulations. Ferrari's considerable

experience gained from turbo-charging its Formula 1 engines was deployed in adapting the 308 unit, the latter in highly modified 288 GTO form producing 400bhp at 7,000 rpm and a mighty 366lb/ft of torque at just 3,800 revs. Top speed was a staggering 189mph.

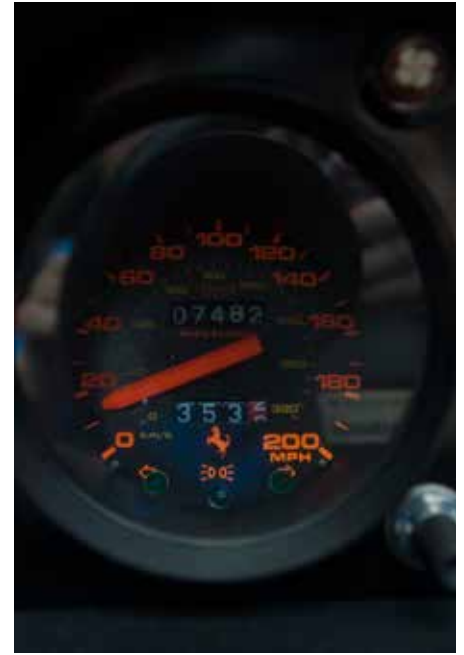
Its three rear-wing cooling slots deliberately recalling the earlier GTO, the 288 body likewise benefited from the adoption of F1 technology, being constructed of glass fiber and a mixture of the lightweight composite materials Kevlar and carbon fiber. Aerodynamically refined in the wind tunnel, the 288 GTO sported flared wheelarches, larger front and rear spoilers, taller door mirrors and four additional driving lights in the front grille, these subtly altered looks combining elegance with muscularity in equal measure. Given its race-bred, state-of-the-art technology and drop-dead gorgeous looks, it is not surprising



Q



Italy, 1985



that the 288 GTO appealed to Formula 1 drivers of the day, with Ferrari's Michele Alboretto and René Arnoux, and even McLaren's Nikki Lauda, numbered among its owners. In the event, the 288 GTO never contested the races for which it had been conceived, as the FIA axed Group B, citing lack of manufacturer interest as the reason.

Testament to its relevance in reviewing the 2016 Ferrari 488 GTB, Road & Track chose to compare it with a 288 GTO, producing many memorable quotes, from author Chris Chilton: 'The 288 GTO's blistered fenders and quad headlamps are pure lust', 'If there's one thing that really dates the 288, it's the steering because it's finger-tingling spectacular. Short on kickback but big on the richly textural feedback that reminds you how sanitized most modern systems are' 'While the GTO wasn't Maranello's first boosted mid-engine road car, it's the first

one you should care about.' and 'There are no disappointments with the GTO; you make no excuses for its age. You drive it, abuse it like a new car. And then you get out wondering how it must have felt in 1985 to experience something so brutally rapid as its 189-mph top speed.'

With total production amounting to only 272 cars, every one of which was sold prior to the start of production in July 1984, these cars have been covetable ever since the production ceased in 1986. Priced at \$85,000 new, within the next three years asking prices for the few that had made their way to North America were pushing seven figure sums. The modest number built particularly compared to all subsequent Ferrari flagship supercars has ensured that today it is truly a worthy successor to the 250 GTO and remains one of the most desirable and sought-after Ferraris of recent times.





Eddie with Emilio Gouldoni - the 288 GTO factory delivery manager, May 1985



The 288 GTO assembly line. - From the Regner family album.



Completed 288 GTOs awaiting delivery. - From the Regner family album.

## THE MOTORCAR OFFERED

Acquiring a 288 GTO in 1985 was no easy task. The initial 200 planned production cars were all immediately spoken for upon their announcement, and Enzo Ferrari individually authorized an additional 72 cars for VIPs, such as Niki Lauda. Against all odds, one truly determined individual by the name of Eddie Regner would go on to acquire one of those hallowed 272 cars.

In those days, Eddie Regner was a well-known and well-respected figure in the Northeastern car community. He was an adept mechanic and ran his own shop based in Connecticut. He possessed a passion for racing and a true appreciation for the engineering behind Ferraris and their marvelous competition cars. Eddie caught wind of the 288 GTO and simply had to have one. After learning that all of the cars were already spoken for, he reached out to a number

of his close friends and Ferrari enthusiasts, the likes of which included Stanley Nowak. Miraculously, they were able to deliver, and Eddie was presented with the opportunity to purchase Brentwood Volvo's allocation for their 288 GTO. He couldn't accept the offer fast enough.

After securing the allocation for the supercar, Eddie and his son planned a trip to Italy where they would tour the countryside and take delivery of the iconic 288 GTO in Modena. The Regners were taken on an all access tour of the factory and witnessed the majority of the 272, 288 GTOs in their various stages of assembly. They had the opportunity to watch the cars go down the assembly line as they received their final touches, and even witnessed their own car being brought to Maranello, where any imperfections found were marked with yellow circles and addressed accordingly until the car

was perfect. While at the factory, the Regners had the privilege of conversing with Ferraris' top engineers & drivers, all of whom had direct input on the creation of the car. This trip is extensively documented in the car's in-depth history file.

On May 27th, 1985, the car was signed out of the factory, specifying Eddie Regner's name on the original factory invoice. Upon its US arrival, the car was taken to Berlinetta Motorcars of Long Island, New York, to be federalized - during the process, Eddie's name was stamped on a plate in the door jamb which is still present today. This shop was specifically chosen due to their minimalistic approach to the federalization process. As a result, the car was spared of the cutting and welding that some other federalized cars underwent. As part of the process, its odometer fascia had been converted to appear to read in miles, but with the minimalistic





Eddie Regner leaving Italy in his new 288 GTO

approach, only the fascia was changed and the instrument continues to count kilometers.

During its younger years the car was used sparingly on fair weather days and made appearances at Ferrari club events across the country. As word of the 288 GTOs mind-blowing performance quickly spread, it became legendary in the motoring community. Demand for the supercar went through the roof, subsequently raising its value to a point where Eddie no longer felt comfortable driving it recreationally. In the mid-1990s, the car was safely tucked away into a climate controlled garage where it has laid dormant until very recently.

Eddie has made the decision to part with the car after 30 years of ownership and as a result, has recently brought it to a respected marque specialist where the paint and interior received

a sympathetic detailing; leaving the vehicle in outstanding condition. The body is very straight with everything lining up, just like it did the day it left the factory. The original paint presents beautifully, only showing some minor imperfections that one might expect of a vehicle that has traveled only 7,500 Kilometers. Inside the all-business interior is slightly refined with the addition of air conditioning and power windows. The firm and supportive red and black Kevlar seats show minor signs of wear from the car's very limited use. Only a few months ago, the car received a full major engine service replacing anything that may have tired over the years while it was stored.

Accompanying the GTO is exceedingly rare Schedoni luggage, the original spare, both sets of keys, along with a tremendous history file that includes the original certificate of origin,

manual, warranty card, factory invoice, and EPA, DOT, and NHTSA paperwork.

The last few years have seen the 288 GTO rightfully assume its status as a truly collectible icon, by merit of its modest production, iconic design and blistering performance. In the July 2016 issue of Octane magazine which featured Niki Lauda's 288 GTO, Joe Sackey stated "Subsequent supercars pay homage to the GTO. Three decades ago, Ferrari hit this one out of the ballpark." With only about three dozen of these cars believed to exist in the U.S. today, they are quite a rare sight. Even more uncommon of an occurrence is the opportunity to purchase one, let alone one that has traveled less than 7,500 kilometers and has been with its original owner since new. Do not miss this chance to acquire what very well may be the greatest of its kind. **\$1,800,000 - 2,200,000**

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Formerly owned by Bud Catlett

### 1913 REGAL UNDERSLUNG MODEL N 25HP ROADSTER

Engine no. 4708

200 ci, Side-Valve, 4-Cylinder Inline Engine  
Single carburetor, 25hp  
3-Speed Manual Transmission  
Semi-elliptic leaf spring suspension, front and rear  
2-Wheel Mechanical Brakes

- Authentic early sports car
- Technically advanced underslung chassis format
- Cosmetics sympathetically refurbished
- Eligible for Horseless Carriage Club events



#### THE REGAL UNDERSLUNG

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

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

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

Annual sales increased steadily from 425 in 1908 (the first full year of production) to a peak of 8,227 in 1915, by which time Regal was large enough to be considered a major manufacturer, exporting widely. The marque gained success overseas also,

Regals were imported into the UK between 1911 and 1918 by Seabrook, of Great Eastern Street, London EC2 and marketed as 'Seabrook RMC's'. Financial difficulties, however, were just around the corner. The WWI materials shortage contributed to halved production in 1917 and the receivers moved in during February of 1918 to close what, almost certainly, was still a going concern.





### THE MOTORCAR OFFERED

This rare jewel of the teen era has been known in club circles since the 1930s, being discovered by Edward 'Bud' Catlett in 1938. Catlett would go on to become the curator of the famed Harrah's Automobile Collection in Reno, Nevada.

After a remarkable half century of ownership, Catlett finally parted with his beloved Regal in 1999, when it passed to the current owner. A couple of years later a sympathetic restoration was embarked upon to bring it to the condition we see the car today. As evidenced from the photographs on these pages it is ready to use and 'on the button'.

The appeal of sporting cars from the brass and teen era continues to grow, particularly for the handful of cars which were produced

in the intriguing 'underslung' format. This is a great, real, example of this coveted genre, with a simple uncompromised provenance.

**\$100,000 - 150,000**

## 1980 PORSCHE 930 3.3 TURBO COUPE

Chassis no. 93A0070365

Engine no. 6700350

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

300bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Equipped with rare Pasha velour interior from factory*
- *Highly optioned German-delivery example*
- *Beautifully presented Euro 930 with well-documented history*
- *Offered with history file and Porsche Certificate of Authenticity*



## THE PORSCHE 930 TURBO

In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 250km/h. 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 - being capable of racing from a standstill to 161km/h in 14 seconds.

The Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age.

## THE MOTORCAR OFFERED

This 1980 Porsche 930 Turbo Coupe was delivered new to the home market, finished in striking Guards Red over the stylish brown leather interior with black/brown Chessboard velour, or Pasha, as seen in the car today. The car's long list of optional equipment included a limited slip differential, high amperage battery, electric mirror on the right, air conditioning and an electric sunroof.

Copies of the import paperwork on file indicate that the car was imported to the US by Donald R. Valenti in late-1981, and approved by the EPA in 1982. By 1984, the red 930 was in the hands of Michigan resident Albert Mowry. The car is believed to have remained in Mr. Mowry's possession until the mid-1990s when it was purchased by John Molenaar of Oklahoma, who would sell the car to Idaho Porsche-enthusiast Jim Banse. The Porsche

was purchased by the consignor from Banse a few years ago.

The many receipts on file dating back to the early 1980s attest to diligent service and maintenance, and a recent mechanical and cosmetic fettle by North Vancouver based specialist shop Jakob's Auto Repair was just performed, which totaled nearly 10,000 Canadian dollars. A recent test drive with a Bonhams specialist proved the car to be in very well-sorted condition. Presented wonderfully with the original factory livery and engine intact, this 930 is ready for its next caretaker.

**\$110,000 - 140,000  
WITHOUT RESERVE**

## 1969 JAGUAR E-TYPE SERIES II 4.2 COUPE

Chassis no. 1R26912  
 Engine no. 7R83189 (see text)

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

- *Lovely restored example of Jaguar's legendary E-Type*
- *Presented in the factory-delivered color combination*
- *Excellent example for rallies and tours such as the Copperstate 1000*
- *Offered with books, tools and JCNA Heritage Certificate*



## THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a top speed of 150mph. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The first significant upgrade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger engine came a user-friendlier gearbox and servo brakes. From September 1968 Series II E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper.

## THE MOTORCAR OFFERED

According to this E-Type's Heritage Trust Certificate, it was built at the Browns Lane Jaguar Works on September 11, 1969. Denoted as a left hand drive Series II Fixed Head Coupe, the E-Type was finished in Signal Red over black interior trim, and fitted with a manual transmission. A US market example, the E-Type made its way to the British Leyland distributor in New York, where it would be sold to its first owner.

Although the Jaguar's early history remains unknown, the car is confirmed to have been in singular ownership from the 1980s until purchased by the consignee. A comprehensive restoration was carried out in 2010, where the car's factory-correct Signal Red exterior was professionally redone, and the car's mechanical systems were refurbished. It should be noted that at some point in time,

presumably before the 1980s, the car's engine was replaced with a correct, 4.2-liter unit.

This striking E-Type is offered with books and tools, and the odometer reading of just over 83,000 miles is believed to be the car's actual mileage since new. In beautiful condition inside and out, this Jaguar presents as an excellent example of the late 6-cylinder E-Type Coupe, a model that looks like a great bargain today compared to its Series I predecessors.

**\$65,000 - 75,000**  
**WITHOUT RESERVE**

## 81 Ω

1936 BENTLEY 4¼ LITER TOURER  
Coachwork by Vanden Plas

Chassis no. B 138GA  
Engine no. K6BW

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

- *Exceptionally well-documented history*
- *Attractive Vanden Plas coachwork*
- *Beautifully maintained example*
- *Eligible for many motoring events around the world*



### THE DERBY BENTLEY

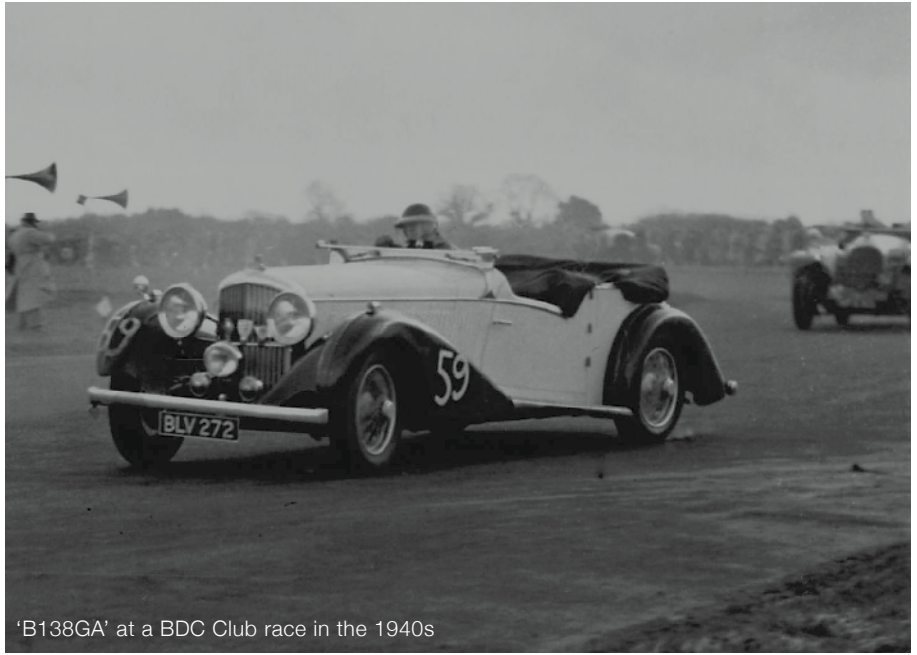
By the end of the 1930s the Derby Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments. Not the least of which was in 1936, when an increase in bore size upped the capacity to 4,257cc. Ernest Hives, who ran Rolls-Royce simultaneously while working on the Spitfire, conceived the idea of placing a tuned and modified 25/30 Rolls-Royce engine in the chassis in lieu of the much smaller unit originally planned.

It enjoyed a superior specification in Bentley form, boasting twin SU carburetors, raised compression ratio and a more sporting camshaft. Thus the new 4¼-Liter model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted

brakes. It was the construction of modern highways in Continental Europe, where the car had been extensively tested by W.O. Bentley, that enabled him to suggest multiple improvements. This unlikely synergy gave birth to the Silent Sports car, a car with unique qualities of precision construction and exceptional handling in a package which represented a true pinnacle of elegance.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, owner-driver saloon and Drophead Coupe bodies, mostly by Park Ward, were the norm. Very few cars were bodied with more sporting bodywork.





'B138GA' at a BDC Club race in the 1940s



## THE MOTORCAR OFFERED

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

According to the historical records, the car was finished in maroon over black with maroon leather and delivered to its first owner, a Mr. W.G. Jordan, on March 25, 1936. By 1939 the car was owned by Major P.R. Davies Cooke, who retained the car during the war. Following the war, in 1946, the car was purchased by a Mr. Peter, who

at the time was working as an apprentice at the Rolls-Royce Crew Works as a production road tester. According to a letter from Mr. Riley he enjoyed the car a great deal, entering it in a number of hill climbs, sprints, rallies, and many Bentley Drivers Club events. In fact, he entered the car in the 1950 Welsh Rally and finished 2nd overall, two places ahead of the legendary Sydney Allard.

The car passed through the hands of a few other well-known owners, including noted London broker Richard Hicks, before being purchased by Charles Howard. In the late 1980s the car was purchased, in a partially dismantled state, by Mr. Michael Bradfield, a one-time chairman of the Bentley Driver Club. During the late 1980s and early 1990s Mr. Bradfield commissioned a total and complete restoration with bills totaling

140,000 pounds. The car then passed to Mr. Bo Zarnegin in 1995, and then to Mr. George Rombouts-Howitts in 2003, who commissioned a great deal of further restoration work carried out by Fiennes Engineering, Alpine Eagle and Wildae Restorations. Mr. Rombouts-Howitts used the car on various rallies and tours, but maintained the car so meticulously that he was awarded 3rd in class when he showed the car at the Pebble Beach Concours d'Elegance in 2009. The car later became part of the renowned collection of Sir Anthony Bamford before being acquired by its current owner.

Representing thoroughbred motoring at its very best, this iconic Vanden Plas Tourer represents one of the highest pinnacles of the Derby Bentley. With its active competition





history and its extraordinary long-term ongoing preservation by marque specialists, the opportunity to acquire this car should give the next owner much pleasure, as well as an undoubted invitation to multiple prestige motoring events worldwide.  
**\$600,000 - 800,000**



## 1977 FERRARI 308 GTS

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 23173

Engine no. 00028

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

- Striking silver over black livery with 'Boxer-trim'
- Highly sought after carbureted model
- Beautiful and well cared for example of Ferrari's classic 308
- Offered with books and tools



## THE FERRARI 308



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

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

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

Produced initially with fiberglass bodywork (the 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. An exhilarating driver's car and a Ferrari purist's delight, the 308 and its many derivatives proved a huge commercial success for Maranello, with over 12,000 sold.



## THE MOTORCAR OFFERED

This particular 308 GTS was finished by the Maranello Works in December of 1977, and is one of approximately 2,185 carbureted cars produced between 1977 and 1980. The car is believed to have been fitted with air-conditioning from new, a desirable option for the time.

Although the car's early history remains unknown, it is believed to have been in the US since new. By the 2000s the 308 GTS was owned by Ferrari enthusiasts Merlyn and Linda Curtis of Wisconsin, and is known to have been silver at this time, with the black Boxer trim in place. Purchased by the current owner in 2014, the Ferrari has since been treated to a full service. The interior was re-trimmed in black while the classic Cromodora alloy wheels were wrapped in a fresh set of appropriate Michelin XWX tires.

This fine example of Ferrari's iconic 308 presents very well and has clearly been well loved over the years. Today the car shows less than 40,000 miles on the odometer, a figure that is indeed believed to be the car's original mileage. Accompanying the sale of the car are the car's manuals, which are still in the pouch, as well as the tool kit and jack.

As younger generations of collectors enter the market, the interest in these classic Ferraris is bound to increase. Most Ferrari enthusiasts will tell you that 308s are wonderful driver's cars that will surely make great additions to any collection.

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

Please note this car is titled 1978 with chassis no. 308GT23173.



## 1967 MASERATI GHIBLI 4.7 COUPE

Coachwork by Ghia – Design by Giorgetto Giugiaro

Chassis no. AM115.532

Engine no. AM115.532

4,719cc DOHC V8 Engine

4 Weber Carburetors

330bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Desirable Ghibli with factory 5-speed manual transmission*
- *Finished in stealth black over grey livery*
- *Striking Giorgetto-designed icon*
- *Excellent choice for the Copperstate 1000 rally*



## 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 in price. At 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 lower cabin 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



### THE MOTORCAR OFFERED

superseded by the 4.9-liter SS version in order to meet the 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 40 years ago.

This lovely example of Maserati's classic Ghibli Coupe offers potent V8 power – controllable with the desirable 5-speed gearbox – all packaged in stunning Giugiaro styling. Completed at Maserati's Modena workshops in early 1967 this Ghibli Coupe, chassis no. AM115.532, was built as a left-hand-drive equipped with the desirable 5-speed manual ZF transmission.

Although the car's early history remains unknown, it picks up in 2000, when the car is said to have been restored by renowned Ferrari and Maserati restorer Bob Smith Coachworks of Gainesville, Texas. The car remains in lovely condition today, and appears to have been well-maintained and preserved since the restoration. Fitted with a Blaupunkt radio with modern Pioneer speakers, the car presents strikingly well in stealth black exterior

over a light grey interior.

This smart, beautifully restored Ghibli, with its factory 5-speed manual transmission and striking color combination, truly makes an appearance wherever it goes. A superb example for high-speed rallies such as the Copperstate 1000, this Ghibli Coupe is ready for its next owner.

**\$225,000 - 275,000  
WITHOUT RESERVE**

## 1921 STUTZ SERIES K BEARCAT

Chassis no. 10555

Engine no. 10557

360ci T-Head 16-Valve 4-Cylinder Engine

Single Stromberg Carburetor

88bhp

3-Speed Manual Transaxle

Front and Rear Leaf Spring Suspension

Rear Drum Brakes

- *Time warp example of an American icon*
- *Approximately 10,000 miles from new*
- *FIVA award winner 2015 Pebble Beach Concours D'Elegance*
- *Wayne Carini's greatest discovery*
- *Stunning original condition*



### THE STUTZ BEARCAT

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

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

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

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

Initially powered by a Wisconsin T-head engine, it would be eventually replaced by a Stutz-built, sixteen-valve, four-cylinder unit that drew heavily on Stutz's racing experience. The Stutz "White Squadron" racers were powered by engines featuring four valves per cylinder; the potential increase in performance over a traditional two-valve motor was made clear!

The new, more advanced motor demanded an improved car. Stutz responded with a heavier chassis to cope with the power as well as attractive modern coachwork. Still built on a short and light 120" chassis, the new model would move the center of gravity even lower by placing the tank down low in the rear, with a rear deck fitted to hold a couple of raked spares in racing fashion. This redesign produced a menacing looking machine, and would bestow upon the Bearcat its second golden era. Challenged only by its fierce rival, the Mercer Raceabout, the Bearcat represented the ultimate in American sporting cars of the time.









## THE MOTORCAR OFFERED

Offered here is a truly exceptional, amazingly original example of one of the most iconic American cars of all time. This time-warp Bearcat is the car (and tale) every car enthusiast dreams of - laid up for 80 years without anyone knowing about it and having only covered approximately 10,000 miles since new!

This Bearcat was purchased new at the Boston, Massachusetts Stutz agency in 1921 by a high-ranking Army Officer of the Medical Corps. Upon a transfer to Silver Springs, Maryland, the officer drove his beloved Bearcat to his new commission. A map detailing driving routes to this location was amazingly found in the car. After his time in Maryland, he was relocated to Georgia in 1931, the Stutz again his ride of choice to his new home.

Wayne Carini, noted car sleuth and host of television's *Chasing Classic Cars*, was tipped off to the possibility of a mysterious Stutz Bearcat in Georgia. Without hesitation, he immediately went in search of this ultimate prize. The car was ultimately discovered at the former estate of its original owner - it had been given to the caretaker and untouched for decades. While inspecting the car, the Bearcat was partly disassembled in an attempt to perform a routing de-carb job, when ultimately decided to be in wonderfully preserved, original condition. Without hesitation, Mr. Carini negotiated purchase for the Bearcat, and the car was immediately transported to his shop in Connecticut.

Upon arrival, the Bearcat was carefully inspected and its contents inventoried. The car's condition and originality was staggering;

nothing had been modified or changed on the car, and all original components appeared to be preserved in place. The car had every sign of being the 10,000-mile car the odometer claimed. The contents of the car proved even more fascinating - a bag from the Stutz agency in Boston, maps to Maryland, and most remarkably of all, the car's original handwritten build tag with all of the Bearcat's serial numbers was discovered tucked under the front seat - no other tags like this have ever been reported discovered!

Upon the car's arrival in Connecticut, the decision was ultimately made to attempt to get the Bearcat running. Mr. Carini decided to send the car to Bonhams Motoring Specialist and Stutz aficionado, Evan Ide. While at Evan's shop, the oil pan was removed and cleaned, its water pump rebuilt with a new shaft, a full



valve job performed, and a new head gasket sourced and installed along with a revived ignition system. Upon further inspection, the cam follower guides were swollen and cracked, so a new set was produced from bearing bronze by Holman Engineering.

Further cleaning and careful stabilization of the cosmetics was also undertaken. Delicate areas of the upholstery were strengthened, having sourced original leather in order to carefully repair some rodent damage. The exterior paint was carefully cleaned and the original top was brushed to remove dirt and dust from years of storage. As the fuel tank was covered in well preserved original paint, a decision was made to fabricate a second tank that could be stored in the compartment behind the front seat. A tank of approximately three gallons was fabricated from aluminum,

which allowed the original pressure delivery system to be employed and thus eliminating the need for a modern fuel pump.

It should be noted that every possible attempt was made to do the work without disturbing the originality and patina of this remarkable car. It would all pay off, and after several months of effort, the Stutz once again ran - and oh how it runs! With the Bearcat now running flawlessly, it was ready to be debuted to the world at the Pebble Beach Concours d'Elegance. The Bearcat proved a hit. Not only were crowds flocking to see the car throughout the day, it was also awarded the FIVA prize for the most significant original pre-war car! For Mr. Carini, the "chase" and discovery of his career-defining motorcar was extraordinarily special, but the journey of the Stutz from purchase to Pebble Beach is

equally impressive. The journey was recently documented in a special one-hour season-premiere episode named, "Hey There, Hot Stutz". The episode became one of the most watched in the program's history, and received wide acclaim.

As the Bearcat sits today, the big T-head engine will idle down to around 50rpm, but, with the slightest crack of the throttle, it immediately barks to life. The music coming out of the large exhaust cutout is magical! On the road, the Stutz is remarkable - having no squeaks or rattles, practically tight and sharp in the way only an all-original, low mileage car can be.

Of all the cars Wayne Carini has discovered over the years, he considers this to be his ultimate find. The fact that a Stutz Bearcat



The Stutz at the 2015 Pebble Beach Concours d'Elegance.



- one of the greatest prizes in collecting since the hobby has existed and paired with its success in alluding discovery for 80 years and wonderfully preserved in such remarkable condition surely makes for a great story. One would be hard-pressed to score a better find today! As such, this should easily be considered the most original Bearcat in existence, and a truly exceptional example of one of the greatest icons of American motoring.

**Refer to department**

## 1967 ASTON MARTIN DB6 VANTAGE

Chassis no. DB6/2974/R

Engine no. 400/2989/V

3,995cc DOHC 6-Cylinder Engine

Triple Weber Carburetors

325bhp at 5,500 rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Highly desirable, matching numbers DB6 Vantage*
- *5-Speed manual transmission and chrome wire wheels from new*
- *Thoroughly refurbished example*
- *Beautifully presented British motoring*



## THE ASTON MARTIN DB6



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

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

120mph the Aston was as effortlessly relaxed as other powerful cars at 80mph. “For high-speed open-road touring this Vantage DB6 is practically ideal,” enthused *Autocar*’s scribe, and few would disagree.

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



## THE MOTORCAR OFFERED

Ordered with the highly desirable Vantage specification, this DB6 was among the most powerful ever produced by the British make. Finished in the elegant Dubonnet Rosso (Maroon) over a Natural Connolly interior with the desirable 5-speed manual transmission, it is believed that the car was originally delivered in the UK due to the right-hand drive configuration. The first owner ordered the DB6 with chrome wheels, power operated aerial, a heated rear screen and the Borg & Beck clutch.

After the car was imported to the US, the new owner commissioned an extensive refurbishment from the renowned Bay Area restoration shop, The Pit Stop. During the conversion from RHD to LHD the DB6's interior was subject to comprehensive work, in which plenty of black Connolly leather and

period correct Wilton wool carpeting was used to bring the DB6 back to as-new condition.

Besides the impressive interior work, The Pit Stop also refurbished the car's brakes, suspension and three Weber carburetors. An EZ reversible power steering was also fitted, to increase low speed handling on this gentleman's express. Further, the car is accompanied by the components needed to bring the DB6 back to right-hand drive specification should a new owner wish to do so.

With the car's history file containing invoices in excess of \$80,000, it is not surprising that this wonderful Aston Martin presents beautifully and is reported to be a strong runner. The DB6 is the last of the iconic DB

Aston Martins from the '60s and, with its pure form and powerful Vantage engine, the example offered here is a must-have for any Aston Martin fan.

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

1989 PORSCHE 930 TURBO *FLACHBAU* CABRIOLET

VIN. WP0EB093XKS070402

Engine no. See text

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Extremely rare, slant nose Cabriolet*
- *Less than 34,000 original miles*
- *Iconic race inspired Porsche design*
- *Offered with the Porsche-issued Certificate of Authenticity, CARFAX, books and tools*

**THE PORSCHE 930 *FLACHBAU***

By combining a turbocharged engine with open coachwork, modified in competition style, Porsche created what is considered today to be one of the most desirable late model 911s - the 911 Turbo SE ('Flat Nose' or 'Slant Nose') Cabriolet. Group 4 homologation rules, requiring 400 road cars to be built, had spurred the development of 'Project 930' - the original 911 Turbo. In October of 1974, Ernst Fuhrmann officially unveiled the first Turbo production model.

The Turbo married a KKK turbocharger to a completely reworked 3.0-liter engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler were carried over from the Carrera model, while the interior was the most luxurious yet seen in a 911. The engine was

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

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

headlamps (early examples had them in the air dam). The car's side skirts led to the rear which had extra cooling intakes ahead of the rear wheels. Along with the body modifications came an even more luxurious full leather interior, graced with luxuries such as air conditioning and special electrically adjustable and heated Recaro seats. Production of these modified 930s, though, remained quite low due to the very high cost that they carried.



## THE MOTORCAR OFFERED

One of just 147 American-market 1989 slant nose 930s, and one of the less than 30 desirable cabriolet models, this car is very special indeed. The Porsche was produced in January of 1989, and soon after it was shipped off to the US, delivered in gorgeous Grand Prix White over a Marine Blue partial leather interior. The first owner checked all the right boxes on his new 930, including the \$30,000 slant nose body option. Accompanying the car is a copy of the original window sticker that shows the car's cost totaling over \$116,000, an astounding figure for the time.

Having covered less than 34,000 miles from new, this Porsche presents beautifully today and is offered with a clean CARFAX, as well as a toolkit, compressor, manuals and a copy of the Porsche-issued Certificate of Authenticity. At some point in its past, the original engine

was replaced with a correct type, M930/68, motor. After being stored away for more than ten years, this slant nose was only recently discovered receiving an extensive engine-out service, performed by Trophy Performance of Las Vegas, Nevada, shortly after it was uncovered. Receipts show that a total of \$11,000 was spent on getting the Turbo Porsche engine refurbished.

This magnificent piece of Porsche history has been reported by its owner to run and drive very well, and will surely provide its next owner with years of enjoyment. A favorite of many Porsche aficionados, this special, final year 930 Turbo presents an extremely rare opportunity to acquire one of Porsche's lowest production models.

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

1934 ROLLS-ROYCE PHANTOM II CONTINENTAL  
OWEN SEDANCA COUPE  
Coachwork by Gurney Nutting

Chassis no. 117RY  
Engine no. RV65

7,668cc OHV Inline 6-Cylinder Engine  
Single Jet Rolls-Royce Carburetor  
120bhp at 3,500rpm  
4-Speed Manual Transmission  
4-Wheel Servo-assisted Drum Brakes

- One of just 18 PII Continentals built to the Owen Drophead design
- Top-of-the-line chassis with elegant and desirable Gurney Nutting coachwork
- Known chain of ownership documented by the RROC
- A highly-collectible Rolls-Royce that presents beautifully



## THE ROLLS-ROYCE CONTINENTAL

Rolls-Royce's "single model" policy had proved an outstanding success for the company, but by the early 1920s it had become necessary to replace the elegant but ageing Silver Ghost chassis. It was no easy task, but the new model which made its debut in 1925 was a more than worthy successor, and it brought Rolls-Royce into the modern mid-twenties era of motoring. Nevertheless, the design philosophy of the marque remained careful evolution rather than revolutionary gadgetry.

In total, the revisions demanded a new model name, and the revised chassis was dubbed the New Phantom by the factory, which was later changed to Phantom I. The biggest innovation was a new inline 7,668 cc six-cylinder engine with an aluminum crankcase and the cylinders cast in three pairs of two. The one-piece, detachable cylinder head featured pushrod-

actuated overhead-valves for much improved breathing compared to the old Silver Ghost power plant. The new model also boasted a disc-type clutch as well as adjustable radiator shutters. New Phantom production began at Derby, England in 1925 and the following year in the Springfield, Massachusetts plant, owned by Rolls-Royce. Prominent coachbuilders flocked to body this luxurious chassis. It would continue fundamentally unchanged until the arrival of the Phantom II model in 1929 that featured an entirely new frame.

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

available upon England's narrow and windy roads. With long distance high-speed motoring in mind, the Phantom II Continental chassis was created, the project being personally overseen by Henry Royce with assistance from Ivan Evernden.

The whole car was conceived by Royce to be a more sporting and compact four-seater owner/driver motor car when compared to the long wheelbase standard Phantom II. Just 281 such chassis were produced and they differentiated themselves from their standard cousins with thicker springs and a six inch shorter chassis, measuring 144 inches. With lightweight coachwork being fitted, the final result was a motor car capable of carrying four people in comfort at high speeds for many hours at a time over great distances.





2



### THE MOTORCAR OFFERED

The Continental is rightly considered by many to be one of the finest pre-war Rolls-Royces. The majority of Phantom II Continentals were fitted with close-coupled four-door closed coachwork. However, a small number were fitted with more stylish designs and few possessed the exquisite elegance of the Owen Sedanca Drophead Coupe by Gurney Nutting of Chelsea in West London. Gurney Nutting are considered by many to be one of the premier pre-war coachbuilders. Their stylish and graceful designs retain timeless appeal.

In his monumental 2015 book *Rolls-Royce Phantom II Continental*, the distinguished Rolls-Royce historian André Blaize writes that just eighteen Owen Sedanca Drophead Coupe bodies were built by Gurney Nutting. Chassis 117RY is one of these eighteen cars, which makes this particular Continental an exceptionally collectable automobile. Documents lodged with the Rolls-Royce foundation indicate that 117RY was ordered for stock on February 1, 1934 by the famous distributor H.R. Owen Ltd. who gave name to its lovely bodystyle. On March 28, 1934, the chassis was delivered to Gurney Nutting to be bodied.

André Blaize devotes two full pages to this important Rolls-Royce in his book and notes that the first owner was Mme. María Paz Yango de Ossorio of Manila, Philippines and

the Dorchester Hotel in London. Fabulously rich, Mme. de Ossorio owned the Victorias Milling Company in Manila, the largest sugar refinery in Asia at the time – so she could well afford the steep £ 1,850 chassis price. Not content with “just” owning 117RY, she also sweetened her life with a 20/25HP model and later a Phantom III. Blaize also points out that Mme. de Ossorio bought the car for her own personal “touring at comparatively high speeds” in England, and that contrary to popular belief, it never went to Manila.

In 1936, Mme. de Ossorio sold 117RY to a certain Mr. Goodyear of Hampton, England. It then passed to Francis Stonor of Montagu Square, London in 1938 and Gilbert Murray Bradley of Mayfair Court in London in 1939. Mr. R.L. Broad in Kent acquired 117RY in 1946. In 1967, ownership passed to Herbert



F. Bass of Columbus, Ohio. The car was sold when Bass passed away in 1988, but his son Gary Bass reacquired the car in 1999. The car was offered at auction in 2008, and in 2010 it was purchased by the current owner, who had it freshened by marque specialist Enfield Auto Restoration in Connecticut.

prestigious concours or driving event. It is considered to be one of the very best documented Continentals and would be an exceptionally worthy addition to even the most outstanding collection.

**\$600,000 - 800,000**

The Gurney Nutting Owen Sedanca Drophead Coupé on the Phantom II Continental chassis captures the elegant flair of European influenced styling, in combination with a dignified restraint of line, which is quintessentially English. In its handsome livery, where tasteful light coachwork is offset by a burgundy leather interior and top, chassis 117RY is a pre-war Rolls-Royce motorcar that displays superb harmony of color and line. It is rare, graceful, correct, and welcome at any

## 1967 CHEVROLET CORVETTE 327/300HP COUPE

Chassis no. 194377S100848  
 Engine no. 7100848 V0906HE

327ci OHV V8 Engine  
 Single 4-Barrel Carburetor  
 300bhp at 5,000rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Elegant Silver Pearl over Black livery*
- *Beautifully restored and NCRS judged*
- *Desirable 4-speed manual*
- *Great Corvette for high-speed rallies and tours*



## THE CHEVROLET CORVETTE



To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St. Louis factory hired a second shift but still could not build cars fast enough to meet demand.

Styled in General Motors' Art and Color Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the center of gravity to be significantly lowered, improving both road holding and ride.

This new frame was the work of Corvette Chief Engineer Zora Arkus-Duntov who said: "For the first time I have a Corvette which I am proud to use in Europe." Now recognized as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

The Sting Ray customer could take his or her pick from an extensive range of factory options, with the result that seldom are two cars exactly alike. 1966 was the first year a Corvette could be ordered with the optional 427ci big block engine, which gained notoriety as one of the most powerful ever offered for public sale when in 1967 it became available in L88 configuration with 560bhp on tap. Although the L88 was listed for a few more years (latterly with 'only' 430



### THE MOTORCAR OFFERED

claimed horsepower but almost certainly more) only 20 cars were ever delivered with this stupendous engine, probably because it increased the list price by almost 25%!

It is very hard to argue with the attraction of the 1963-1967 Corvette. There is certainly nothing subtle about these extremely powerful and loud 'mid-year' Corvettes, yet they remain to be some of the most desired and avidly sought of all collector cars.

The fine example of the potent mid-year Corvette offered here was completed at GM's St. Louis based Corvette plant on August 29th, 1966, and built as a 1967 model-year car. According to the trim tag affixed to the underside of the car's dashboard, the new Corvette Coupe was finished in Silver Pearl over black vinyl interior, the same livery as it appears in today.

The car is handsomely equipped with posi-traction rear axle, tinted windows, red line tires and a classic looking AM/FM radio that has been upgraded to MP3 output. Although the car's early history remains unknown, but is known to have been shown and awarded the prestigious Top Flight Award at a 2001 NCRS Corvette meet. The car has been carefully maintained by the current caretaker, a Maryland-based collector of sports cars, since 2014.

A lovely example from the end of the C2 Corvette production run, this would be a great car to take on vintage rallies and tours, such as the Copperstate or Texas 1000, or to simply get in on an early Sunday morning to wake up the neighbors. Beautifully presented throughout, this sporting Corvette is ready for its next caretaker.

**\$65,000 - 80,000  
WITHOUT RESERVE**

## 1930 STUTZ SERIES M CABRIOLET

Coachwork by Le Baron

Chassis no. M8-46-CD25E

Engine no. 32550

322ci SOHC Inline 8-Cylinder Engine

Single Updraft Carburetor

113bhp at 3,300rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- Exceptionally well-preserved and highly original Stutz Cabriolet
- Class winner at Italian Concours d'Elegance events
- Carefully mechanically and cosmetically refurbished at specialist shops
- Featuring desirable 4-speed gearbox and aluminium rear body



## THE STUTZ EIGHT

Born in Indianapolis, it didn't take long for Stutz to prove they had racing in their DNA. At the inaugural Indy 500 Harry C. Stutz's first car, the Bearcat prototype, scored 11th place, well earning their slogan: "the car that made good in a day."

The Stutz Company went through many ups and downs and Harry C. Stutz eventually lost control of his company. Fortunately for the company, however, an equally visionary and brilliant man would come in to fill his shoes: Fred Moskovics. Moskovics had made a good reputation for himself in the auto industry, his period at Marmon had led to their most charismatic and high performance products to date. Moskovics surrounded himself with a team of talented engineers, most notably Charles "Pop" Greuter. Greuter was an engineer fascinated with the potential of over-head

cam valve trains. His design for Excelsior of an over-head cam straight eight would prove the basis for the new Stutz Eight. This Eight was a marvel of sophistication: chain driven overhead cam, ten main bearings, dual ignition, dual-throat carburetion and cross flow porting.

The new 8-cylinder "Safety Stutz" proved to be a breakthrough. The 1928 model won every American Stock Car race entered and was declared World Champion. Two custom Blackhawk Speedster bodies were penned by Le Baron to take full advantage of the performance. The four-passenger speedster body was designed and built so Stutz would have a car eligible for racing that required four seats.

The most famous race requiring passenger cars with four seats and a top was the 24hrs

of Le Mans. This now ubiquitous event was relatively unknown at the time in America but was considered the Super Bowl for road going cars. A French Stutz agent entered the Stock Stutz Blackhawk Four-Passenger Speedster in the 1928 event. It was the only Stutz entered, and it held the lead for much of the race, holding off an entire team of Works Bentleys. Unfortunately a loss of high gear late in the race forced the Stutz to finish second.



## THE MOTORCAR OFFERED

The Stutz on offer was purchased by the vendor, a lifelong enthusiast and collector of vintage American and Italian cars in Europe, at an auction in 2007. This stunning convertible, which boasts elegant LeBaron coachwork, was in remarkable original condition at the time of purchase, and thus it was decided that the car would embark on a sympathetic restoration that would preserve the outstanding originality of the car wherever possible.

The work was entrusted to Italian specialist restorers DIMAR in Tuscany, a company whose expertise is in conservative rather than radical restorations. During the course of the work the car was completely disassembled (the body was also removed from the chassis), every part was cleaned and polished by hand. The chrome parts were either just cleaned or where necessary re-chromed and subjected to an ageing process,

so that they would blend in with the rest of the car. The mechanical parts were comprehensively overhauled by another Italian specialist, Gianni Torelli's "Il Restauro" near Reggio Emilia in the Emilia Romagna province of Italy. Torelli overhauled the engine using new pistons, valves, connecting rods, etc. and the engine was bench-tested before being fitted back into the car. He also restored the original 4-speed gearbox, the differential, brakes, front and rear suspension as well as the exhaust system. The electrical equipment was revised at the same time, and all original instruments were made to work. It should also be noted that the original Philco radio was, and still is, fitted to the car.

The original interior leather has also been preserved and was just professionally cleaned, with just a few new pieces replaced where necessary. Noteworthy also is that the back

part of the car is still fitted with aluminium body panels all around, a costly option when new. Correct new 20" tires have also been fitted. The original soft top proved too brittle to be used and was therefore replaced.

The result of this stunning conservative restoration was presented at the Concours d'Elegance 'Unique Special Ones' in Florence, and at the 2011 Concorso d'Eleganza Castello di Miramare, where this Stutz deservedly was awarded Best Preserved Car. Accompanying the car is a plethora of restoration photographs as well as a printed book with before and after pictures of the work performed. Surely a future contender in competitive preservation class concours judging, this handsome Stutz is ready for its next caretaker. **\$180,000 - 240,000**

Please note car is titled by engine number.

## 90 Ω

1989 FERRARI F40  
Coachwork by Pininfarina

VIN. ZFFGJ34B000079763

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

- *Less than 4,500kms from new*
- *European spec F40 with desirable six-point harness sport seats*
- *Believed to have two owners the past 22 years*
- *The Ferrari model Enzo himself declared "the best in the world"*



### THE FERRARI F40

No Ferrari road car is more closely associated with Enzo Ferrari than the F40, the final project under the direction of Il Commendatore before his death in 1988. Built to commemorate the Italian carmaker's 40th anniversary, the F40 was, at its introduction in 1987, Ferrari's most powerful production car to date. Its 2936cc twin-turbocharged V8, nestled beneath the sloping buttresses of the Berlinetta coupe's roofline, produced 478bhp and 426 lb-ft (577 Nm) of torque, delivering "supercar" levels of performance: 0-60mph in 3.8 seconds and, more significantly, a top speed of 201mph (324km/h). No production car before the F40 had ever pushed beyond that barrier.

The F40 was mechanically based on the racing version of the 288 GTO, the GTO Evoluzione, which had been built to take on Porsche's 959 in the FIA's Group B category.

With the elimination of Group B, however, Ferrari was left with a handful of Evoluzione, and they would be used to develop the F40, whose race-bred heritage is clearly evident in its lack of anti-lock brakes, steering assist, and any sound-deadening measures. In fact, in contrast to the 959's technical complexity, the F40 achieved its remarkable performance in the traditional, Ferrari manner, combining a powerful engine with light weight and a slippery shape, and a competition-tuned suspension with a large footprint.

The four-cam engine is also based on the GTOs, though it was bored out to three liters and re-tuned to achieve the prodigious output. It was placed longitudinally, which greatly simplified the mounting of the twin water-cooled IHI turbochargers. The Weber-Marelli electronic injection is fed from two fuel tanks,

one just ahead of each rear wheel. European-spec F40s, such as the motorcar being offered here, came with rubber fuel bladders encased in sponge, while U.S.-bound models were fitted with aluminum tanks.

Sitting on a frame of tubular steel and composites, the F40 shares the same length of wheelbase as the GTOs, but the track is wider. Because of the extensive use of composites throughout the car, the F40 weighs just 2,425 pounds (1100kg), more than 500 pounds less than its supercar rival, Porsche's 959. The comprehensive weight-saving program even included, if desired, Plexiglas side windows and paint so thinly spread that the body panels' Kevlar weave can be seen through it.

The F40's bodywork was designed under the direction of Leonardo Fioravanti, who also







was responsible for the 288 GTO, Daytona, Dino 206 and 246 GT, 512 Berlinetta Boxer, and numerous other projects in his time both at Ferrari and later with Pininfarina. His initial wedge shape was, in tune with the car's racing-related development, then taken by Pininfarina and refined in the wind tunnel for optimum downforce and low drag. Though augmented with NACA ducts for cooling the engine, brakes and cockpit, a louvered Plexiglas engine cover, and that looming rear wing, the F40 is a simple and elegant shape delightfully absent of extraneous elements.

The cockpit, too, is all business, offering little in creature comfort but reaffirming the F40's essential character as a racecar for the street. Beyond the well-bolstered seats, gated shifter, padded steering wheel, and analog instrumentation, there is little to engage the

eye from the driver's seat, but that's primary to the F40's *raison d'être*: to fully immerse the driver in a pure Ferrari driving experience. The all-independent suspension is comprised at both ends of unequal-length wishbones, coil springs over telescopic shock absorbers and an anti-roll bar; the brakes are Group C-derived hydraulic 13-inch Brembo discs; the aluminum wheels, which sport F1-style center locks, are wrapped by 245/40ZR-17 tires in front and massive 335/35ZR-17 rubber at the back.

Under way, the F40 feels as rigid as if it was carved from a huge diamond due to the innovative body/chassis construction. In another case where Ferrari's racing experience translated to the street, the F40's tubular steel spaceframe and bonded-on panels of Kevlar composites provide a torsional stiffness that

would have been impossible to achieve with conventional means. As a result, handling is exceptionally crisp and the car responds to inputs as though there were not a mechanical but a telepathic connection between the driver and the wheels. The F40 will never be mistaken for anything other than it was intended to be: a racecar for the street.



## THE MOTORCAR OFFERED

Though the factory initially had announced that only 400 examples of the F40 would be produced, the car's popularity affected the production run from 1987-1992, resulting in 1,311 F40s which were all left-hand drive and painted in Rossa Corsa.

Completed at the Maranello-based Ferrari Works in 1989, this exceptional European-spec F40 was slotted for the home-market, and delivered to the first owner in February 1989 through an official Ferrari agency. The car is believed to have been fitted with the desirable six-point racing seatbelt harness and sport seats from new. A few years later the car sold to a German enthusiast, before it was exported to the growing Japanese Ferrari market, where the car has remained until this day. The car was serviced in November of 2010 at around 2,500 kilometers and again in April of 2013 at around

3,500 kilometers, and is believed to have had just two owners for the past 22 years.

Today, this striking F40 presents in exceptional condition throughout, and has covered less than 4,500 kilometers (2,800 miles) since new. The interior appears original and beautifully kept, as one would expect from such a low-mileage car. The felt on the dashboard presents very well, as does the racing inspired red seats. Factory decals are in place, and compartments and jamba's all appear to be original and untouched. With all of the right specifications, this F40 presents much like it did when it left the legendary Ferrari factory. The F40 is offered with its leather wallet including the operating manual, dealer directory and service book.

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.

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

## 1969 JAGUAR E-TYPE SERIES II 4.2 ROADSTER

Chassis no. 1R8404  
 Engine no. 7R4061-9

4,235cc DOHC Inline 6-Cylinder Engine  
 Dual Stromberg Carburetors  
 246bhp at 5,400rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Beautifully restored example of the legendary E-Type*
- *Striking black over red livery from new*
- *Ready for JCNA Concours judging or vintage rallies*
- *Accompanied by history file, tools and jack*



## THE JAGUAR E-TYPE

The first significant upgrade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. The car's external appearance was largely unchanged, but under the skin there were numerous detail improvements.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series II' guise. Enlarged side and rear lights were adopted while a thickened front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

## THE MOTORCAR OFFERED

This striking left-hand drive E-Type is believed to have been delivered new to California, where it dwelled in the garage of the first owner for the better part of two decades. The second owner, also a California resident, would use the Jaguar sparingly before putting it up in long-term storage. The car remained in his ownership until 2012, when a noted San Diego-area Jaguar specialist acquired the car and soon embarked on a comprehensive restoration. The car is said to have been in good, original condition at the time, and the mileage of just over 84,000 miles was believed to be genuine.

The E-Type Roadster received new paint and upholstery to the highest standards, in the car's original livery of black over red. The car's mechanical systems were comprehensively restored as well, while a few tasteful upgrades

were added, including a full stainless steel exhaust system and aluminum radiator for improved cooling.

Today this striking E-Type Series II 4.2-Liter Roadster presents beautifully inside and out, and is accompanied with a comprehensive history file containing restoration records as well as a tool kit and jack. This E-Type has received the important 'shakedown' miles since the restoration, and is a great looking example of the second generation E-Type, ready for JCNA Concours judging or vintage rallies such as the Copperstate 1000.

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

Please note car is titled J691R8404.

## 1964 PONTIAC TEMPEST WAGON

Chassis no. 804F11173

326ci OHV V-8 Engine  
 4-Barrel Carter Carburetor  
 280BHP at 4,800rpm  
 3-Speed Automatic Transmission  
 Independent Front Suspension – Live Rear Axle  
 Front Disc - Rear Drum Brakes

- *One of Pontiac's most influential models*
- *Desirable V-8 engine with tasteful performance upgrades*
- *Single family ownership for many decades*
- *A striking Sixties classic with room for family and friends*



### THE PONTIAC TEMPEST

The Tempest was introduced as an entry-level compact in September 1960 for the 1961 model year. Sharing the new monocoque Y platform with the Buick Special and Skylark, and Oldsmobile F-85 and Cutlass, the model also appeared under the LeMans nameplate. The Tempest was produced in three different generations before being discontinued in order to promote the new Pontiac LeMans instead.

In 1964 the new, second generation Tempest was introduced and rode on a conventional body-on-frame chassis with a perimeter frame. The wheelbase grew to 115 inches, overall length to 203 inches, and weight by more than 300 pounds. Both the aluminum V8 and the Roto Hydramatic were discontinued in favor of a new cast-iron small-block V8 of 326 cubic inch displacement.

### THE MOTORCAR OFFERED

As one of approximately 2,200 Tempest V8 Station Wagons produced in 1964, this is among the rarest of all the body styles. Sold new in San Leandro, California to a Mrs. Mildred Alforte, she drove and enjoyed this V8 Station Wagon for the first 88,000 miles of its life. After the passing of Mrs. Alforte, the car was sold from the estate and stored away for about a decade.

The dry and solid Tempest later emerged from its years in hiding, and a full restoration was set off in the late 1990s. The car was stripped down to bare metal and assessed to be in overall good condition, therefore it was possible to maintain most of the Wagon's original metal and major components.

Finished in a period correct white over red interior, the car has received clever mechanical

updates such as the addition of front disc brakes, a larger front sway bar, Desert Cooler multi-core radiator, a Turbo Hydra-Matic 400 transmission and an aluminum intake manifold topped with a Carter four-barrel carburetor. Documented with the original registration card and photos of the restoration, this Wagon is a welcomed weekend cruiser or a striking 1960s addition to any car show.

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

## 1959 FACEL-VEGA HK500 COUPE

Chassis no. HK BC2  
 Engine no. TY731567

383ci OHV Chrysler V-8 Engine  
 Dual 4-Barrel Carburetors  
 355bhp at 4,800rpm  
 4-Speed Manual Transmission  
 Front Independent Suspension – Live Rear Axle  
 4-Wheel Dunlop Disc Brakes

- Beautifully presented example of the French Rolls-Royce
- Unique provenance and ownership history
- Desirable Hemi-engine and 4-speed manual configuration
- Perfect for the Copperstate 1000 or similar rallies



## THE FACEL-VEGA HK500

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

From being chiefly engaged in the supply of car bodies to Panhard, Simca and Ford France, Facel branched out into automobile manufacture in its own right in 1954 with the

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

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

magazine, "a brilliant combination of good comfort and quite exceptional roadholding." HK 500 production amounted to just 500-or-so units between 1958 and 1961 and today this rare Franco-American Grand Routier is highly sought after.



## THE MOTORCAR OFFERED

This elegant and beautifully presented right-hand drive Facel-Vega HK500 has lived a very interesting life among prominent people of the 20th century. It was bought new by the famous World War II veteran Arthur Christopher John Soames, who came from a military family and was educated at Eton and RMC Sandhurst. Mr. Soames served in World War II with the Coldstream Guards earning the French Cross of War (Croix de Guerre) in 1942.

After the war he served in Paris, and in 1955 was honored as Commander of the Order of the British Empire. At the time he bought this Facel-Vega in 1959, he served as Secretary of State for War in the Harold MacMillan government. Mr. Soames had married Mary Churchill, youngest daughter of Sir Winston and Lady Spencer Churchill in 1947. After having served as Ambassador in France

from 1968-1972, Mr. Soames was the last British Governor of Rhodesia, negotiating the colony's transition into the nation of Zimbabwe. His accomplishments earned him a lifetime peerage, Baron Soames of Fletching, in 1979.

This Facel-Vega was generously equipped with power windows, power steering, European-style headlights and a Motorola solid-state radio. The powerful dual 4-barrel 383ci engine is mated to a desirable 4-speed Pont-a-Mousson manual transmission, the latter a rare and highly desirable option to the standard Chrysler Torqueflite automatic. The engine is correctly numbered FY7 for its Facel-Vega application and carries the correct air cleaner assemblies.

The car was restored in the 1990s and remains in beautiful condition, presented in a lovely

creamy yellow over a rich oxblood leather interior with an appropriate wooden dash. A set of new Borrani center-lock wire wheels with 3-ear Facel-Vega mounting nuts has been fitted. Facel-Vegas are noted for their extensive use of stainless steel for exterior bright work, and the highly polished bright trim on this example is a delight upon close inspection.

Arguably one of the finest Facel-Vega HK500s in existence, this striking example is optioned with the most desirable dual 4-barrel 383ci Hemi engine and 4-speed manual gearbox, and the Soames/Churchill provenance surely adds to this Frenchmen's pedigree.

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

## 1966/1989 LYNX JAGUAR D-TYPE REPLICATION

Chassis no. 1E76306

Engine no. 7E516199

3,781cc DOHC Inline 6-Cylinder Engine

3 Weber Dual-Throat Carburetors

Approximately 270bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Expertly replicated D-Type by renowned Lynx Motors*
- *Beautifully handcrafted aluminum paneling*
- *Equipped with many Jaguar parts*
- *A fun sports-racing type car for a Sunday morning drive*



## LYNX MOTORS INTERNATIONAL

Lynx Motors was founded in 1968, principally to repair and maintain specialist sports and racing cars, but quickly made their name restoring and maintaining many of the original Jaguar C-Types, D-Types and E-Types. The company soon evolved from the Jaguar restoration business to build very close replicas of Jaguars rarest and most famous sports and racing cars. Their cars would be referred to as a "tool-makers copies", and the company would introduce the Lynx C-Type, D-Type, and a road-going XKSS following shortly afterwards.

For sports and racing car enthusiasts, there is nothing more evocative than the memory of the original Jaguar D-Types roaring to victory at Le Mans. The Lynx D-Type offers discerning owners the unique opportunity to experience a part of Jaguar's rich sporting pedigree. The cars feature many enhanced Jaguar E-Type

mechanical components, blended with a lightweight, yet tough all-aluminum monocoque structure resulting in an excellent power-to-weight ratio. The result is a tremendous driving experience. The Lynx D-Types can be offered options; for example, they can encompass the long nose or short nose style, single or full width screen, with or without a tail fin.

Most mechanical parts are original Jaguar parts, including the XK engine block, hand-built to Lynx racing specifications. Underneath, the fine independent rear suspension system of the D- and E-Types is retained, with inboard brakes and all. Every Lynx D-Type is meticulously hand-built to the highest standard by experienced craftsmen, and Lynx Motors has become a household name in car manufacturing.

## THE MOTORCAR OFFERED

The fine example of the Lynx-built Jaguar D-Type offered here was commissioned in 1989 and is the 42nd Lynx D-Type built. The donor car used for the creation was a 1966 Jaguar E-Type Series 1 2+2 Coupe, which had been delivered new to New York as a left hand drive example. Exactly how many components were used by Lynx from the original E-Type to create this D-Type is unclear, but most likely the car's mechanical components, such as the gearbox and rear suspension assembly, were utilized.

Lynx would build the car up in aluminum by hand, and the craftsmanship is nothing short of spectacular and very correct indeed. Hand-wheeled panels were riveted together to form the lightweight all-aluminum monocoque chassis tub, and a fin behind the driver's headrest was fitted, as on many of





the original D-Types. The racing-theme was carried out throughout the car, with quick-release filler caps, leather straps and the iconic lightweight competition wheels fitted with Dunlop racing tires.

The motor was trimmed with three, dual-throat Weber racing carburetors, mounted on a Lynx intake, and large diameter exhaust headers were fitted on the other side. The finished car would remain in the UK during the 1990s, and many MOT certificates as well as an old V5 can be found in the car's history file. The Lynx D-Type made its way to the US in the mid-2000s, where it would then form part of renowned Connecticut-based collector Gary Schaevitz's collection for the following decade.

Today this Lynx-built D-Type offers great looks and a breathtaking driving experience. With

massive amounts of torque and horsepower on tap, the all-alloy Lynx D-Type is one of the closest replications of the legendary original D-Type available anywhere.

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

Please note this car is titled 1966 Jaguar.



2014 FERRARI LaFERRARI

VIN. ZFF76ZFA0E0206526

6,262cc, DOHC V12 Hybrid Engine  
963hp at 9,000rpm  
7-Speed, Dual Clutch Transmission  
Front Suspension by Double Wishbones, Rear Suspension by Multilink  
4-Wheel Carbon Ceramic Disc Brakes

- One of only 120 delivered to the U.S. market
- 230 miles from new
- No restrictions to ownership
- First to be offered for sale publicly
- Undeniable future classic



LaFERRARI

*"We chose to call this model LaFerrari because it is the finest expression of our company's unique, unparalleled engineering and design know-how, including that acquired in Formula One."*

This is how chairman Luca di Montezemolo summarized the successor to the Enzo when it was launched at the Geneva Salon, in March 2013. He would later state that the complete run sold out at the show, with 700 requests for the planned 499 car production run.

It is hard not to consider this as the both the zenith and the grand finale of his amazing two decades at the helm of the world's greatest sports car brand. The following fall he would announce that he would step down as its chairman.

In the decade that had passed since the Enzo started to be delivered, Formula 1 regulations had changed dramatically, technology had adapted, become more 'green' even... As Montezemolo stated, everything they had learned now went into the new car.

Of course, in many respects it was obvious that a decade of technology would bring the car light years ahead of its predecessor, but it was a carefully thought out process that arrived at the finished article.

Powered by a normally aspirated 6.3 Liter V12, which could put out some 800bhp, the internal combustion engine was no longer the sole source of energy/power. The 'green' aspect was the arrival of the Hybrid Kinetic Energy Recovery System, which had appeared on F1 cars in 2009.

As on those they were determined would provide not only the reductions in emissions and fuel consumption, but also provide the performance boost that was seen on the racetrack in their single seaters.

First off, the new car had to be lighter, the goal being a saving of nearly 20%. This was something of a tightrope to walk as they knew they knew the KERS technology was a weight gain. The designers elected to make the car some 900mm shorter than an Enzo, and wherever possible use the same build techniques and ultra-lightweight materials as they were in the contemporary racecars. Every aspect was looked at, details such as a complete reworking of how the seating was built, now the driver would effectively sit on upholstery which was fixed to the cockpit and the pedals and steering wheel would simply





allow for driver adjustment, the seat structures themselves were eliminated. Reductions in the thickness of the carbon fiber body panels and even using lighter paint itself bought 17kg.

The hybrid KERS chosen was itself subjected to rigorous refinement to shave some 50kg off its expected 200kg added weight. The effect of the system they created is nothing short of staggering in terms of performance, long term suppliers Magneti Marelli providing two electric power units to separately power the wheels and ancillaries.

The electric motor's 120 kilowatts, which equate to roughly 163hp work in harmony with the V12's 800 hp, providing unheard of acceleration at lower speeds and protecting the upper rev bands for out right speed, a mind numbing 9,250 rpm redline point.

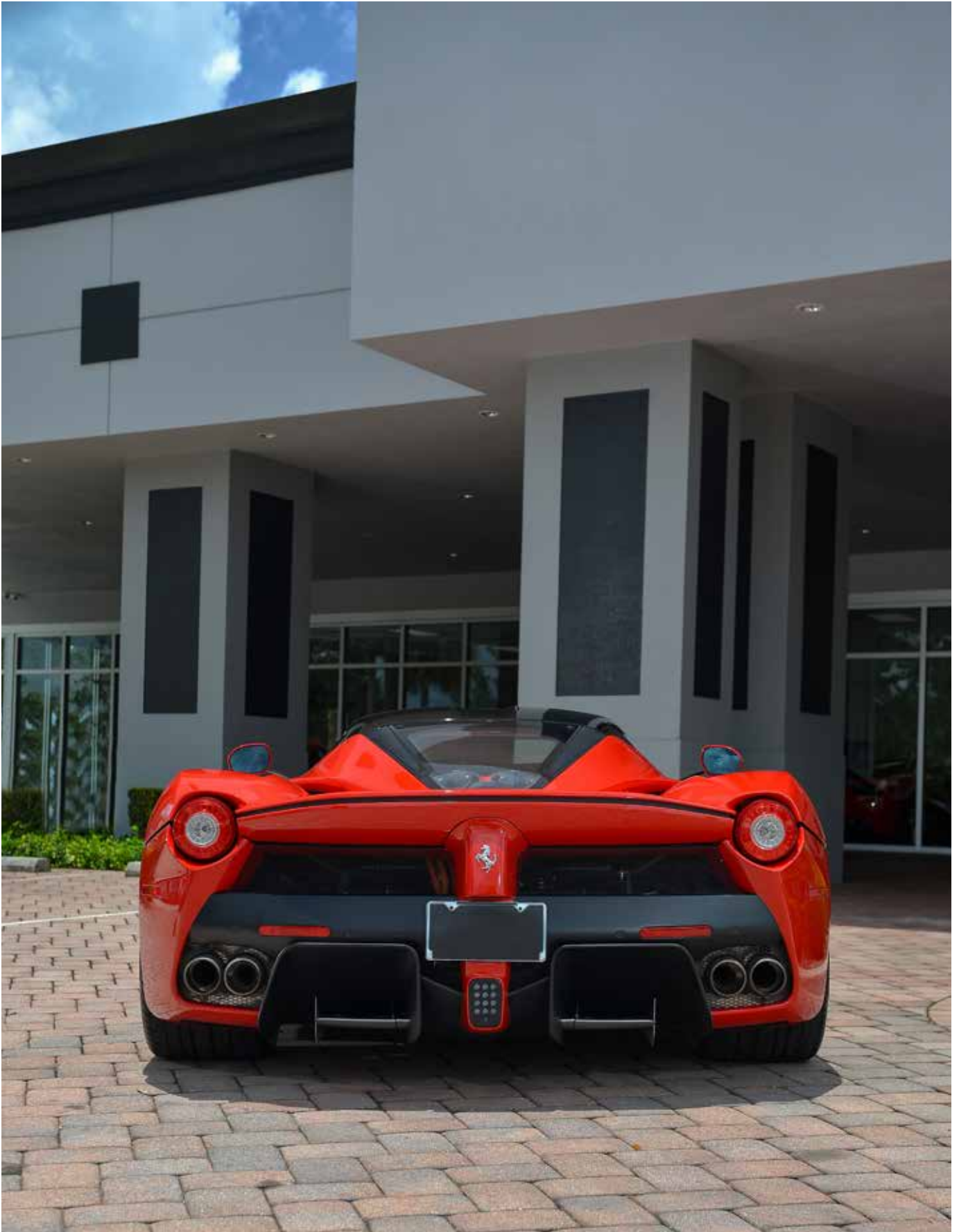
The resulting car was nothing short of spectacular, staying true its bloodline, with two wheel drive configuration. Its power combination driving through an seven speed dual clutch transmission, provided lightning quick acceleration, with the following remarkable set of figures:

0-62mph (100kph) in less than 3 seconds  
0-124mph (200kph) in less than 7 seconds  
0-186mph (300kph) in less than 15 seconds

The manufacturer would report a time of 1 minute 19.70 seconds around its Fiorano Test Track, faster than any car they had ever produced, and some 5 seconds faster than an Enzo! While a quarter mile at 9.7 seconds put it faster than both the 918 Porsche and Bugatti Veyron Super Sport.

And then there's the aesthetics to consider. Each time Ferrari has elected to produce the ultimate sports car of its day, they have produced something totally out of the box, fresh, innovative, striking and individual. As nothing had prepared the world for the looks of an F40 or Enzo, the statement made by LaFerrari had to match that. They chose to work in house, a rare step aside from their relationship with Pininfarina, Ferrari Centro Stile's Flavio Manzoni being responsible for the exquisite design which is both striking and modern, yet gives nods to the brand heritage.

*Road and Track's* Larry Webster had the privilege of driving a La Ferrari just over a year ago, in Maranello on the day after Sebastian Vettel had secured a popular win for the Tifosi at Hungary, a great day to be at the Ferrari homebase.





It's a fascinating review of this incredible sports car, begun with "I pressed the starter button, lighting off the V12. A flock of birds evacuated a nearby tree." The performance clearly blew him away... "What happened next is cloudy. Launch mode (stability control off, hold the brake, press the launch button, floor the gas, and release the brake) brings engine revs to about 3000 and aggressively engages the clutch. The wheels spun for maybe half a second before the computer upshifted to second. I remember watching the speedometer increase in 10-mph gulps, a blur of flashing digits. Every upshift banged my head on the seat. The V12 sounded as if it was always pegged at redline. A bridge that had seemed a long way off suddenly appeared overhead."

He concludes "There's a lot of talk nowadays about how civilized sports cars have become.

How modern tires and electronic systems have insulated drivers from the delicate touch that was once required. The LaFerrari stands that notion on end. To be quick, it demands a style that's both aggressive and delicate. An amazing amount of speed is available to even modestly skilled drivers, and the electronics provide a safety net. But only the truly skilled can deploy all it offers.

Every exotic car should have a tinge of risk. It's impossible to quantify—a VBOX can't measure it. But take the LaFerrari where it wants to go, for those extra few seconds, and the fangs come out. And that's exactly how it should be."

It's hard to argue with such sentiments...



## THE MOTORCAR OFFERED

Here we present for sale the first of these stunning supercars to arrive on the public market and one of only 120, or under a quarter of all production that were sold to the U.S. market

Ensuring that it may match its all of its predecessors in your garage, it is liveried in the timeless Rosso Corsa paint scheme, and trimmed in black. Options checked on its original spec sheet are: Alcantara inner trim for the seats, anti stone chip film, carbon fiber dashboard, and a Cavallino Rampante stitched into the headrests. Additional special features noted by the owner is its Telemetry system, allowing you to have your own debrief of track exercising.

As it stands today, a mere 230 miles have been covered, a snip over delivery and test

miles, making it a brand new car to all intents and purposes. It remains on factory warranty and carries no restrictions.

As the world record holders for the sale of any Ferrari with the 1962 250GTO we sold here at Quail Lodge in 2014 the year this car was built, its a great pleasure for Bonhams to offer the very latest of its spiritual successors. Use it, or carefully preserve it, the choice is yours, but any way you look at it, this is a future classic in the making!  
**\$3,600,000 - 4,200,000**



## 1957 MERCEDES-BENZ 190SL

Chassis no. 121040.7502449

Engine no. 121921.7502470

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Delivered new to California
- Matching numbers example
- Offered with history file and original hardtop
- Lovely example of the classic 190SL
- Carefully documented since new



## THE MERCEDES-BENZ 190SL

For those insufficiently wealthy to afford its hyper-expensive, race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon, whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four,

the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, this M121 power unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.





## THE MOTORCAR OFFERED

According to its Mercedes-Benz data card, this beautiful 190SL left the factory on October 30th, 1957 - destined for Los Angeles, California. The car was shipped in the elegant shade of 050 white, complimented by a black hardtop and black leather interior.

The car was sold new to Mrs. Margaret Ann Maloney of Beverly Hills, California. After getting married and moving to Malibu, Margaret sold her beloved roadster to Frank Montano Gradillas of Venice, California in 1971. Mr. Gradillas would own the car until 1977 at which point it wound up on a used car lot where it would be discovered by its long term owner, Lorne Wilton of El Segundo, California. Mr. Wilton lovingly cared for the car for the next 37 years.

In 2014, the roadster was purchased by the consignor who treated the highly original,

numbers matching, solid California car. Not long before he sold the car, Lorne had retrimmed the interior and top as well as repainted the car. More recently in the present ownership, the 190 has had the engine detailed, new whitewall tires installed, and correct rubber floor mats fitted. Replete with documentation of its history including old registrations going back to the 1960s, this original California Black Plate 190SL is set apart by its known past and lovely presentation. Still numbers matching and retaining its original hardtop, it is certain to turn heads wherever it arrives and warrants further inspection.

**\$125,000 - 150,000  
WITHOUT RESERVE**

Please note this car is titled 1958 with chassis no. 7502470.

## 97

### 1953 AUSTIN-HEALEY 100 BN1

Chassis no. BN1L 140217

Engine no. 1B139055

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 4,000rpm

3-Speed Manual Transmission With Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Thoroughly refurbished in 2012*
- *Very early example with documented history back to 1954*
- *Sporting British Roadster for tours or rallies*
- *Offered with BMC Heritage Trust Certificate, history file, books and tools*



#### THE AUSTIN-HEALEY 100 BN1

Before the 100 Le Mans and the Healey 100S, there was simply the Austin-Healey 100, and what an amazing car it proved to be. The result of a partnership signed in 1952 between the head of BMC, Leonard Lord, and the successful automotive engineer Donald Healey, the '100' – so named for its top-speed capability – was unveiled at the 1952 Earl's Court Motor Show as a more sporting alternative to the rather stodgy Austin A90 Atlantic Convertible.

The 100 was simple and strong, the frame comprising a pair of steel rails that ran the length of the chassis about 17 inches apart, passing beneath the live rear axle and below the front lower wishbones. The alloy and steel body was supported by brackets extending outward from the main rails. The engine was the old Austin 90 long-stroke four of 2660cc,

developing 90bhp at 4000rpm and 144 foot-pounds of torque at 2000rpm. Griffith Borgeson would write: "Such high torque at low engine speed is one of the competition assets of the Austin-Healey. Another is its durability...". The gear box was a 3-speed manual unit with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. In high overdrive, top speed was about 110 mph. An endearing feature of the Austin-Healey is its lay-down windscreen, which adds greatly to its dashing, streamlined look and, not coincidentally, to its top speed.

The BN1 proved to be an able competitor. In fact, prior to the advent of the lightweight 'S' spec cars, the standard was carried by the early BN1 variant, albeit in sometimes modified form. Early outings included the Lyon-Charbonnieres Rally, the Mille Miglia,

and the Le Mans 24 Hours, where Autocourse commented: "the performance of the two Austin-Healeys in the hands of Becquart/Wilkins and Gastonides/Lockett, probably the cheapest cars in the race, was remarkable." Further outings at the Goodwood Nine Hour Race and the Trifels Rally/Trifels Hill Climb with American Bob Cottam only cemented the legend.



**THE MOTORCAR OFFERED**

This particular Austin Healey is the 68th Austin Healey made, built on June 30, 1953. As indicated by the Heritage Certificate, the car was finished in Healey Grey over blue leather with a blue dashboard, and was delivered new to J.R. Hawkins of Willoughby, Ohio in September, 1953. It is among the first 25 BN1s imported into the United States, although Mr. Hawkins would not keep the car long, selling the Healey to Charles Irish Jr. of Cleveland, Ohio on June 21, 1954 for \$2,590.95 (an event recorded by original copies of the tax return and bank debit for the sale). Mr. Irish, an enthusiastic owner and meticulous record keeper, would have a longer lasting affinity for the car, keeping it for nearly six decades.

During Mr. Irish's ownership, the car was

enthusiastically enjoyed and maintained, but with use comes wear and with age comes deterioration. A comprehensive restoration was promptly begun in 2011, the car torn down to bare metal and refurbished. Finished in 2014, the restoration, which is documented fully in a thick photo binder that accompanies the car, brought the car back to the condition it was in when Mr. Irish first purchased it. Its current owner purchased the Austin-Healey in 2015, whom has since embarked on bringing the car up to an even higher standard.

Driven fewer than 400 miles since the completion of the restoration, the car remains in beautiful condition inside and out. Complete with books, tool roll, jack, service manual, parts list, a binder of restoration photos, numerous history

records and the Heritage Trust Certificate, this BN1 is primed for entry to numerous desirable events and will surely be enjoyed for years to come.

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

Please note this car is titled 1954.



## 1987 MERCEDES-BENZ 560SL

VIN. WDBBA48D6JA076675

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

- Well maintained 80's classic
- Same owner for nearly two decades
- Powerful and elegant SL
- Mercedes-Benz "the best or nothing"



## THE MERCEDES-BENZ 560SL

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it – after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. The next-generation 230/250/280SL in 1963 brought Mercedes' sports car down to Earth, replacing both the incredible 300SL and four-cylinder 190SL.

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

## THE MOTORCAR OFFERED

Completed at the Mercedes-Benz Sindelfingen factory in September 1987, this exceptional 560SL was delivered new to the U.S. market. Generously optioned and equipped with both a soft and hardtop, this 560SL is indeed a sporty cruiser.

Today, this fine Mercedes-Benz presents in extraordinarily original condition throughout with quality finishes and only a few minor imperfections commensurate for its age and given its believed-to-be 110,000 miles on the odometer. Shortly after purchase by the consignor in 1997, the car was sparsely used, having reportedly covered only 2,000 miles in the last twenty years. Maintained and started on a regular basis, this Mercedes-Benz convertible has been well taken care of.

Finished in a classy white over a light gray leather interior with a black steering wheel and wooden center console, this 560SL appears to be as luxurious as one would expect from an 80's "star-car". As such, this highly original, high quality Mercedes-Benz is ideally suited for open top touring with nearly all the power and amenities of a modern car, yet uniquely elegant and stylish in a way only a classic Mercedes-Benz SL could capture.

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

Please note this car is titled 1988.

## 1959 AUTOBIANCHI BIANCHINA TRASFORMABILE

Chassis no. 110B 022919  
 Engine no. 110.004 068204

479cc Air-Cooled OHV Twin Engine  
 Single Weber Carburetor  
 Approximately 17bhp at 4,000rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Hydraulic Drum Brakes

- *Comprehensively restored to show quality*
- *Sporty Italian 'La Dolce Vita' era car*
- *Attractive period color scheme*
- *Much loved model*



## THE AUTOBIANCHI BIANCHINA

Autobianchi's debut model was the FIAT 500-based Bianchina, named after Edoardo Bianchi's first ever automobile. The Bianchina debuted as the Transformabile coupé, with a full-length folding sunroof and plentiful chromework. Positioned up-market from the FIAT 500, which had been conceived as basic transportation for the impecunious masses, the Bianchina was marketed as a 'second car' or luxurious 'recreational vehicle'. Appealing strongly to the affluent middle class, it reflected Italian society's increasing prosperity.

With their peppy, air cooled, rear mounted 2-cylinder engines, 4-speed manual gearboxes, 4-wheel independent suspension, and 4-wheel hydraulic drum brakes, Autobianchi Bianchinas are excellent examples of some of the world's finest micro cars.

## THE MOTORCAR OFFERED

A few years ago, this very solid and original Bianchina was the recipient of a full comprehensive restoration with the intent of bringing the vehicle to a concours level. During the restoration the car was taken down to the bare tub and media blasted with aluminum oxide in preparation for paint. Remarkably, the only rust found on the vehicle was a small section under the battery box. The unenviably straight and rust free exterior was finished in a very charming mint green, complemented with cream accents. All of the car's original brightwork was re-chromed and shines as brilliantly as the day it left the factory. Inside, the delightful interior is appropriately trimmed in a fitting two-tone tan and cream color scheme. Topping things off is a new black fabric rollback roof.

The fully rebuilt mechanics of this peppy

engine provide more than enough performance for an exciting ride, making the car just as enjoyable to drive as it is charming to look upon. Since the restoration was completed, it is estimated that the car has traveled a mere 100 miles. Complementing its offering is full photo documentation of the car's extensive cosmetic and mechanical restoration.

Sure to provide its next custodian and all those who see it on the road with great enjoyment, this very fine, expertly restored example of its breed is highly recommended.

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

Please note this car is titled 022919.

# 100

## 1904 OLDSMOBILE MODEL T “FRENCH FRONT” LIGHT TONNEAU

Chassis no. 25816  
Engine no. 25816

142.6ci Horizontal Single-Cylinder Engine  
Single Carburetor  
10bhp at 600rpm  
2-Speed Planetary Transmission  
Solid Front Axle with Transverse Leaf Spring– Live Rear Axle  
2-Wheel Mechanical Brakes

- *Recent mechanical refurbishment*
- *Eligible for Horseless Carriage Club Tours*
- *Eligible for a Passport for the London to Brighton in 2016 and 2017*
- *Rare early automobile from famed marque*



### THE OLDSMOBILE “FRENCH FRONT”

How do you follow up the most famous front end in early motoring? With an even more attractive model, of course! Despite the booming success of the Curved Dash Olds a more upscale, larger and visually distinct car was proposed for 1904. It would adopt a more European appearance with a brass radiator with louvered hood. The new Touring Runabout and a Light Tonneau counterpart would adopt the moniker “French Front” as few American cars of the period had this layout.

The two models were the first Olds to feature a steering wheel, the Touring Runabout rode on a 10” longer wheelbase than the curved-dash Model 6C, with seating for two and a sloping rear deck. The Light Tonneau, being basically a longer chassis version was a further 8 inches in length, with an extra

two seats which were detachable, giving the option of 2 or 4 seat configurations and having much more presence than its brethren.

The engine was the same as in the curved-dash model, incorporating pressure-feed lubrication and jump-spark ignition, with a slightly larger bore of 5 1/2 inches for the Light Tonneau. Single chain drive was employed with longitudinal leaf springs on each side, while a small transverse leaf spring was added at the front. Available in dark red or dark green, and with attractive brass side lamps included in the \$850 price for the Touring Runabout, while the Light Tonneau, when fully equipped with its rear seat option cost \$950.

Because of their good looks and scarcity, the “French Front” Oldsmobiles have always been

desirable machines and few American cars boast the good performance and ease of use of the Olds.



## THE MOTORCAR OFFERED

The Model T Olds offered here was discovered in the Pacific Northwest in the 1980s by noted brass era enthusiast Gerald Luckow. Mr. Luckow was subsequently responsible for the car's restoration, using careful comparisons with known surviving examples, and extensive research. At this point the rear section of the bodywork, which had been lost was matched and rebuilt correctly also.

In the present ownership for the last five years, as acquired the car has been the subject of a good quality refurbishment of its cosmetics in period correct red scheme and tastefully trimmed with French pleat upholstery. Completing its presentation is a full set up of brass head and side lights, horn and tail light. In the last few years and in the current custody the mechanical aspects have been rebuilt comprehensively, including

the planetary transmission and new steering gears, and also the carburetor, ignition box and wheel bearings. As presented the car has been run, but is still at a 'running in' stage and may require further refinement/adjustments to return put it in ready to use order.

Naturally, beyond the handsome aesthetics, one of the great appeals of these early cars is their usability in events, some of which are dependent on their specific age. The noted guru on these cars was the late Gary Hoonsbeen who was sadly lost from the car community earlier this year. In the last few years, the current owner and Mr. Hoonsbeen had been working with the noted international authority for these cars, the Veteran Car Club of Great Britain to confirm their acceptance of the Oldsmobile Model T as being built in 1904. This has been agreed in recent years

and an application for this car made to the VCC, which is currently pending, allowing it a Passport for the Bonhams London to Brighton Veteran Car Run in 2016 and 2017, and potentially thereafter once it has been inspected by the Committee.

**\$70,000 - 100,000**

101

## 1971 ALFA ROMEO MONTREAL

Coachwork by Bertone

Chassis no. AR1425545  
Engine no. AR0056400586

2,593cc DOHC V8 Engine  
SPICA Mechanical Fuel Injection  
200bhp at 6,500rpm  
5-Speed Manual Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Disc Brakes

- *Lovely car for high-speed rallies such as the Copperstate 1000*
- *Powerful DOHC V8 Engine*
- *Beautifully presented example of classic Bertone styling*
- *Striking black on black color combination*



### THE ALFA ROMEO MONTREAL

Alfa Romeo contracted Bertone to design an innovative new sports car in 1967 to reveal to the world at the Expo '67 World's Fair in Montreal. The excitement of the time prompted Marcello Gandini, who created the iconic Miura just one year before, to a concept featuring innovative side gills and retractable slotted headlight shades on a classic, flowing shape.

Three years later, Alfa debuted the Alfa Romeo Montreal as a production model at the 1970 Geneva Auto Salon. While strikingly similar stylistically to the Expo '67 concept, the production model abandoned the Giulia's four-cylinder for a high-revving quad-cam V8 based on the 2.0 liter Tipo 33 Stradale engine.

### THE MOTORCAR OFFERED

Purchased new on February 19, 1972 by Mr. Guy Cudel of Brussels, Belgium, this Montreal was ordered in the attractive Nero over Nero color combination it bares today. It then passed through the ownership of a Mr. A Tondeur, onto a Mr. Filippo Funcine in Italy. At this time the car was purchased by its current owner, a Texas based enthusiast, who had the car imported. Since its import, the consignor has pampered the car, careful to not put any significant mileage on its odometer. Housed in a fully climate controlled garage, it has been studiously maintained.

After 40 years of passionate use and ownership, this Nero survivor appears to be in very good order. The car's odometer shows that it has covered 90,000km, which is believed to be correct. Presented in wonderful condition, with very good paint, a nicely presented interior

and good mechanicals, this car is accompanied by a tool kit and all import documents.

With its forward styling and evocative looks that still look groundbreaking today, this well-preserved Alfa Montreal will be sure to bring smiles to onlookers for years to come.

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



## 102

### 1969 OLDSMOBILE 4-4-2 COUPE

Chassis no. 7344879M336338

455ci OHV V-8 Engine  
Single 4-Barrel Carburetor  
380bhp at 5,000rpm  
3-Speed Automatic Transmission  
Independent Front Suspension – Live Rear Axel  
Front Disc - Rear Drum Brakes

- *Exceptional concours restoration*
- *Oldsmobile Club of America First Place Winner*
- *Finished as delivered in Cameo White with gold*
- *Unique Hurst-Branded Oldsmobile muscle car*



#### THE OLDSMOBILE 4-4-2

Although the Oldsmobiles of the 1950s and 1960s had powerful engines, they were big and heavy cars primarily sold to successful middle-class families that needed a solid driver. That all changed in 1964 with the introduction of the 4-4-2 package for the F-85 Cutlass. The new 4-4-2 offered serious performance, and suddenly, Oldsmobile had entered the muscle car wars. New sheet metal came in 1966 and again in 1968. Finally, the sleek 4-4-2 had the looks to match its very credible performance.

The new body was carried over into 1969 with only minor changes. Under the hood, one could pick among the base 400ci V-8, or the massive 455ci powerhouse. Even more ponies were on tap with the W-30 and Hurst packages.

#### THE MOTORCAR OFFERED

Back in 1969 it was still possible to special order a production car, and that's exactly what the first owner of this Hurst 4-4-2 did. Heavily optioned with the most desirable specifications such as air-conditioning, power steering and power brakes, it was finished the second week of April 1969 in the Lansing, Michigan-based GM plant. It left the factory in the same Cameo White with Firefrost Gold trim scheme that the car wears today – a spectacular combination that makes this a rare and desirable piece of American muscle car history.

The car showed up in the beginning of this millennium at a Texas-based collection. The car was then sold by that collector to a Mr. Hutchins of Niagara Falls, New York, who commissioned a restoration from Jerry's Classic Auto Restoration of Buffalo, New York. The car was finished to an exceedingly high standard

while in their care in 2004, so much so that this fine example of the Lansing-built muscle car would become a regular show winner with first place awards from the 2009 Oldsmobile Club of America Meeting.

Still in beautifully restored condition, this handsomely equipped Cameo White 4-4-2 can be driven anywhere or shown successfully at a variety of venues.

**\$90,000 - 120,000  
WITHOUT RESERVE**

## 1980 ASTON MARTIN V8 VOLANTE

Chassis no. V8COL15191  
 Engine no. V580/5191/LFM

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

- *Original US delivery, 5-Speed Manual LHD V8 Volante*
- *Two-owner, original California car*
- *Beautifully presented, low-mileage example*
- *Offered with history file, factory records, books, tools and jack*



## THE ASTON MARTIN V8 VOLANTE

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 engine, 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.

Described by former Aston Martin Chairman Victor Gauntlett as "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe," the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customer demand for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated top which, when erected, endowed the walnut embellished interior with all the solidity and

refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the top down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.



## THE MOTORCAR OFFERED

According to copies of Aston Martin's factory build records, this V8 Volante was shipped from the UK on May 23, 1980 with its final destination set to the US – more particularly, Aston Martin Sales Inc. of New Rochelle, New York. The car was equipped with a left-hand-drive steering arrangement, 5-speed manual transmission, and a Vantage front air dam. It was finished in Jubilee Silver over a black leather interior, black carpeting and a black Everflex convertible top, just as it appears today.

Sold in July 1981 to its first owner, the car was transported to California where it would be enjoyed until it was sold to its second owner six years later. With only 14,000 miles on the odometer in 1987, it was just broken in and ready to accommodate its new owner with equal parts of sporty driving and comfortable cruising. For the following three decades this

superb V8 Volante was driven sparingly and is today presented with only 40,000 miles on the odometer. The current owner purchased the car from Doc Severinsen, former band leader on The Tonight Show, and before Mr. Severinsen's ownership the car resided in Palm Springs. As one would expect, this low mileage Aston-Martin still retains much of its original Jubilee Silver paint and black leather interior. Mechanical components, cosmetics and structural parts appear to be in great condition and the car is reported to be a strong runner with a well-functioning gearbox and a recent new balanced clutch assembly.

Offered here with its owner's manual, parts book, workshop manual, copy of factory built sheet, tools and car cover, this powerful Aston Martin must be one of the best preserved examples on the market today. The cars

maintenance and service records are like very few other cars, and counts several hundred invoices. As a well-cared for California car, it is presented with a wonderful patina and originality that is difficult to replicate. With the desirable 5-speed manual transmission and the powerful V8 engine, this car is a very useful piece of British motoring history which will both work as a summer cruiser or a high-speed rally car.

**\$180,000 - 220,000**

## 1933 AUBURN 12-161A SALON PHAETON

Chassis no. 2156 H  
 Engine no. BB 2251B

391ci Flathead Lycoming V-12 Engine  
 Zenith-Stromberg Carburetor  
 160bhp at 3,400rpm  
 3-Speed Manual Transmission with Overdrive  
 Leaf Spring Suspension - Dual-Ratio Rear Axle  
 4-Wheel Vacuum Assisted Hydraulic Drum Brakes

- *Twice ACD Certified as a Category 1 example*
- *Elegant Murphy coachbuilder-inspired design*
- *V-12 power with dual-ratio rear axle*
- *Most sought-after year for 12-cylinder Auburns*
- *Tasteful color combination on a quality restoration*



## THE AUBURN TWELVE

While the American automobile industry's development in its formative years had been guided by the inventor/engineer, its progress between the wars was shaped not so much by technicians as by entrepreneurs. At the age of fifteen, Erret Lobban Cord took a job as a car salesman, quickly translating his enthusiasm to become the best salesman in the company. From sales, Cord turned to altering engines and creating new bodywork, primarily for the Ford T chassis, at a Los Angeles garage. In 1924, capitalizing on his limitless ambition, Cord moved to Milwaukee and into car distribution, although his sights were set on the purchase of a car brand.

At that time, Auburn Automobile Company was on the brink of bankruptcy. E.L. Cord saw the opportunity and negotiated with the Chicago banking investors to run the

company with total autonomy, with the option to purchase the brand. Cord expanded the company, acquiring Duesenberg, and with Auburn Automobile Company producing Cord and Duesenberg cars, the empire held three of the most impressive American prestige brands of the time.

The first Auburn car had been built by the Eckhart brothers of Auburn, Indiana in 1900, though production did not officially begin until 1903. Auburns with two-, four- and six-cylinders followed before the brothers sold out in 1919. In 1925 Cord arranged for Lycoming straight-eight engines to be installed in the existing six-cylinder chassis and instigated a re-styling program. Sales doubled for three consecutive years and in 1926 Cord became president of the Auburn Automobile Company. Now back on track, the company introduced a

brand new V-12 at the end of 1931. It was an eye-opener, as the 12-160 was technically on par with offerings from the luxury makers, while at a more affordable price point.

The most talked-about aspect of the 12-160 at the time was its modernity, offering powerful acceleration combined with an impressive maximum speed. The 6,407cc V-12 engine had 160bhp, which allowed any bodywork to be moved with ease and power. It was equipped with an ingenious "Dual Ratio" free wheel differential, which allowed the engine to be disengaged when the accelerator pedal was released. The 12-160 was superseded for 1933 by the types 12-161, 12-161A and 12-165, the latter being the most expensive Auburn on offer.

Available with several types of body work,



### THE MOTORCAR OFFERED

Auburns are a testament to the talented designer Alan Leamy. Leamy was clearly inspired by the bodies created for the fashionable L-29 Cord, which in turn were influenced by the elegant and clean designs that Murphy & Co. coachbuilders in Pasadena had achieved on the great Duesenberg Model J chassis. The stylish Phaeton Sedan model retained the slim Murphy-style chromed windshield pillars, graceful squared-off side glass, a new mesh grille, and a trim convertible top to achieve a refined look that at the same time had all the pizzazz of cars that were much more expensive. The crowning touch was the thick-chromed trim frenched into the beltline, which contributed to an added feeling of exclusivity.

The Auburn 12-161A Salon offered here, of 1933 vintage, is believed to have been delivered new Mr. Lee Sturla of Sacramento, California. It was then sold to Mr. Wayne Hersted of Tacoma, Washington and then passed to the custodianship of Mr. Bob Larrabee of Polkington, Canada, a wealthy collector who, in the 1980s, commissioned a no-expenses-spared restoration of the car. It was judged in 1984 and again in 1992 by the Auburn Cord Duesenberg Club to be a Category 1 example with its original Lycoming V-12, chassis number 1156 and Convertible Phaeton Sedan bodywork built by the Limousine Body Company; certificates accompany the car. Mr. Larrabee then passed the car to Mr. Richard Orr of Kansas, who enjoyed touring and showing the car in his 25+ years of ownership.

Today, the car presents well with its opulent styling with striking two-tone red paint scheme with orange accents; the 30-year old restoration holds up very well. The paint quality is admirable, retaining great depth of shine, while the exterior bright work is excellent, including chrome knock-off wire wheels and the elegance of the beltline trim. The car has dual side-mounted spares with metal covers, mirrors and a rear-mounted trunk painted in body color. The engine compartment is correctly detailed.

Fresh from a service and brake system overhaul, this car is ready to show or tour, representing the height of the brand's styling. It serves as a true product of the Jazz Age. **\$200,000 - 240,000**

Please note car is titled 1156.

# 105

## 1965 MERCEDES-BENZ 230SL

Chassis no. 113042.10.008833  
Engine no. 127981.10.004720

2,308cc SOHC Inline 6-cylinder  
Bosch Mechanical Fuel Injection  
150bhp at 5,500rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
Front Disc - Rear Drum Brakes

- *Beautifully restored 230SL*
- *Desirable manual-shift transmission*
- *Timeless Paul Bracq design*
- *High-quality classic Mercedes-Benz*
- *Offered with copy of Mercedes-Benz factory records*



### THE MERCEDES-BENZ 230SL

Launched at the Geneva Auto Salon in March 1963, the 230SL – or W113 in Mercedes-Benz language – was a very different sort of sporting car than its fire-breathing predecessors. Intended as the replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six-cylinder SOHC engine, producing 150bhp. The new engine was derived from that of the great 220SE.

The Paul Bracq-penned body was an all-new, stylish design which became an instant classic. Beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes, and the choice of a four-speed manual or automatic transmission. Top speed was in excess of 120mph.

The great 230SL managed an impressive debut with a competition victory, as noted by Sporting Motorist: "Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory."

Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the most-loved sports-tourers of their day and continue to be highly sought after by collectors.



### THE MOTORCAR OFFERED

This elegant 'Pagoda' 230SL was completed at the Stuttgart-based Mercedes-Benz plant in January of 1965. The new Roadster was finished in 670H Light Ivory, with the interior being trimmed in 117 Red, containing a 4-speed manual transmission and left hand drive steering arrangement. The 230SL is believed to have been delivered new to the sports car hungry US market. The car is believed to have been owned by a Montgomery, Alabama based attorney, before being purchased in the late 1970's by retired US Air Force Officer, Mr. Knight.

In need of a restoration, Mr. Knight later brought his aging 230SL to Houston, Texas based specialist James Biddison for a restoration. Mr. Biddison gave the Mercedes-Benz a full overhaul, both cosmetically and mechanically; a beautifully executed restoration

that the car still carries today. During the restoration the exterior was finished in a 717G Papyrus White, neatly contrasted with a 904G Midnight Blue hardtop. The interior was then finished in the classy 167 Pacific Vinyl.

It should be noted, that although the cars engine is of the correct type, it does not match the one listed on the factory records. This handsome manual-shift Pagoda is offered with copies of the Mercedes-Benz factory built sheets and an owner's manual. This beautiful car would make a great addition to any collection, and is ready for spirited drives or concours displays.

**\$90,000 - 120,000  
WITHOUT RESERVE**



## 1958 JAGUAR XK150 3.4 ROADSTER

Chassis no. S830365DN

Engine no. V3793-8

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

- Exquisitely restored example
- Multiple JCNA Award Winner
- Offered with books and tools
- Certified by Jaguar Heritage Trust



## THE JAGUAR XK150

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

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

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

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

## THE MOTORCAR OFFERED

This particular XK150 started its life on April 29, 1958. It was finished in black with a tan interior and was dispatched to Jaguar Cars of New York. It was purchased by its first owner, Mr. R.C. McQueen, in December of 1958. It is believed that the car passed from McQueen to a gentleman by the name of Forest W. Lynch before being purchased by Gerald R. Morrow of Columbus, OH.

At the time of Mr. Morrow's purchase, the car had been repainted red and, by all accounts, was in poor mechanical order. Although it was Mr. Morrow's intention to rebuild the engine, (he pulled it from the car), unfortunately he never got around to it and the car was laid up in a garage. In 1977, the car's current owner saw the back of the car protruding from the garage. The owner had vowed as a teenager that he would one day own a XK150 and, after





seeing this Jag he inquired if the car was for sale. The initial response was 'no', however, after six months of persistence an agreement was made and the XK150 officially became the consignor's.

The present owner has kept the car for the last 23 years. Originally vowing to get it back on the road, the owner never could find the time, as the demands of work and family kept him occupied. That changed in the early 2000s when, after researching multiple shops, he decided to have the Ohio-based restorer Keith Collins of Auto Image in Coolville, OH start a no-expense-spared, total nut and bolt restoration. Fortunately none of the original components or trim pieces had gone astray.

Over the course of ten years, countless man hours were spent on the car. It was decided to

finish the car in its original black, trim the car in grey leather with black weather equipment. The gauges were all done by Smith specialist Nisonger, and the brakes were refurbished by White Post Restorations. The chrome was re-plated to show standard. The engine and transmission were rebuilt, the twin carburetors were sent to SU specialist Joe Curto in New York, a set of Dayton wire wheels were obtained and the car was fitted with the original equipment white walls. Perfection was demanded and the results are commensurate.

The completed car was unveiled but not judged at the Ault Park Concours in 2014. It has since won three major JCNA Concours, the first in Columbus, OH, and then a Best of Show win at the JCNA 2014 Concours in Greenville, TN. The car racked up a another first place award in 2015 at the Cincinnati

JCNA Concours, and secured a regional championship in 2015 with an average JCNA score of 99.43 points. In addition, every time the car was judged the owner would correct all judging deductions he received, and the result of this practice is truly breathtaking.

The car was recently inspected by a Bonhams representative and showed extremely well. On an enjoyable test drive, the car demonstrated superb road manners; the steering was tight and direct, braking was as expected from Dunlop discs, and the gearbox was quiet and shifted easily. Overall it is an exceptional example of Jaguar's iconic XK150 Roadster.

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

107

## 1958 DUAL-GHIA CONVERTIBLE

Coachwork by Ghia

Chassis no. 191

315ci OHV Hemi V-8 Engine

Single 4-Barrel Carburetor

230bhp at 4,800rpm

PowerFlite Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Exquisite example of the legendary Dual-Ghia*
- *Rare, Ghia-built Italian-American hybrid*
- *Recent Best in Class Award*
- *The Duesenberg of the 1950s*



### THE DUAL-GHIA

The word 'exclusive' scarcely does justice to the Dual-Ghia. Handcrafted to the highest standards and luxuriously appointed in a manner guaranteed not to disappoint even the most sybaritic of customers, the L6.4 model was priced in the US at \$13,500, making it twice as costly as the equivalent Cadillac! Dual-Ghia owners included Frank Sinatra, Peter Lawford, Eddie Fisher, Sammy Davis Jr., Debbie Reynolds, Hoagy Carmichael, Sterling Hayden, Richard Nixon, Ronald Reagan and Lyndon Johnson.

The brainchild of Eugene Casaroll, proprietor of Automobile Shippers Incorporated, the Dual-Ghia had been inspired by Virgil Exner's Dodge Firebomb/Firearrow show cars. Chrysler's decision not to proceed with production gave Casaroll the opportunity to purchase the original Firebomb show car, which was suitably

re-engineered for public sale by designer Paul Farago who increased both passenger and luggage space. Complete Chrysler-supplied chassis were shipped to Turin for bodying in steel by Ghia craftsmen (builders of the original Firebomb body) before returning to Detroit where Dual Motors installed the drivetrain and interior trim.

Despite competitive pricing – the first-series Dual-Ghia cost less than the contemporary Cadillac Eldorado and Lincoln Continental – Casaroll, like many similar automotive visionaries before and since, lost money on every car made. First-series production lasted from 1956 to 1958, by which time just 117 cars had been built, all but two being Convertibles.

Undeterred, Casaroll revived the concept in 1961. Built entirely in Italy, the second-

series Dual-Ghia L6.4 employed its own bespoke chassis (Chrysler having gone unitary construction, Imperial excepted) and Chrysler's 383ci (6.4-liter) V8 engine - hence the 'L6.4' model designation - was offered only in hardtop coupé form. Casaroll doubled the price, but the problem of escalating overhead costs persisted and just 26 of these fabulous cars were made before production ceased in 1963.

Exclusive, handsome, strongly built and fast (top speed was around 120mph) the ultra-rare Dual-Ghia is a landmark car in the continuing saga of US-Italian cooperation in automobile design.



## THE MOTORCAR OFFERED

The 107th of the 117-car total production run, this stunning example features many desirable late-production upgrades. According to renowned collector, car aficionado and concours judge Paul Sable, the car's earliest known history goes back to 1974, when the car was owned by a Mrs. Grace Danko of Woodstock, NY. From there the stunning Dual-Ghia went to Mr. Peter Balis of Balestrom Lake, NY, before being purchased by Mr. Wayne Huie of Memphis, TN. The Convertible remained with Mr. Huie for 21 years, before he sold it to a Mr. George Evoy of Ontario, Canada. The car is described as having been a reasonably solid car at this time, but missing the tail fins and original side-trim.

Soon after his purchase, Mr. Evoy embarked on a multi-year restoration to bring the glamorous and luxurious Dual-Ghia back to

its former glory. When Mr. Evoy passed away, his wife sold a large number of cars from the collection, including the fully-restored Dual-Ghia, to Mr. Dino Maggio of Ontario, Canada. From Mr. Maggio the car went to fellow Ontario-based collector Mr. Larry Titchner before being purchased by New Jersey-based collector Sam Mann.

While in the hands of the consignor, the Dual-Ghia has been treated to a new interior and fastidious maintenance. The luxurious Convertible has been shown at East Coast concours events, including the 2015 Edison Concours d'Elegance, where the car won its class. This is a lovely example of the rare Dual-Ghia Convertible that would suit the theme of nearly any collection.

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

1958 PORSCHE 356A 1600 SUPER CONVERTIBLE D

Coachwork by Drauz

Chassis no. 85724

Engine no. 82926

1,582cc OHV Flat 4-Cylinder Engine

Dual Weber Carburetors

75bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- Beautiful example of the rare 356 Convertible D
- Retains matching numbers engine
- In current ownership for the past 25 years
- Offered with Porsche COA, jack and history file



**THE 356 CONVERTIBLE D**

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time greatest sports car: the Porsche 356. Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in a premises shared with coachbuilders Reutter and then, from 1955 onwards, in its original factory at Zuffenhausen.

The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father and, like the immortal ‘Beetle’, employed a platform-type chassis with a rear-mounted air-cooled engine and an all-independent torsion bar suspension. Regularly revised and updated, Porsche’s landmark sports car would remain

in production well into the 911-era, the final examples being built in 1965.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster. It was introduced in 1954, following the successful reception in the USA of a batch of 15 special roadsters. With its sales declining, however, the Speedster was dropped in 1958 and replaced by the more civilized Convertible D. The Convertible D differed principally by virtue of its larger windscreen and winding side windows, the latter replacing the Speedster’s side screens. Overall, the new car was 3½ inches taller. All in all, the 356A Convertible D was a somewhat more practical car than the Speedster, boasting a more protective windscreen, proper side windows and more comfortable seats while retaining the original’s

beautiful body lines and downward sloping waistline beloved of Type 356 enthusiasts.

With its preferred coachbuilder Reutter struggling to keep up with the ever increasing demand, Porsche sub-contracted cabriolet body construction to a number of different coachbuilders. The Convertible D production was undertaken by Drauz of Heilbronn (hence the ‘D’ suffix) until the restyled Porsche 356B arrived in September 1959, when convertible production transferred to d’Ieteren of Brussels. The 356A Convertible D model remains one of the rarest of Porsche 356 models, with only 1,331 made between August 1958 and September 1959. It is ironic that the 356 models which were the least expensive ‘back in the day – the Roadster, Speedster and Convertible D – are now some of the costliest.





**THE MOTORCAR OFFERED**

This striking 356 first emerged from Porsche's facility on November 14th, 1958, sporting the same 1600 Super engine that it runs today. Destined for the United States, this vibrant Ruby Red convertible was fitted with US bumpers and sealed beam headlights, along with a luggage rack and chrome rims, as stated on the Porsche Certificate of Authenticity that accompanies this 356.

Twenty-five years ago, this lovely convertible was acquired by the consignor through Kieser Motors in San Jose, California. The Drauz bodywork that originally bore Ruby Red paint was finished in a tired dark blue, so the owner commissioned a cosmetic restoration of the newly acquired Porsche in 1992. The body was repainted in its original Ruby Red, a new convertible top was fitted, and some elements of the interior were reupholstered. Since 2000, this rare Convertible D has been maintained

by Porsche 356 expert Jack Staggs in San Clemente, California, including major services in 2001 and 2016. To increase safety and driver confidence, the braking system is now a dual circuit system with front disc brakes, however the original master cylinder and front drums accompany the car should the next owner choose to restore it to its original configuration.

According to the service history that dates back to 1987, the original transmission was replaced in 1989 and prior to 1987 the original Solex carburetors were replaced with Weber units. Accompanying this rare 356 are a maintenance file from 1987 to the present, photo documentation of its 1992 restoration, its original jack and the Porsche Certificate of Authenticity. **\$130,000 - 150,000 WITHOUT RESERVE**

Please note this car is titled 356A1600S85724.



Q

# 109

## 1936 MG NB MAGNETTE TOURER

Coachwork by Carbodies Ltd.

Chassis no. NA/0933

1,271cc SOHC Inline 6-Cylinder Engine  
Dual SU Carburetors  
56bhp at 5,500rpm  
4-Speed Manual Transmission  
Live Axle Suspension with Hartford Shocks  
4-Wheel Drum Brakes

- One of just 128 MG NB Tourers built
- Recent restoration by marque experts
- One owner for over 50 years
- Shown at the Amelia Island Concours d'Elegance



### THE MG N-TYPE

In the era of small-capacity, six-cylinder cars in the early 1930s, MG was a formidable manufacturer, starting in 1931 with launch of the Magna 'F'. The initial output of the F-Type's 1,271cc Wolseley overhead-camshaft engine was just 37hp. In the following three years, this 'KD' engine was modified and developed to produce 56bhp and was used in the first N-Type MG in 1934, the NA.

Along with the upgraded engine, the N-Type featured a more advanced chassis, lower profile gas tank and upgraded suspension. These advancements gave the N-type improved handling and stability for these race-ready sports cars. The ND featured the N-type chassis with an MG K3 body and was the most successful racing MG of the era, notably winning the 1934 Tourist Trophy.

### THE MOTORCAR OFFERED

Built by the MG Car Company in Abingdon-Upon-Thames, this charming MG NB Magnette was originally sold on April 3, 1936 to Mr. Harry Robson-Newbould of Bedford, England. Sporting a two-tone Saratoga and Carmine Red paint scheme on its 4-seat Tourer body, this elegant sports car was used extensively in competition trial events by its first owner before the outbreak of World War II. Very early in this car's life, after initially being fitted with engine 1218 AN, a document dated April 27, 1936 references this MG's engine as 1085 AN- just three weeks after initial delivery. Further, on a factory warranty claim regarding a dynamo repair dated September 16th, 1936, only number 1085 AN is used- further suggesting the engine was replaced by the factory close to the time of its original delivery.

The MG was purchased by an American soldier in the 1950s, who brought the car to the Tucson,

Arizona. Shortly after its arrival in the United States, the car was entirely disassembled and left in a dry garage, untouched for decades. Upon the late owner's passing in 2006, the current owner acquired the disassembled Tourer and called upon MG experts Safety Fast Restoration of Mansfield, Ohio to return the car to its former glory. Taken down to bare metal, the MG was repainted in its original Carmine and Saratoga red, and re-upholstered with a complimentary dark red interior. All the mechanical systems were rebuilt to original specifications, and the bodyworks wooden structures rebuilt in white ash. After the completion of the restoration in the spring of 2014, this MG was shown at the Amelia Island Concours d'Elegance in Florida, and has since lived in climate-controlled garages. Today, the charming MG remains in wonderful condition, ready for spirited touring or concours events.

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

110

## 1943 WILLYS JEEP WITH TRAILER

Chassis no. 288563

134ci L-head Willys "Go-Devil" inline four-cylinder engine  
Single Carter WO-596S one barrel downdraft carburetor  
60bhp at 4,000rpm  
Three speed manual transmission  
4-wheel telescopic hydraulic suspension  
4-wheel hydraulic drum brakes

- *Iconic Utility vehicle*
- *Comprehensively restored*
- *With radio and many period correct accessories*
- *Ready for summer fun*



### THE JEEP

Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam. It was 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. The Pentagon 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. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

### THE MOTORCAR OFFERED

The story of the Willys Jeep had always resonated with the current owner, and he had always promised himself that his car collection should include one of these cars. In the late 2000s, he decided to fulfill that 'obligation' and commissioned Willys Acres Inc. of Ontario, Canada to build one for him, with all the 'bells and whistles'. Using the basis of a 1943 example, this well known company comprehensively rebuilt the car, with new body, frame, etc. to make it as good as new.

The finished article is equipped with rear seat frame, shovel and axe, windshield rifle rack, a capstan winch (for decoration), ammunition box, radio set-up, jerry cans, the whole caboodle... Not content with just this, a 1944 Trailer was also sourced and fully restored to match. Its power unit is a contemporary, but slightly later series engine.

Completed in 2010, as can be seen from the photos, this is as fine a Jeep as one could find. However, its use since has been relatively modest and so reluctantly its owner has decided to pass it on to the next enthusiast.

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

111

## 1983 RENAULT 5 TURBO II

VIN. VF1822000D0000912

Engine no. 2636

1,397cc OHV Turbocharged 4-Cylinder Engine

Bosch K-Jet Fuel Injection

158bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Low mileage 1980s icon*
- *Refurbished and presented in beautiful condition*
- *Comes with original wheels and Group B front bumper*
- *Long-term California ownership*



### THE RENAULT 5 TURBO

Not to be confused with the conventional front-wheel drive Renault 5 GT Turbo, the Renault 5 Turbo was a mid-engined homologation special built in limited numbers for Group 4 and Group B rallying. Renault's considerable F1-derived, turbo-charging expertise was applied to the humble 1.4-liter overhead-valve engine, resulting in a power increase to 160bhp (in road trim), an output sufficient for a top speed of 125mph and a 0-60 time of less than seven seconds. A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 on the Tour de Corse, Jean Ragnotti's 250bhp works car leading the event before succumbing to electrical trouble. In 1981, Ragnotti/Andrie won the Monte Carlo Rally outright for Renault and the following year Ragnotti won the Tour de Corse again.

### THE MOTORCAR OFFERED

With an MSRP of \$22,500, the Renault 5 Turbo II was not exactly a cheap car in 1983, and you can see why. Presented here with rare features such as air-conditioning and the typical Gotti wheels, this Turbo II looks just right.

The consignor bought the car in the mid-1990s and drove it on a regular basis for the five years following its purchase. Later the car was given a thorough refurbishment, and the exterior color was changed from black to the as-delivered Electric Blue. At the same time the engine was gone through, and new brakes and suspension components were installed. Fitted with the period-correct 15-inch Gotti wheels, the car also comes with the original Turbo II wheels should a future owner want to return the car to factory specifications. Also accompanied by a Group B Maxi front bumper, the Turbo's appearance can easily be changed

from that of a road car to the car's origin instead: a Group B Rally car.

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

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



112

## 1908 FULLER MODEL A TOURING

Engine no. 4017

Approximately 245ci Inline 4-Cylinder Engine  
Single Zenith Carburetor  
Approximately 40bhp at 3,200rpm  
3-Speed Transmission  
Leaf Spring Suspension  
Rear Drum Brakes

- *Rare piece of American history*
- *Well documented and with period photos*
- *Long-term single-family ownership*
- *Wonderful patina and appearance*



The Fuller in the 1960s.



### THE ANGUS AUTOMOBILE COMPANY

Charles Fuller, an Angus, Nebraska native, started his career in the relatively new field of automobile production in 1902. It quickly turned out that Mr. Fuller was very talented and after being employed by several well-known manufacturers at the time, Mr. Fuller decided to go back to Angus, Nebraska to set up shop. The citizens of Angus were impressed with Fuller's abilities to build cars and the town raised \$50,000 in order to build a manufacturing facility, where production of Fuller cars began February 16, 1907.

Charles Fuller designed four models, prices ranging from \$1,000 to \$3,500 for the most extravagant model. Each car was treated with 16-18 coats of paint and an extensive use of leather and brass made the Fuller one of the best-manufactured cars at the time.

### THE MOTORCAR OFFERED

This 1908 Fuller was indeed a project of passion for Mr. Ray Ringer, who first saw one of the magnificent Fuller automobiles in his Nebraska hometown. After finding a frame and an engine in Oregon, the hunt for parts took speed and Mr. Ringer used endless nights to search for and contact various Fuller enthusiasts throughout the country. He was able to locate a radiator, windshield and complete rear seats in Kansas; at the time the seats were being used as a porch chair, the seller was amazed to discover that his porch chair was from a 1908 Nebraska produced automobile!

Always on the hunt, Mr. Ringer spent many vacations with his family looking for Fuller parts in specific areas of the country, the Fuller project turning from a dream of one man into a full family project. In 1967 the restoration was

finally done and Mr. Ringer, with the help of family and friends, had been able to recreate the iconic car from The Angus Automobile Corporation. Now in running condition and more beautiful than ever, the Model A was invited to the Nuckolls County, Nebraska "Lady Vesty Days" festivities. Ray Ringer was made an honorary citizen of Nebraska for his restoration of the Fuller. After the passing of Mr. Ringer in 1972, the car was left to his son Dale. Today the Fuller remains in lovely shape, a testimony to the exceptional quality of the restoration. Offered here for the first time after three generations of dedicated caretaking, this piece of American history is a rarely offered and desirable brass-era car.

**Refer to Department  
WITHOUT RESERVE**

113

## 2002 BMW Z8

VIN. WBAEJ13452AH61661

4,941cc 32-Valve DOHC V8 Engine  
Bosch Motronic Fuel Injection  
400bhp at 6,600rpm  
6-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Exquisite, low-mileage example of the top of the line Z8*
- *Just one owner from new*
- *Offered with factory hardtop, CARFAX, books, tools and accessories*
- *Striking silver over red and black interior*



### THE BMW Z8



In 1956, BMW released the 507, a stunning two-seat Roadster that delivered exhilarating performance, luxury, and rarity, which remains one of the most coveted BMW models ever produced. At the 1997 Tokyo Auto Show, BMW displayed a stylish retro-inspired concept car, the Z07. The Henrik Fisker-designed concept was initially intended to merely exist as a sole concept, however the incredible reception and overwhelmingly positive acclaim spurred the decision to put it into limited serial production in 1999.

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taunt bodywork

was all wrought in aluminum, as was the space-frame chassis. The 4,941cc V8 engine was aluminum as well, a 400 horsepower powerplant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.



## THE MOTORCAR OFFERED

This splendid example of BMW's limited-production retro-inspired Roadster was completed at the Munich based Bayerische Motoren Werke in January of 2002. Built for the US market, the new Z8 came to Charleston, SC in March of 2002. It was sold to a North Carolina based car collector by Flow BMW of Winston Salem, NC on March 25, 2002, and has remained with this owner for the past 14 years. While in his care the car has been exquisitely cared for, having only traveled 8,500 miles. In fact, the car has just been in for a service.

This is an incredibly well-presented example of BMW's limited production Z8. Finished in the attractive combination of Titanium Silver Metallic over soft sport red leather, this well-cared for example is in close to showroom condition. The aluminum bodywork presents

beautifully and the 507-inspired interior is in excellent condition, with its luxuriant hides showing minimal wear.

This is a wonderful and well-sorted example of one of the 2,543 units produced for the US market. In the desirable 6-Speed manual configuration with the potent 32-Valve V8 engine out front, this Z8 would be a wonderful car for countryside drives. Included in the sale are the manuals, sales brochure, tools, window sticker, car cover, and the factory hardtop. This Z8 is a highly collectible BMW, and will be a treasured asset for years to come.

**\$180,000 - 220,000**

## 1978 PORSCHE 930 3.3 TURBO COUPE

Chassis no. 9308800266

3,299cc SOHC Turbocharged 6-Cylinder Engine  
 Bosch Fuel Injection  
 265bhp at 5,550rpm  
 4-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Beautifully kept example of the legendary 930*
- *A California car since new with less than 67,000 miles*
- *Cool Silver Metallic over Red livery and factory 'Turbo Designation' trim*
- *One of the most raw and exciting production cars ever built*



### THE PORSCHE 930 TURBO

Much of the Porsche 911's development had resulted from the factory's racing program. It was the period Group 4 homologation rules, which required 400 road cars to be built, that spurred the development of 'Project 930': the legendary 911 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 - only four speeds in the gearbox. It was capable of racing from a standstill to 100mph in 14 seconds.

What set the 911 Turbo apart from its peers was the relaxed way this astounding 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."

Although the Turbo's characteristic flared wheel-arches and 'tea tray' rear spoiler had already been seen on the Carrera model, the car's interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an inter-cooler in the process. Power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche

customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.



## THE MOTORCAR OFFERED

As one of the most raw and unbridled cars available on the market in its day, the 930 Turbo has rightfully earned its place as a legend. It is quite rare to find an example as unfettered as the one offered here. This fine Turbo was completed at the Zuffenhausen based Porsche plant in February of 1978, the first production year for the 3.3-Liter 930. According to the Porsche-issued Certificate of Authenticity, this Turbo was finished much as it appears today, built to California state specifications and equipped with an electric sunroof, two side mirrors and the distinct Turbo Designation side trim in black. The exterior color was silver metallic (which remains on the car today), and the interior was completed in light red leather.

According to the car's original maintenance book, the new Porsche was delivered new through Redwood Motors, Inc. of Eureka,

California on April 13, 1978 to a Mr. Ron Huchendorf of Fortuna, California. The car was soon after purchased by Mr. Harold Murrish, the uncle of the consignor, and later passed onto to Mr. Murrish's brother, the consignor's father. Always kept in the Eureka, California area, receipts present in the car's history file indicate that engine and maintenance work were performed in the early 1980s by German Motors of Arcata, California. It is believed that during this time the crankcase was replaced with the unstamped unit fitted in the car today.

With the exception of a new interior fitted to factory specification in 2013, this potent 930 presents beautifully and in largely original condition throughout. The car's exterior paint appears to be original in many areas, and still retains the epic Turbo Designation decals. The car appears to be very dry and solid, with good

panel fit. The odometer, which reads less than 67,000 miles, is indeed believed to be the car's original mileage. The 930 is complete with the Porsche Certificate of Authenticity, the owner's and maintenance manuals in the original pouch, original key cars, space-saver spare and tool kit.

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

# 115

## 1931 PACKARD 840 DELUXE CONVERTIBLE COUPE

Chassis no. 191094

Engine no. 191021

385ci Inline 8-Cylinder Engine

120hp at 3,200rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *Desirable Deluxe Eight Convertible Coupe*
- *Lovely Packard from one of their best years*
- *Full CCCA Classic*
- *One of America's finest pre-war Classics*



### THE EIGHTH SERIES PACKARD

Packard's rise to prominence had its roots in 1907 with the introduction of the landmark Model 30. From that point forward, Packard produced arguably some of the most finely styled and engineered automobiles in the United States. Following the Model 30, Packard wowed enthusiasts with their magnificent 6-cylinder cars, and soon after with the technologically triumphant Twin Six. The manufacturer would achieve a further triumph in 1924 with the introduction of the 8-cylinder range, which was seen as such a significant development that it would be designated as the "First Series". All other Packard model years would carry the consecutive series number until the end of the company.

This new, straight-eight car would help to define so many of the characteristics we

associate with classic era cars today. Most notably, the long straight eight required a long hood – a body stylist's dream! The industry was starting to witness a truly inspired period of automotive design.

Each consecutive year following 1924, a new series was introduced and more features and refinements were added. The Sixth Series, which was introduced in 1929, would prove to be Packard's most successful year and, along with the 443, would be hailed as the marque's early classic masterpiece. Packard's styling prowess was no doubt related to the fact that only Ford employed more in-house stylists than Packard. Close examination of this car reveals a machine of cohesive and thorough styling excellence: from the hubcaps to the door handles to the radiator shell, Packard got all the details right.

In 1931, Packard introduced the Eighth Series. In contrast to its predecessors, the Eight's motor produced 120hp in Deluxe trim, up from its initial 85. Aesthetically speaking, thanks to the gradual year over year changes, the styling was even more refined and the details magnificent. The 840 wears some of the most elegant bright work seen on any car of this era. Packard had truly hit their stride in the 1930s and would continue to set the bar high throughout the remainder of the decade.



## THE MOTORCAR OFFERED

Originally ordered by a Maine resident, this elegant Packard 840 Deluxe Convertible Coupe was first delivered in February of 1932, one of about 2,000 such examples produced in 1931. Although the first sixty years of this stately Packard's life remain largely a mystery, apart from a recorded sale in California in 1959 to a Mr. Herman Cenci, happily this Eighth Series Packard reemerged in 1992. At this time, it was confirmed to have been purchased by an enthusiast who set out to refurbish this monumental motorcar to its original splendor.

Sporting bright chrome on a White Pearl body and a red leather interior, this striking Convertible Coupe's older restoration remains in lovely condition, thanks to its spare and gentle use since its completion in 2002. Included in the sale is a restoration file

including receipts and photos of the decade-long process, along with several relevant Packard books. A great example of a fine era in American car manufacturing, this Packard would be welcomed at local concours elegance or CCCA caravans.

**\$110,000 - 140,000  
WITHOUT RESERVE**

Please note car is titled by engine number.

## ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2016 QUAIL LODGE AUCTION CATALOG:

Quail Lodge & Golf Club	John Clark	Michael Kunz and Constantin von Kageneck – Mercedes-Benz Classic Center	Judy Nordseth Photography
Dylon Algire Photography	Simon Clay	Peter Larsen	Doug Nye
Alvis Owners Club	Jeremy Cliff	Marcel Lech	PA Images
John Amette	Motoring writer Mike Daly	Leydon Restorations	Porsche North America
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After nearly a decade of specialization in this field, Paweł's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. [www.litwinski.com](http://www.litwinski.com)

**PAWEŁ LITWINSKI:** Lots 2, 3, 5, 9, 14, 17, 18, 23, 26, 28, 29, 30, 31, 36, 40, 41, 42, 44, 48, 49, 51, 56, 61, 64, 66, 69, 70, 73, 76, 78, 85, 94, 98, 99, 105, 107, and 108

**DYLON ALGIRE PHOTOGRAPHY:** Lots 86 and 96

**AUTO IMAGING INC.:** Lot 113

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**DAN BURRILL:** Lot 100

**STEVE BURTON PHOTOGRAPHY:** Lot 11

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**SIMON CLAY:** Lots 27, 74 and 81

**JEREMY CLIFF:** Lots 33 and 106

**JASEN DELGADO:** Lots 8 and 97

**PATRICK ERNZEN:** Lots 15, 20, 45, 65, 72, 75, and 104

**ANTHONY FRASER:** Lot 39

**JONATHAN HARPER:** 16, 38, 47, 53, 58, 68, 87, 92, 102, and 103

**TIM HAVERMANS:** Lot 39

**GREG KEYSAR PHOTOGRAPHY:** Lots 24, 34, 82, 88, and 95

**MARCEL LECH:** Lots 4 and 79

**JASON MANCHESTER:** Lots 25 and 60

**GABOR MAYER:** Lots 32, 50, and 93

**SCOTT NIDERMAIER:** Lot 110

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**LUCAS SCARFONE:** Lots 12, 21, 46, and 62

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# CONDITIONS OF SALE – MOTOR VEHICLES

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

## 1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Quail Lodge & Golf Club in Carmel, California, on Friday, August 19, 2016.
- 1.11 'Seller' means the person who offers the Lot for sale.

## 2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

## 3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for

conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

## 4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

## 5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

## 6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

## 7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the

commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

## 8. BUYER'S PREMIUM

Buyer's Premium for Motor Vehicle Property: The Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of each purchased Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

## 9. CONTRACT OF SALE

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

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

## 10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon Pacific Time on Sunday, August 21, 2016. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

## 11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of

## CONDITIONS OF SALE – MOTOR VEHICLES

attorney to remove and store such Lot at the Buyer's risk and expense.

### 12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

### 13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

### 14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

### 15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute

discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

### 16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

### 17. BONHAMS' COPYRIGHT

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

### 18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. 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.

## CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

(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 and such other bonds as required by its licenses and permits.

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

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

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

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

### 19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

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

# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

**General Notice:** This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

**Notice to Absentee Bidders:** In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

**Notice to First Time Bidders:** New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

**Notice to online bidders:** If you have forgotten your username and password for [www.bonhams.com](http://www.bonhams.com), please contact Client Services.

**BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150**  
FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

**Please mail or fax the completed Registration Form and requested information to:**  
Bonhams Client Services Department  
220 San Bruno Avenue  
San Francisco, California 94103  
Tel +1 (800) 223 2854  
Fax +1 (415) 861 8951  
Automated Auction Results  
Tel +1 (415) 503 3410

# Bonhams

Sale title: Quail Lodge Auction	Sale date: August 19, 2016
Sale no. 23425	Sale venue: Quail Lodge & Golf Club Carmel, California
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here	
Dealer: _____ / State: _____	Resale: _____ We may contact you for additional information.

SHIPPING	
Shipping Address: (if different than above)	Motorcars:
Address: _____	I will collect purchases myself by 12pm August 21 <input type="checkbox"/>
City: _____	I will arrange transport via a third party shipper <input type="checkbox"/>
Country: _____	Shipper: _____
Post/ZIP code: _____	

**Please note that all telephone calls are recorded.**

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

**You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.**

\* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature: _____	Date: _____

## SAMPLE BANK LETTER OF REFERENCE

### **BANK LETTERHEAD**

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

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

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Quail Lodge Auction on August 19, 2016.

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

Sincerely,

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

## SAMPLE BANK LETTER OF GUARANTEE

### **BANK LETTERHEAD**

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Quail Lodge Auction on August 19, 2016.

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

Sincerely,

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

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

CHANTILLY  
ARTS & ELEGANCE  
RICHARD MILLE

DIMANCHE 4 SEPTEMBRE  
2016

LA RENCONTRE DE  
L'ART & DE L'ELEGANCE

AU DOMAINE DE CHANTILLY

[WWW.CHANTILLYARTSETELEGANCE.COM](http://WWW.CHANTILLYARTSETELEGANCE.COM)



AVEC LE PARRAINAGE DU MINISTÈRE DE  
LA CULTURE ET DE LA COMMUNICATION

RICHARD MILLE



Le Point

Bonhams



RADIO  
CLASSIQUE

IDEC  
GROUPE





# THE CHANTILLY SALE

—03.09.16—

FINAL CALL FOR ENTRIES

## Exceptional Collectors' Motor Cars

Saturday 3 September 2016  
Château de Chantilly, France

Bonhams is delighted to announce its return to the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours, this will be an evening event for a limited number of very special collectors' motor cars.

*'The Hans Prym Roadster'  
offered directly from the Prym family  
Mercedes-Benz Classic certified*

**1935 MERCEDES-BENZ 500K  
SPECIAL ROADSTER**

Chassis no. 105380 Engine no. 105380

€5,000,000 - 7,000,000

## ENQUIRIES

### USA

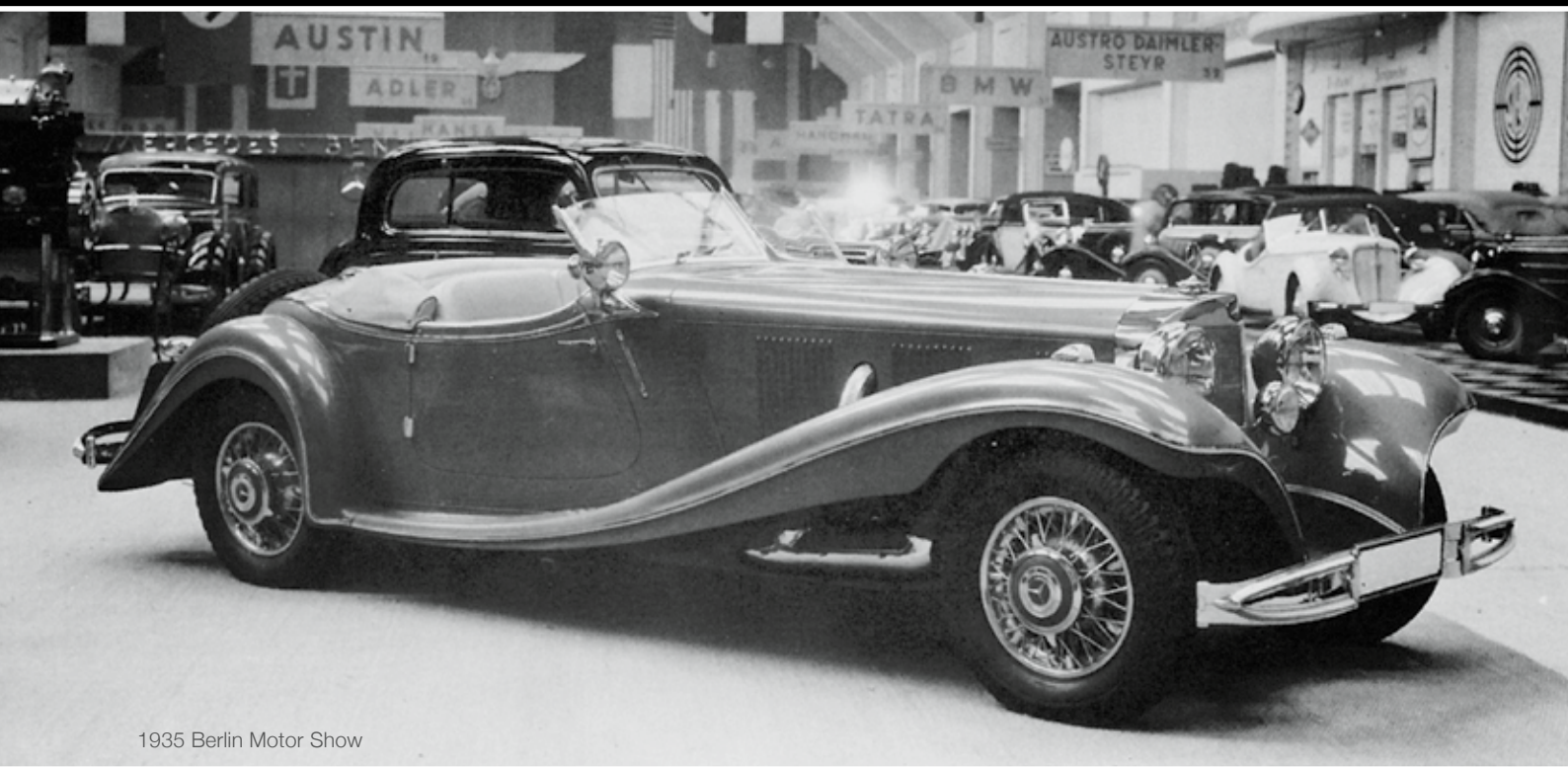
+1 212 461 6515  
+1 415 503 3285  
usacars@bonhams.com

### Europe

+32 (0) 476 879 471  
eurocars@bonhams.com

### UK

+44 (0) 20 7468 5801  
ukcars@bonhams.com



1935 Berlin Motor Show

# Bonhams

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

# GOODWOOD REVIVAL SALE

Important Collectors'  
Motor Cars and Automobilia  
Saturday 10 September 2016  
Chichester, Sussex

The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.

## ENQUIRIES

+44 (0) 20 7468 5801  
ukcars@bonhams.com

Final call for entries

*Multiple in period Le Mans and Mille Miglia entrant, winner of the Grand Prix des Frontieres, The ex-Works, Dick Seaman, Eddie Hertzberger, Dudley Folland, John Wyer, Jack Fairman*

**1936 ASTON MARTIN SPEED  
MODEL 'RED DRAGON'**  
£1,600,000 - 2,000,000



# Bonhams

# GOODWOOD REVIVAL SALE

**Important Collectors'  
Motor Cars and Automobilia**  
Saturday 10 September 2016  
Chichester, Sussex

The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.

## ENQUIRIES

+44 (0) 20 7468 5801  
ukcars@bonhams.com

Final call for entries

**1933 DE HAVILLAND  
DH.60 GIPSY MOTH**  
£90,000 - 120,000



# Bonhams



Fine Motor Cars, Motorcycles,  
Automobilia, Mascots, Watches,  
Lalique and Cameras

Monday 19 September 2016  
New Bond Street, London

THE ROBERT WHITE COLLECTION



**GEORGE DANIELS.**

A very rare and fine 18K gold limited series manual wind instantaneous calendar wristwatch Daniels Anniversary Edition, No.24/35  
£70,000 - 100,000

**A FINE AND RARE 'HIBOU'  
GLASS MASCOT**

by René Lalique, French  
£55,000 - 65,000

**A FINE 'LOCUST' MASCOT**

by E.G., French, 1930s,  
£2,500 - 3,500

**LEICAVIT MP NO.294**

Introduced by Leitz in 1956 with a total run of around 320 units, this camera no. 294 was produced in 1957.  
£15,000 - 20,000

**ENQUIRIES**

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ukmotorcycles@bonhams.com

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**LOT PREVIEW: 23871**



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## **PRESERVING THE AUTOMOBILE: AN AUCTION AT THE SIMEONE FOUNDATION AUTOMOTIVE MUSEUM**

Monday October 3, 2016  
Philadelphia, PA

**Consignments Still Invited**

Five years ago, Bonhams pioneered the Preserving the Automobile Auction, which has served to bring attention to this genre in the car collecting fraternity. Over the course of this time, it has enabled Bonhams and clients who have bought and sold at this venue to contribute and support the Simeone Foundation Automotive Museum with significant annual donations.

Bonhams returns to the world-renowned Simeone Foundation Automotive Museum in Philadelphia, PA for the fifth annual Preserving the Automobile Auction on Monday, October 3rd. The 2015 edition of this unique auction, which highlights preserved and original machines in addition to faithfully restored vehicles, saw nearly to 90% of the offered motorcars finding new homes and individual vehicles achieving results beyond their estimates.

Consignments of preserved, original, and authentically restored motorcars are invited for this unique and special auction, which takes place just two days before the Hershey Swap Meet.

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The logo for the Simeone Foundation Automotive Museum features a stylized, decorative flourish above the text "SIMEONE FOUNDATION" in a bold, serif font, with "AUTOMOTIVE MUSEUM" in a smaller, sans-serif font below it.

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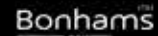
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AND WRISTWATCHES  
Tuesday 13 September, Knightsbridge  
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Rare 'one-of-one' Black Shadow variant in Chinese Red  
**1951 VINCENT SERIES C 'RED' WHITE SHADOW**  
Sold for \$434,000



**1971 MV AGUSTA 750S**  
Sold for \$115,000



**1922 ACE WITH FLXI OBSERVER SIDECAR**  
Sold for \$103,500

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# SCOTTSDALE

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## *Auction*

*Consignments now invited*

*Matching numbers example with well documented history*

**1962 MERCEDES-BENZ 300SL ROADSTER**  
**SOLD FOR \$1,485,000**

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*The last US-market P1 built*  
**2015 MCLAREN P1**  
**SOLD FOR \$2,090,000**



*Low-mileage example with prominent ownership history*  
**1973 BMW 3.0 CSL BATMOBILE**  
**SOLD FOR \$341,000**



*A Rare and Exquisite Automobile*  
**1935 HISPANO-SUIZA K6 CABRIOLET**  
**SOLD FOR \$869,000**



*Less than 9,000 miles from new*  
**1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA**  
**SOLD FOR \$1,155,000**



# FINE AND RARE WINES AND WHISKY

International Auction Calendar 2016

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## FINE AND RARE WINES

Thursday 15 September  
Thursday 27 October  
Friday 18 November  
Friday 18 November  
Thursday 8 December

London  
London  
Hong Kong  
San Francisco  
London

## WHISKY

Friday 19 August  
Wednesday 5 October  
Friday 18 November  
Friday 18 November  
Wednesday 7 December

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**LOT 64**  
1930 DUESENBERG MODEL J TOWN CABRIOLET

# INDEX

Lot No	Year	Model	Lot No	Year	Model
43	1959	ALFA ROMEO 1900C SUPER SPRINT COUPE	60	2008	LAMBORGHINI REVENTÓN
28	1969	ALFA ROMEO GIULIA GT JUNIOR	44	1955	LANCIA AURELIA B24S SPIDER AMERICA
49	1970	ALFA ROMEO GTA 1300 JUNIOR	3	1956	LINCOLN CONTINENTAL Mk II COUPE
101	1971	ALFA ROMEO MONTREAL	19	1930	LINCOLN MODEL L CONVERTIBLE ROADSTER
2	1974	ALFA ROMEO MONTREAL	63	1937	LINCOLN ZEPHYR COUPE
41	1949	ALFA ROMEO' 6C PLATÉ SPECIAL	94	1966/1989	LYNX JAGUAR D-TYPE REPLICATION
8	1951	ALLARD J2	83	1967	MASERATI Ghibli 4.7 COUPE
15	1934	ALVIS SPEED 20 SB SPORTS TOURER	7	1967	MASERATI MEXICO 4.7 COUPE
47	1960	ASTON MARTIN DB4 SERIES I	66	1961	MASERATI 3500 GT COUPE
85	1967	ASTON MARTIN DB6 VANTAGE	24	2014	McLAREN P1
6	1983	ASTON MARTIN LAGONDA SEDAN	96	1957	MERCEDES-BENZ 190SL
103	1980	ASTON MARTIN V8 VOLANTE	69	1971	MERCEDES-BENZ 280SE 3.5 CABRIOLET
104	1933	AUBURN 12-161A SALON PHAETON	38	1969	MERCEDES-BENZ 280SL
14	1955	AUSTIN-HEALEY 100 BN1	65	1969	MERCEDES-BENZ 280SL
97	1953	AUSTIN-HEALEY 100 BN1	11	1985	MERCEDES-BENZ 380SL
99	1959	AUTOBIANCHI BIANCHINA TRASFORMABILE	57	1935	MERCEDES-BENZ 500K CABRIOLET A
29	1953	BANDINI 750 SPORT SILURO	98	1987	MERCEDES-BENZ 560SL
81	1936	BENTLEY 4¼ LITER TOURER	105	1965	MERCEDES-BENZ 230SL
59	1988	BMW M5 SEDAN	51	1957	MERCEDES-BENZ 300SL ROADSTER
67	1990	BMW Z1	27	1904	MERCEDES-SIMPLEX 28-32HP TONNEAU
113	2002	BMW Z8	73	1959	MERCURY PARK LANE TWO-DOOR HARD TOP
36	1931	BUGATTI TYPE 51 GRAND PRIX	109	1936	MG NB MAGNETTE TOURER
68	1970	CADILLAC COUPE DE VILLE	22	1949	MG TC MIDGET
45	1940	CADILLAC SERIES 75 CONVERTIBLE COUPE	76	1952	MUNTZ JET CONVERTIBLE
26	1964	CHEETAH GT COUPE	100	1904	OLDSMOBILE MODEL T "FRENCH FRONT"
88	1967	CHEVROLET CORVETTE 327/300HP COUPE	102	1969	OLDSMOBILE 4-4-2 COUPE
1	1969	CHEVROLET CAMARO Z/28 COUPE	115	1931	PACKARD 840 DELUXE CONVERTIBLE COUPE
9	1967	CHEVROLET CORVETTE 327/350HP ROADSTER	30	1984	PEUGEOT 205 TURBO 16
10	1913	DELAUNAY-BELLEVILLE TYPE O6 45/50	48	1934	PIERCE-ARROW 840A COUPE
23	1974	DE TOMASO PANTERA GTS	92	1964	PONTIAC TEMPEST WAGON
107	1958	DUAL-GHIA CONVERTIBLE	5	2005	PORSCHE CARRERA GT
64	1930	DUESENBERG MODEL J TOWN CABRIOLET	39	1974	PORSCHE CARRERA 3.0 RS
93	1959	FACEL-VEGA HK500 COUPE	108	1958	PORSCHE 356A 1600 SUPER CONVERTIBLE D
90	1989	FERRARI F40	52	1956	PORSCHE 356A CARRERA GS SPEEDSTER
58	1988	FERRARI TESTAROSSA	12	1964	PORSCHE 356C 1600 COUPE
77	1985	FERRARI 288 GTO	18	1965	PORSCHE 911 2.0 COUPE
82	1977	FERRARI 308 GTS	4	1973	PORSCHE 911S 2.4 COUPE
21	1981	FERRARI 308 GTSi	72	1980	PORSCHE 911SC 3.0 TARGA
56	1968	FERRARI 365 GT 2+2	55	1973	PORSCHE 911T 2.4 TARGA
33	1971	FERRARI 365 GTB/4 DAYTONA BERLINETTA	86	1989	PORSCHE 930 TURBO FLACHBAU CABRIOLET
16	1992	FERRARI 512 TR	20	1976	PORSCHE 930 3.0 TURBO COUPE
95	2014	FERRARI LaFERRARI	114	1978	PORSCHE 930 3.3 TURBO COUPE
31	1967	FIAT ABARTH 850 'TC TRIBUTE'	79	1980	PORSCHE 930 3.3 TURBO COUPE
46	1940	FORD 5-WINDOW COUPE	62	1991	PORSCHE 964 TURBO COUPE
112	1908	FULLER MODEL A TOURING	70	1994	PORSCHE 964 3.6 TURBO S <i>FLACHBAU</i>
37	1951	HUDSON HORNET CONVERTIBLE BROUGHAM	78	1913	REGAL UNDERSLUNG MODEL N 25HP ROADSTER
13	1967	ISO GRIFO GL	111	1983	RENAULT 5 TURBO II
35	1963	JAGUAR E-TYPE SERIES I 3.8 COUPE	75	1934	RILEY 12/4 SPECIAL
53	1963	JAGUAR E-TYPE SERIES I 3.8 ROADSTER	87	1934	ROLLS-ROYCE PHANTOM II CONTINENTAL
74	1967	JAGUAR E-TYPE SERIES I 4.2 ROADSTER	71	1965	SHELBY COBRA 289
80	1969	JAGUAR E-TYPE SERIES II 4.2 COUPE	25	1967	SHELBY GT350 FASTBACK
91	1969	JAGUAR E-TYPE SERIES II 4.2 ROADSTER	17	1966	SHELBY GT350 FASTBACK
61	1974	JAGUAR E-TYPE SERIES III V12 ROADSTER	54	c.1910	STUDEBAKER GARFORD G7 40hp RUNABOUT
42	1949	JAGUAR XK120 ALLOY OPEN TWO-SEATER	84	1921	STUTZ SERIES K BEARCAT
40	1957	JAGUAR XK150 3.4 FIXED HEAD COUPE	89	1930	STUTZ SERIES M CABRIOLET
106	1958	JAGUAR XK150 3.4 ROADSTER	34	1938	TALBOT T23 4.0-LITER CABRIOLET
50	1960	JAGUAR XK150 3.8 DROPHEAD COUPE	110	1943	WILLYS JEEP WITH TRAILER
32	1955	LAMBORGHINI DL25 TRACTOR			

**B** 1793

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