

Bonhams



..... THE

SCOTTSDALE

..... *Auction*

The Westin Kierland Resort & Spa | January 17, 2019







LOT 58 - 1946 FIAT 1100C FRUA SPIDER

January 17, 2019 at 11am
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE

SCOTTSDALE

..... Auction

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

220 San Bruno Avenue
San Francisco, California 94103

bonhams.com/scottsdale

PREVIEW & AUCTION LOCATION

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

PREVIEW

Tuesday January 15, 9am to 6pm
Wednesday January 16, 9am to 6pm
Thursday January 17, 9am to 11am

ADMISSION TO PREVIEW AND AUCTION

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

AUCTION NUMBER: 25101

Lots 1 - 120

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motors.us@bonhams.com

From January 13 to 19,
to reach us directly at The Westin:
+1 (415) 391 4000
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To bid via the internet please visit
www.bonhams.com/scottsdale

Please see pages 4 to 5 and 218 to 220 for
bidder information including Conditions of
Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 54

Bonhams

220 San Bruno Avenue
San Francisco, California 94103

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BUYER INFORMATION

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

For all registrable vehicles, Bonhams is an Arizona motor vehicle dealer, dealer number L00012102. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

ADMISSION TO PREVIEW AND AUCTION

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

- **\$100:** Bonhams Scottsdale Auction Catalog set, allows two people entry
- **\$30:** Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

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

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

BUYER'S PREMIUM, TAXES AND LICENSE FEES

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

Any motor vehicle lot sold is subject to sales tax, unless otherwise exempt. In order to be exempt from sales tax (and license and documentation fees, as applicable), the buyer must hold a valid sellers permit number and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

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

Important SALES TAX Information:

Please note that all items being sold will be subject to Arizona State and City privilege sales tax. The Arizona Department of Revenue has requested the following to properly document and exempt transactions from sales tax:

1. The lots are picked up by a carrier and shipped out of the state of Arizona.
2. The buyer is an Arizona, Out of State and or Foreign Automobile Dealer. All dealers will be required to complete an Arizona Resale Certificate and or one of their home state and provide a copy of their dealer's license.

All out of state dealers must provide proof of shipping to their home state by an ICC carrier. Also, a copy of your driver's license may be required along with completion of one or more of the following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State and Form 5012, Certificate to Establish Residency In a Foreign Country. In addition all buyers shipping their Automobile out of State will be required to sign an Arizona "90 Day Permit".

A qualified nonresident of Arizona cannot take possession of the automobile in Arizona without incurring sales tax. The automobile must be shipped through an ICC carrier and the client must complete one or more of the following forms: Form 5010, Certificate To Establish

Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State.

A legible copy of a current valid driver's license that indicates an address outside of Arizona must also be furnished.

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 19.

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.

BUYER INFORMATION

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.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009 or to Bonhams in Scottsdale, AZ at +1 (415) 391 4040 beginning Monday January 14 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 from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/scottsdale 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 Saturday January 19. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Thursday January 17. We will be open on Friday January 18 from 8.30am until 5pm, and again on Saturday January 19 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 19; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle lots must be paid for and collected from the sale venue by 12pm on Saturday January 19. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday January 19. 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 ARRANGEMENTS

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday January 19.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday January 19, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

Domestic Motorcar Transport

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

International Motorcar Transport

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

International Motorcar Transport

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

HAPPY NEW YEAR

Bonhams welcomes you to the beautiful Westin Kierland Resort in Scottsdale, our home for 8 years now and where we continue to present the very finest sports, competition and touring cars.

In 2019, we offer an exquisitely curated selection of automobiles from companies, designers and individuals who have had the most profound influence on the industry and do so still today.

Sports racing cars such as the Lister raced by Stirling Moss, the Porsche 904 once owned by Robert Redford and a Ferrari chosen by one of the greatest chaperones of all time Porfirio Rubirosa.

The great marque Bugatti is represented by examples from each era of its existence, the stunning Superprofilée Type 46 of the 1930s, the start of the rebirth of the brand with a motor show displayed EB110 and the latest iteration, the Chiron.

Pietro Frua's styling house is exhibited through two exactly restored examples, the first to have carried the brand name, a wildly avant-garde Fiat and beautiful convertible Maserati.

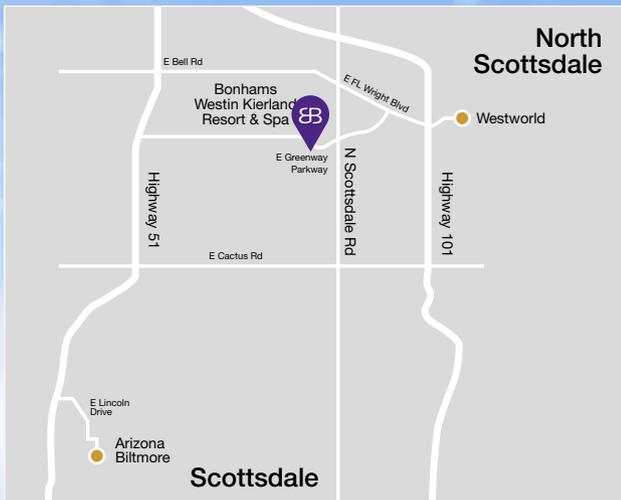
Perhaps for some it will be the knowledge that they are buying from long term private consignments such as the Miura SV which has resided in the current ownership since 1973, and has a mere 18,300 miles from new.

Along with a traditionally broad range of cars we are proud to offer more than two thirds of the field without reserve, so don't miss out on these opportunities!

Our staff are here to help with information, condition reports or guidance on bidding, we look forward to hearing from you and wish you successful bidding.

With our best personal regards,
The Bonhams Global Motoring Team

BONHAMS AT THE WESTIN KIERLAND RESORT & SPA



BONHAMS PAVILION – THE WEST PARKING LOT

6902 E Greenway Parkway
Scottsdale, AZ 85254

DIRECTIONS

From the East Valley/ Tempe/ Chandler:

From Loop 202 East, access Loop 101 North. Continue for approximately 12 miles and exit at Frank Lloyd Wright Boulevard. Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.

From North Phoenix:

Take Interstate 17 South and merge onto Loop 101 East. Continue 11 miles to exit at Scottsdale Road. Exit right onto Scottsdale Road and continue for 2 miles to East Greenway Parkway. Turn right (west) to find The Resort 1/2-mile ahead on your right.

From Phoenix Airport/ West Phoenix:

Follow exit signs at Sky Harbor International Airport toward the 24th Street/West Exit. Upon exiting terminal area, follow signs for Interstate 10 West. Merge onto the I-10 West and immediately follow signs to merge onto AZ-51 North. Continue on AZ-51 North for 12 miles to Greenway (exit #12.) Exit right (east) onto Greenway and continue for 4.5 miles. The Resort will be on your left, approximately 1/4-mile east of 66th Street/Clubgate Drive.

From South Phoenix/ Tucson:

Take Interstate 10 West and take the exit ramp to US-60 (Superstition Freeway). Travel east and continue on US-60 and take Loop 101 North (exit #176B.) Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.

PLEASE JOIN US

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

Thursday January 17
9am to 11am

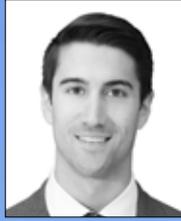
The Bonhams Pavilion
Westin Kierland Resort at the Pittman Lawn

Bonhams Motoring International Specialist Team

West Coast USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Craig Mallery



Derek Boycks

East Coast USA



Rupert Banner



Eric Minoff



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Tim Parker

Administration
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Gordan Mandich



Gregory Coe



Stanley Tam



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United Kingdom



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Tim Schofield



Sholto Gilbertson



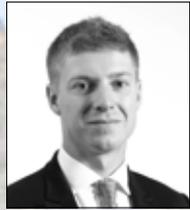
Rob Hubbard



John Polson



Richard Stafford



Ben Adams



James Knight

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

1.

1972 VOLVO P1800E

Chassis no. 1826353-039092

1,986 CC OHV Inline 4-Cylinder Engine
 Bosch D-jet Fuel Injection
 120bhp at 5,800 RPM
 4-Speed Manual Gearbox with Overdrive
 Independent Front Suspension with Live Rear Axle
 4-Wheel Disc Brakes

- ★ *Highly original time capsule*
- ★ *2018 Volvo Club of America Best of Show winner*
- ★ *Long term enthusiast ownership with known history from new*
- ★ *California car from new with impeccable provenance*
- ★ *Extensive list of factory accompaniments*



THE MOTORCAR OFFERED

This particular P1800 is a very late production (Feb 1972) from the final coupe model year and is undoubtedly one of the very best in existence. The car is finished in Cypress green (code 110) over a gold leather faced interior (code 351-811) with the ultra-desirable manual transmission. The car is a true time capsule that has been kept in immaculate, un-restored condition. Currently, the car has less than 40,000 original miles, which are extensively documented in a detailed log book.

With just a few long-term enthusiast owners and know history from new, the car has always been properly looked after. The most recent owner of 13 years has recently rebuilt the OEM Bosch fuel pump to handle the new fuels and replaced some rubber items to ensure that the car could continue to be

safely enjoyed. The stunning P1800E was recently featured in the October 2018 issue of *Collectible Automobile Magazine*, which did an in-depth article on the car. The car has also recently been to the April 2018 Volvo Club of America meet in Davis, California. There, it was judged and won 'Best of Show' amongst nearly 200 of the country's finest Volvos.

In addition to the recent Volvo Best of Show award, the car is accompanied by an impressive list of items. Some of the items include the original accessory "waffle" rubber mats, 2 sets of keys, including the glove box and numbered originals, the original Goodyear G800 spare tire, spare tire cover, green jack and handle with the original rubber trunk matting in excellent condition, the complete original tool kit in the black vinyl pouch, a detailed log book with accompanying

receipts, and the owner's manual and factory service manual. This California P1800E has recently been judged by its peers as the finest example in the country, upon inspection, most would agree that it is more than likely the finest in the world.

\$60,000 - 80,000
WITHOUT RESERVE

2.

1960 MGA 1600 ROADSTER

Chassis no. GHNL/83569

1,588cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

80bhp at 5,600rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Charming Iris Blue over Blue color combination
- ★ Wonderful Roadster for Sunday drives
- ★ MG's classic 1950s sports car
- ★ Offered with BMI Heritage Trust Certificate



THE MGA

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

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

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

Please note this car is titled under model year 1961.

THE MOTORCAR OFFERED

Built in January of 1960, this MGA was equipped as a left-hand drive Roadster, destined for the North American market. It was finished in Old English white and fitted with a red interior and a grey convertible top. The list of factory fitted equipment included a heater, a tonneau cover, disc wheels and tubeless tires. Finished today in the period MGA color of Iris Blue, this charming Roadster benefits from a beautiful restoration performed in the early 2000s. The interior is neatly trimmed in a medium blue color, with white piping on the seats. The bright work presents equally well, with shiny, chromed wire wheels adding the finishing touches. Maintained in a private collection of the seller since 2014, this quintessential British sports cars offers much driving pleasure on the open road, and will make a great entry into local rallies and club events.

\$30,000 - 40,000
WITHOUT RESERVE



3. 1939 FORD DELUXE CONVERTIBLE SEDAN

Chassis no. 18-5056165

221ci Flathead V-8 Engine
Ford Downdraft Carburetor
90bhp at 3,800rpm
3-Speed Manual Transmission with Overdrive
Semi-Elliptic Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- ★ *Stunning example subject of a comprehensive restoration*
- ★ *Concours class winner at Hillsborough and Palo Alto Concours*
- ★ *Elegant Coach Maroon Bright over Tan livery*
- ★ *Featured in the Nov/Dec 2014 issue of V8 Times Magazine*



THE 1939 FORD DELUXE

The 1939 Ford Deluxe once again had a new frontal design by Bob Gregorie, distinguished by a new, lower grille that sat firmly between redesigned front fenders. This positioned the covered headlights farther apart and in the forefront of the fenders for better, broader illumination of the road—design features which lend from the big-brother Zephyr. Furthermore, the 1939 Ford model was equipped with hydraulic brakes, and it was the last year for the floor shifter and the 4-door Convertible Sedan body style. Additionally, Ford set the Deluxe apart with a better equipped interior and luxurious appointments throughout the cabin.

THE MOTORCAR OFFERED

This spectacular 1939 Ford Deluxe Convertible Sedan was originally restored in 1996, yet further restoration was done by the consignor between 2006 and 2013. This brought the classic Ford to a correctness that provides a competitive concours car, while being genuinely drivable. The exterior paint has been professionally refinished in Coach Maroon Bright, neatly contrasted by the tan leather interior and convertible top. A Mitchell overdrive was added during the restoration to further aid to the car's usability. It should be noted, that although the engine is of the correct type for the 1939-model year, it appears to be a later built unit.

All gauges are functioning well, as is the clock, heater, and radio. Combined mileage after restoration is under 600 miles and a peek at the under carriage shows how extensive and detailed the restoration was. The car has been maintained in a temperature-controlled garage since 2006, and is offered with tools, jack, and restoration records.

This must be one of the finest examples remaining of the 3,561 produced in that year, and it was featured as the cover car for the Nov-Dec 2014, issue of *V8 Times Magazine*. This spectacular Ford has received class awards at both the Palo Alto and Hillsborough Concours events, and is ready for further Concours judging or touring.

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



1956 LINCOLN PREMIERE CONVERTIBLE

Chassis no. 56WA435CSL

368ci OHV V8 Engine

Single 4-Barrel Carburetor

285bhp at 4,600rpm

Turbo-Drive Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Magnificent restoration to factory-correct standards
- ★ Striking Turquoise over White livery
- ★ Fully-loaded, top-of-the-line FoMoCo Convertible
- ★ A wonderful piece of Americana



THE LINCOLN PREMIERE

In the early-1950s, while Cadillac was setting style trends with airplane-inspired fins and “Dagmar” bumpers, Lincoln was quietly sweeping its class in the Carrera Panamerica. Lincolns of that era were swift and handsome, but clean to the point of being benign. However, by 1956, a brand-new Lincoln made subtlety a thing of the past. Influenced by the 1954 Mercury X-800 and 1955 Lincoln Futura show cars, the 1956 Lincoln finally gave luxury buyers a stylish alternative to the Cadillac juggernaut. Offering 285 horsepower from a new 368ci V8 with “Turbo-Drive” automatic and a wheelbase that grew three inches to 126, the 1956 Lincoln was a car that embraced Atomic-era futurism at its finest.

The Premiere series debuted for 1956 as the new top-line model (the Mark II was under the Continental banner) and pushed the Capri

down a notch. Available as a sleek two-door hard top, dignified four-door sedan, and Convertible, the Premiere came standard with power seats, windows, braking, and Push-Button Lubrication. With a base price of \$4,747, the Premiere Convertible was not cheap, and at that price with only 2,447 built, exclusivity was guaranteed. For 1957, Lincoln added “QuadraLite” headlamps to become (along with Nash and certain Chrysler products) the first car to feature quad headlights. Tweaked rear fenders with soaring fins were also new. In contrast, embracing trendiness at the expense of subtlety shows how superb the 1956 Lincoln really is.

THE MOTORCAR OFFERED

This striking Turquoise 1956 Lincoln Premiere Convertible exemplifies everything that makes the brand stand out from Cadillac’s shadow: sleekness, show-car looks, regal presence, and opulent luxury. Completed from new in the 76B Convertible style, this Lincoln has received a comprehensive restoration to factory correct standards. The Turquoise exterior color is neatly color-coded in the interior, and there is plenty of room for a family of four or five. The engine bay is clean and show ready with factory markings. Furthermore, the exterior is trimmed in sparkling chrome neatly contrasted by the elegant white-wall tires fitted on color-coded wheels. Offered from a prominent Western US-based collection, this stunning example deserves serious consideration.

\$75,000 - 100,000
WITHOUT RESERVE



5. 1937 MERCEDES-BENZ 230 SPECIAL ROADSTER

Chassis no. 155157

2,229cc Inline 6-Cylinder Engine

55bhp

Single Solex Carburetor

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic-Assisted Drum Brakes

- ★ One of only 38 built
- ★ Short-wheelbase Type 230 offered only in 1937
- ★ Two-seat roadster body with rumble seat
- ★ In largely original overall condition



THE MERCEDES-BENZ 230

From 1935 through 1938, Mercedes-Benz turned out one technological tour de force after another in its battle with Auto Union for Grand Prix supremacy. In 1937, Mercedes' 646-horsepower W125 won the championship, propelling the company to ever-greater heights as a maker of prestigious, highly advanced automobiles.

While offering its magnificent 500K to those at the upper end of the market, Mercedes presented its Type 230 for customers whose means were more modest, but whose tastes were no less refined. For 1937, the Type 230 was available in a number of body styles, including a two-door Special Roadster for those entranced by the racing exploits of Rudi Caracciola. While the sedans and four-door cabriolets upgraded to a longer-wheelbase (120-inch) version of Mercedes' box-section

chassis, the Roadster retained the more agile short-wheelbase (106.3-inch) version from 1936 even as it incorporated the rest of the improvements of the "W143" generation that was new for 1937, principally a four-speed fully synchronized transmission.

Within coachwork designed in-house and built by Mercedes at Sindelfingen, the Roadster seats just two in the main driver-passenger compartment. Occasional passengers can be accommodated by a rumble seat, which normally remains hidden to preserve the sporty sweep of the bodywork from the slightly raked grille to the downward-sloping rear deck. The line is uninterrupted by any form of integral folding convertible top; taking shelter from the elements requires attaching a separate top to the buttons on the rear deck and windshield. A mildly elongated tail hints

at aerodynamic efficiency, as do sweeping front fenders. A trio of headlights and a pair of horns are mounted on a bar across the grille, announcing the car's arrival day or night.

The Type 230 derives its model designation from an inline six-cylinder side-valve engine that displaces 2,229cc (2,213cc for tax purposes) from a bore and stroke of 72.5 x 90mm. Its single Solex carburetor delivers the fuel-air mixture into a combustion chamber with a compression ratio of 6.6:1, resulting in output of 55 horsepower at 3,600 rpm and 100 lb-ft of torque at 1,800 rpm. With a curb weight of 2,860 pounds, the Type 230 has a top speed of 72 mph, or 116 km/h on the VDO speedometer at the center of a gauge cluster just to the right of the steering column.



THE MOTORCAR OFFERED

The Type 230 Special Roadster on offer, chassis number 155157, has been part of a noteworthy Mercedes collection in Southern California since April 2013. When it was purchased in Germany, it had recently emerged from a 27-year hibernation that included restoration and refurbishment work by its German owner, who had purchased the car in the Netherlands in 1980 and took it off the road no later than 1986.

The car was repainted in its original red, and its cream-colored leather was replaced during the restoration. The aluminum trim was refreshed but still shows a light patina of use, testifying to the car's overall originality. An unnumbered engine block identifies this component as a replacement sourced at an unknown date, perhaps even prior to World War II. The odometer currently reads 41.6

kilometers, which may or may not reflect actual use since restoration. We are advised by the vendor that the car is in good working order, with all systems functional. The car retains its original Bosch 6-volt electrical system.

While more than 20,000 W143s were produced by Mercedes from 1937 to 1941, only 38 of those were short-wheelbase Roadsters like chassis number 155157. Few of those will have survived the intervening eight decades, making this dashing car even rarer today than it was when new. For buyers seeking an unusual yet not extravagant sporting Mercedes, Type 230 Special Roadster number 155157 presents an uncommon opportunity to enjoy a solid example of an aspirational roadster developed at the height of Mercedes' prewar glory.

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



6.

1956 CONTINENTAL MARK II

Design by Gordon Buehrig

Chassis no. C56S3913

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

- ★ *The most expensive American car of its day*
- ★ *Elegant Cobalt Blue Metallic Paint*
- ★ *In the care of very few owners from new*
- ★ *Legendarily luxurious model of its era*



THE LINCOLN CONTINENTAL

Lincoln's new Continental debuted at the Paris Salon in October of 1955. The supremely elegant model was the work of a team including American styling icon Gordon Buehrig, William Clay Ford, and John Reinhart. Under the lovely skin lurked a powerful 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 MOTORCAR OFFERED

The dignified Cobalt Blue Metallic paint of this Continental Mark II perfectly complements the graceful lines, and the two-tone Blue and White leather interior ensures the occupants plenty of mid-century luxury. Furthermore, the suite of power features from the seats to the windows to the brakes and steering mean that little effort needs to be exerted by those lucky enough to find themselves behind the wheel. While the exact date of the restoration is not known, it presumably occurred sometime in the vehicle's not too distant past, evidenced by the minimal wear to be found throughout. Over the last half century, this luxury cruiser is believed to have only had three owners.

Sitting alongside its contemporaries, the gracefulness of the Mark II becomes immediately apparent. The restrained use

of chrome (for the period) and wonderful proportions have ensured that the design has maintained the same level of elegance it did upon leaving the showroom 50 years ago. Sitting atop the American Luxury food chain at a time when the States was experiencing unprecedented success, the Continental represents the very best of post-war America.

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



1959 NASH METROPOLITAN

Chassis no. E 64069
 Engine no. 15F-N-H5236

1,489cc OHV Inline 4-Cylinder Engine
 Single Carburetor
 55bhp at 5,400rpm
 3-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

Without Reserve

- ★ *Desirable fourth-series hard-top coupe*
- ★ *A fun classic for a day at the beach*
- ★ *Charming color combination*
- ★ *A car that receives smiles wherever it goes*



THE NASH METROPOLITAN

Nash President George W. Mason was no stranger to transatlantic co-operation, teaming up with Donald Healey to produce the Nash-Healey sports car and with Austin, which assembled the Metropolitan at Longbridge for the American concern. Nash's factories were not configured to build cars of the Metropolitan's size; alas, the company had no suitable engines or transmissions either, so collaboration with a European manufacturer was Mason's preferred solution.

When Nash presented the NXI (Nash Experimental International) in 1950, the idea was to explore the opportunity for people to add a second car to their driveways. Market research supported the idea that there was a demand for a more economical mode of transportation, but it would have to be priced accordingly. Nash sought a foreign partner, teaming up with the UK's Austin

Motor Company, who supplied the engine, transmission, and manufacturing facilities.

Tests of the day touted the high level of standard features, whimsical design, and fun-to-drive yet economical nature. Metropolitans were marketed under their own name and sold through Rambler dealerships beginning in 1958 after the demise of Nash and Hudson. Having enjoyed nearly a decade-long production run, sales slowed for 1961, and the Metropolitan was subsequently discontinued.

THE MOTORCAR OFFERED

This delightful little Nash Metropolitan was obtained by the consignor in 2013 from a couple who had held long term ownership of the car beginning in 1972. Upon this transfer, it was decided to fully restore the vehicle so that it could

be enjoyed to its full potential. Over the next two years much of the Nash was repaired or replaced. The exterior received spectacular 'Granny Apple Green' paint with freshly refinished brightwork, and conclusively, this diminutively sized automobile has quite the substantial presence. Mechanically, the engine was rebuilt along with the suspension and brakes, among other components. Upon completion, the quality of the restoration was tested over a 1,500-mile trek back home between Moscow, Idaho and Tucson, Arizona. The vehicle arrived successfully and has been garaged since. A Metropolitan of this quality is sure to bring its next owner miles of entertainment and plenty of smiles. Now is the opportunity to get your hands on a fine example of a truly delightful automobile.

\$17,000 - 25,000
WITHOUT RESERVE



8.Ω

1989 PORSCHE 911 CARRERA SPEEDSTER

VIN. WP0ZZZ91ZKS173618

Engine no. 64K06240

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

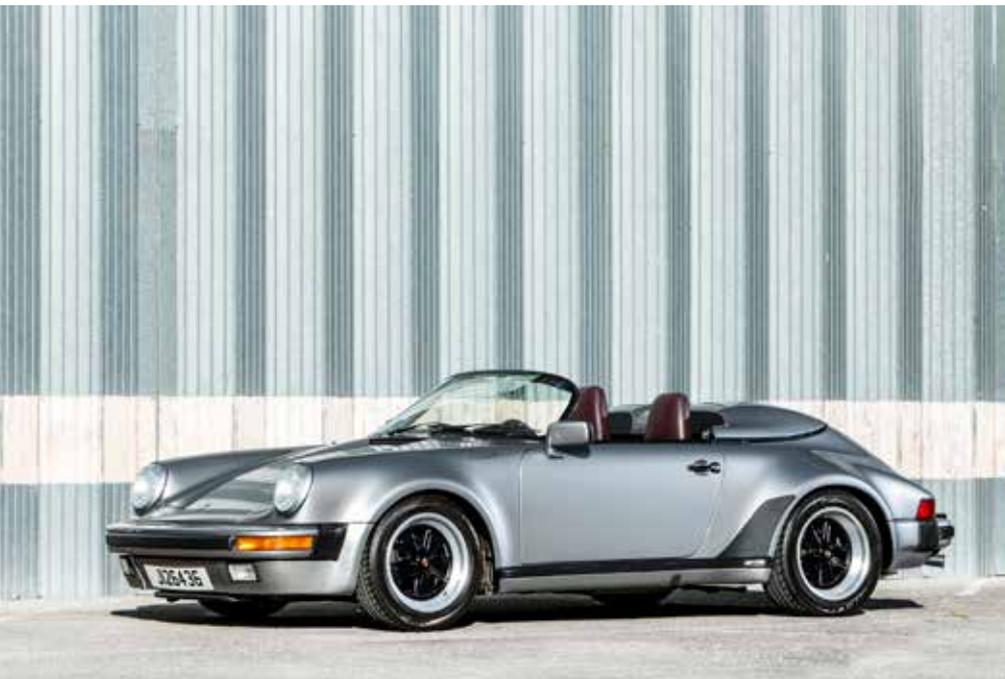
217bhp at 5,900rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Highly original example with less than 3,800 miles from new*
- ★ *Retaining the original paint and interior, in delightful Titanium Silver over Bordeaux livery*
- ★ *Rare, one-year-only 911 Speedster with desirable G50 Transaxle lending its lineage to the 356 Speedster*
- ★ *Complete with original manuals, spare keys, tire inflator kit and Certificate of Authenticity*



THE PORSCHE 911 SPEEDSTER

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

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

prior to the introduction of the new Type 964 bodysell; thus, was the last 911 model to feature the old-style body based on the original design of 1963. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster, as well as a pair of controversial "camel hump" cowlings behind the seats that concealed the stowed-away manual top—a simplified affair described by the factory as for "temporary" use only. From 1984 Porsche had offered the "Turbo Look" body style—flared wheel arches, large rear wing and deeper front spoiler—on its normally aspirated models. This option was extended to the Speedster, the vast majority of which were ordered with it. One of the rarest of the 911 family, the Speedster was built during 1989 only, and a mere 2,065 cars were completed.



THE MOTORCAR OFFERED

The highly original, low-mileage Speedster on offer here was completed at the Zuffenhausen-based Porsche works in June of 1989. Finished as it appears today, the Speedster left the factory in the striking Titanium Silver color over a Bordeaux leather interior with matching carpets; a stunningly beautiful livery for the model, and authentically in tune with the era it was built. This special 911 was equipped with the US market emissions system and destined for the North American market. The car's original warranty book was stamped on August 25, 1989, and the car soon after found its first US owner. By the mid 1990s, the Speedster was exported to Jersey Island, where it has remained with just one owner until now. The Porsche has been kept in extremely good care and remains original throughout. Having been rarely driven, the car has only covered 3,768 miles from the

time it left the factory to the time of cataloging. The Speedster has been continually stored inside, which has kept the car in "time capsule" condition and is really as original as they come.

This superb 911 Speedster is complete with its original owner's and warranty manuals in pouch, spare keys, tire inflator kit, and its Porsche-issued factory Certificate of Authenticity detailing its original specification. From the very end of what is considered the original 911 design and benefiting from all the significant production upgrades such as the G50 5-speed transaxle, this top-of-the-line Speedster is rapidly becoming as collectible as its namesake 1950s progenitor. Finding one in original and unharmed condition like this car, with less than 3,800 miles on the

odometer and trimmed in a superb and rare livery, is a rare opportunity not to be missed.

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



9.

1934 BENTLEY 3½ LITER DROPHEAD COUPE

Coachwork by Thrupp and Maberly

Chassis no. B 75 BL

Engine no. X 5 BD

3,669cc OHV 6-Cylinder Engine

Twin SU Carburetors

100hp (Approximately)

4-Speed Synchromesh Transmission

4-Wheel Servo Boosted Mechanical Brakes

- ★ Attractive example of the "Silent Sports Car"
- ★ Known history from new
- ★ Easy-to-drive 3½ Liter Bentley with great performance
- ★ Original coachwork



THE 3½ LITER BENTLEY

'... the ability to traverse the rapidly crowding roads of Great Britain in less time, and with less, effort were points strong in its favour.'
Johnny Green on the 3½-Liter, Bentley, 50 Years of the Marque.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Liter model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Liter Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburetor version of the former's overhead-valve six.

Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Liter model) almost 50% were originally bodied by Park Ward.





THE MOTORCAR OFFERED

B75BL was ordered by M.S. Spencer-Nairn, of Fife, Scotland, the heir to the Michael Nairn linoleum company. In chapter 12 of his published family history, *Silver Spoon*, Mr. Nairn wrote that he sold his 1932 Lagonda Open Tourer and bought "...my dream car, a 3½-Liter Bentley...to be fitted with a drop head coupé body made by Thrupp & Maberly."

According to the factory build sheets Mr. Spencer-Nairn specified that his Bentley include several non standard items: a speedometer with a clock mounted in the upper center of the dial, a steering column and gear lever that were two inches shorter than was standard, also it is stated that car was to be used for both "town work and touring."

Mr. Spencer-Nairn took delivery of the car on June 18, 1934. Chassis B75BL was stored during the war. After the war a more piratical Bentley saloon was ordered.

B75BL was sold to R.E. Merchant, of Derby, who owned it until 1984, it then came into the ownership of Howard Brown, a Californian working in London. It was repainted, and the chassis, mechanicals, and cosmetics were redone, resulting in a very reliable car and "a joy to drive." When Howard and Kathie Brown returned to California they brought their Bentley. In 2008, Mr. Brown had the car's body stripped to bare metal in preparation for repainting, but sadly, he died prior to its completion. The car remained in Mrs. Brown's ownership until it was sold to its current owner, who completed the freshening.

Chassis B75BL remains in excellent mechanical condition. The rich brown colored leather upholstery, re finished woodwork, and Wilton wool carpets all work nicely with the black coachwork. The Bentley is fitted with correct new wheel discs and new Dunlop tires, and it will be presented to its fortunate new owner complete with an extensive history, which includes English log books, build sheets and the original owner's handbook that have been issued by Bentley Motor Cars, and the service file, which dates back to 1953.

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



10.**1962 PORSCHE 356B 1600 COUPE**

Coachwork by Reutter

Chassis no. 118685

Engine no. 607619

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-choke Carburetors

60bhp at 5,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Equipped with the desirable Sunroof option from the factory
- ★ Matching numbers example retaining original body
- ★ Presented in the original livery of Ivory over Bordeaux Leatherette with Corduroy inserts
- ★ Great choice for tours and rallies

**THE PORSCHE 356B**

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great 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 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk

lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats.

THE MOTORCAR OFFERED

This very attractive, matching numbers 356B 1600 Coupe was completed at the Porsche factory on December 14, 1961 as a 1962 model. The car was equipped with the desirable electric sunroof from new and finished in the same livery as it sports today, Ivory exterior paint over a red leatherette interior with cool Corduroy inserts on the seats. Further options included ventilated chrome wheels and antenna. Restoration and maintenance work have been performed on the Porsche over the years, and this attractive little 356 is described by the consignor as being a highly enjoyable driver. It is supplied with a tool kit, owner's manual, and the Porsche-issued Certificate of Authenticity. A fine classic Porsche that is eminently usable still today, this attractive 356B merits close inspection.

\$70,000 - 90,000
WITHOUT RESERVE



11.

1948 FIAT 500 B TOPOLINO

Chassis no. 500B131699

Engine no. 500B134881

569cc OHV Inline 4-Cylinder Engine

Single Carburetor

16bhp at 4,400rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

Without Reserve

- ★ Charming example of the Little Mouse
- ★ Plein air motoring with retracting canvas top
- ★ Desirable higher performance overhead-valve model
- ★ Huge smiles per mile in this fun Italian classic



THE FIAT TOPOLINO

Fiat's Topolino had a remarkable run, with more than 500,000 made from 1937 to 1955. At the time of its introduction it was one of the smallest cars in the world - a two-passenger coupe with a 569cc four-cylinder engine and four-speed gearbox. Officially called "500," it soon took the nickname *Topolino*, literally "little mouse" but soon interpreted as Mickey Mouse, for its mouse ear-like headlamps on its front fenders. A team of 32 Topolinos stormed the Mille Miglia, the fastest one averaging nearly 50 mph. The Topolino's popularity helped push Fiat production to a new record in 1937, and nearly 84,000 had been made by the time Italy entered World War II.

THE MOTORCAR OFFERED

Presented in a period shade of light grey with red painted wheels and a brown interior, the Topolino's charm is in its simplicity. Described as an older restoration, the Topolino came to the US in 1985 when it was imported from Italy by then owner Alberto Pedretti. With a history file dating back to that period, the Fiat was maintained during Pedretti's ownership with an engine and transmission rebuild performed.

Acquired by its previous owner about 15 years ago, and in current ownership for about 5 years, the Topolino is very original, and sports a newer replaced wool headliner, while the trunk has been tidied. An engine refurbishment has been carried out in recent times as well. Upgraded 500C tubeless wheels and a C aluminum oil sump have been fitted, and the Topolino is reported to run and

drive well. With good fit and finish throughout, this Topolino presents as a functional and charming example of one of Italy's most beloved icons.

\$15,000 - 25,000
WITHOUT RESERVE



12.**1964 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER**

Chassis no. 881715
 Engine no. RA7144-9

3,781cc DOHC Inline 6-Cylinder Engine
 3 SU Carburetors
 265bhp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Exquisite nut-and-bolt restoration to factory specifications*
- ★ *Matching numbers example presented in triple-black livery*
- ★ *Stunning Series I E-Type Roadster ready to be shown at Concours events or driven on rallies*
- ★ *Accompanied by Jaguar Heritage Trust Certificate and restoration records*

**THE JAGUAR E-TYPE**

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

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

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

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing,

and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

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





THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane works on June 18, 1964, this lovely Series I 3.8-Liter Roadster was configured with left-hand drive steering and destined for the North American market. The new Jaguar was dispatched from the works on June 29, 1964, and headed to Jaguar Cars New York, which is listed as the selling dealer on the Jaguar issued Heritage Trust Certificate.

In recent years, this spectacular Jaguar has been subject of a comprehensive restoration. Some of the finer details of the restoration include a refurbishment of the engine and an overhaul of the transmission with new bearings, seals, and gaskets. The body was brought down to bare metal and received a fresh coat of shiny black paint. In addition, the interior was fully trimmed in matching black leather and appropriate materials. The

electrical system was wholly refurbished as well, and a new wiring harness was installed. Additionally, the chassis was media blasted and the suspension components received equal attention. Far more work was carried out than can be fully detailed within this brief description, but it is reported that the work done to bring this Series I into its stunning condition was thoroughly comprehensive.

Most importantly, the original engine and cylinder head have remained with the car since leaving the factory. The car will be accompanied by restoration records and its Jaguar Heritage Trust Certificate. Expertly restored E-Types, like the one presented here, are highly sought after by collectors all around the world. With the vehicle on offer being in such fine condition, there is no better opportunity to put yourself behind the wheel

of one of the most iconic sports cars of the 20th Century.

**\$220,000 - 260,000
WITHOUT RESERVE**



13.**1991 PORSCHE 911 TURBO COUPE**

VIN. WP0AA2961MS480273

3,299cc Turbocharged Flat 6-Cylinder Engine
 Electronic Fuel Injection
 320bhp at 5750rpm
 5-Speed Manual G50 Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Desirable and rare, air-cooled 964 Turbo Coupe*
- ★ *One of just 674 built for the US market*
- ★ *Highly original and well preserved example*
- ★ *Fewer than 54,950 miles, and in California from new*

**THE PORSCHE 964**

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 elegant Grand Prix White on Black Coupe is an excellent example of Porsche’s potent 964 Turbo. Completed on February 28, 1991, this is one of just 674 produced for the US market and offers incredible performance, accredited to its turbocharged air-cooled flat six and sporting suspension. According to the car’s original owner’s manual, the Porsche was sold new from Hoehn Porsche of Carlsbad, CA in July of 1991, to a Mr. Edwin Thurston, III. Showing just 54,906 miles on the odometer at the time of cataloging, this well-cared for numbers-matching 911 remains in wonderful, largely original condition. According to the CARFAX report on file, the 964 Turbo has never been registered outside of California and appears to have been with just three owners in the Carlsbad area since new.

Complete with tool roll, owner’s manuals, and a large history file containing registration cards, maintenance records and a period brochure, this 964 is offered with all the right accessories. Along with a clean CARFAX report, this Turbo icon presents beautifully, very original throughout, and deserved serious consideration. A truly usable collector car, this era of air-cooled 911 is rapidly gaining popularity.

\$150,000 - 200,000
WITHOUT RESERVE



1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UD1S21268
 Engine no. 7S8506LB

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

- ★ Numbers matching V-12 Roadster
- ★ Fitted with desirable manual transmission
- ★ Beautifully presented and sorted example
- ★ Ultra-desirable, seldom seen livery
- ★ The final evolution of the legendary Jaguar E-Type



THE SERIES III JAGUAR E-TYPE

In 1971, 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. Subsequently, this engine became an industry standard for its combination of smoothly unobtrusive torque and power. With the large cross-slatted radiator grille—described by *Motor Sport* magazine as “a decorative birdcage,”—flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models, while also adopting uprated brakes and power steering as standard. From the new Series launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

THE MOTORCAR OFFERED

Manufactured in November of 1972, and dispatched to British Leyland Canada in March of 1973, the roadster sold new to its first owner in Victoria on July 23, 1974. The car came equipped with 4-speed manual transmission, power steering, power brakes, and chrome wire wheels. In true roadster fashion, the car was ordered without air-conditioning, making for a much tidier dash and engine bay. The V12 Roadster is presented in its original and seldom seen charismatic livery of turquoise with black leather and a black top.

The original numbers matching roadster has recently been gone through from top to bottom, both cosmetically and mechanically. The body received a high-quality repaint in the original shade of turquoise, the paint under the hood and trunk is believed to be

original with no signs of any prior damage. The seats, carpet, and soft top have recently been beautifully redone. The braking system has been rebuilt and received new rotors and pads, and the steering rack has been rebuilt. With an odometer reading of less than 49,000 miles, which is believed to be original, the car is reported to be in excellent mechanical shape with a strong engine and healthy gearbox. The V12 power is transferred to the ground via four new Pirelli tires. Accompanied by its original books, tools, and Jaguar Heritage Certificate, this suburb low mileage example would be the perfect weekend cruiser, or as a welcome participant on any number of drivers events. The opportunity to acquire such a unique E-type should not be missed.

\$90,000 - 110,000
WITHOUT RESERVE



15.**1963 CHEVROLET CORVETTE 327/365HP "FUELIE" COUPE**

Chassis no. 30837S 102254

Engine no. 2261 F1009RF

327ci OHV V8 Engine

Rochester Fuel Injection

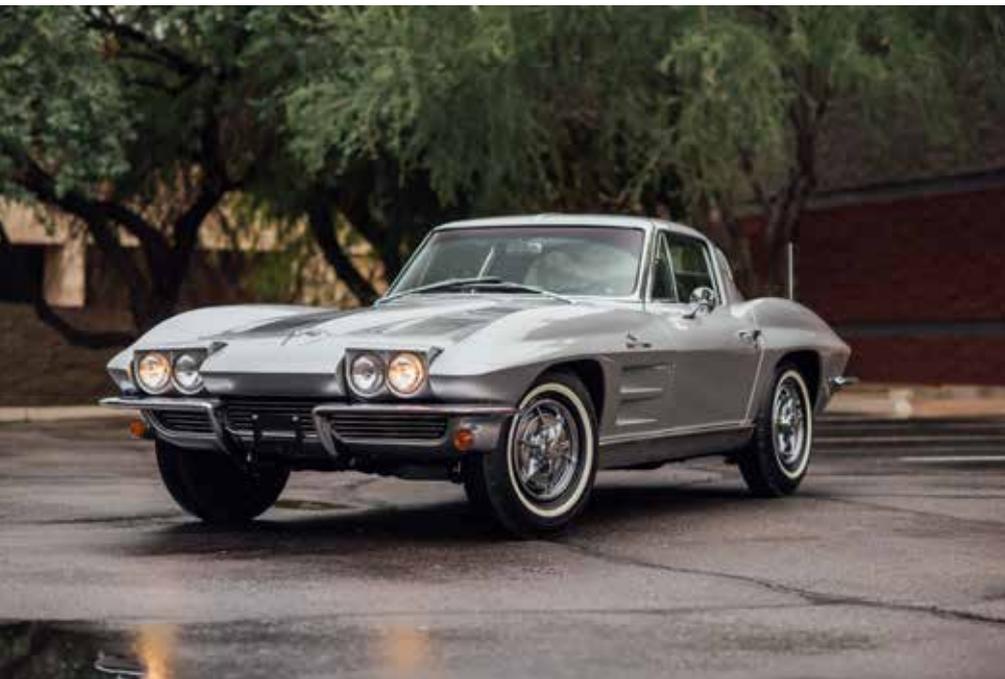
360bhp at 6,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Iconic 'Fuelie' Corvette
- ★ One year only split window coupe
- ★ Striking Sebring-Silver paint
- ★ Finely Restored
- ★ Matching numbers example

**THE STING-RAY CORVETTE**

1963 was an exciting year for Corvette enthusiasts. For the first time, 'America's sports car' was available as a coupe as well as a Roadster. The new Stingray design credited to Bill Mitchell and Pete Brock was a masterpiece. Featuring beautifully raised fender peaks, disappearing head-lamps.

Underneath the sleek fiberglass shell, there was a new independent rear axle with transverse leaf springs, control arms, multiple links, double-jointed half-shafts, and trailing radius rods. Even base-model Corvettes were nicely equipped, and buyers had a wide range of engine choices based on the new 327-cubic inch V8. The most powerful option was the 360hp engine with Rochester fuel injection, making this the first American car with a higher horsepower figure than engine displacement. A 3-speed manual transmission

was standard, but options included a four-speed manual, a positraction rear end, and a variety of rear axle ratios. The Stingray could be ordered in any of seven exterior colors. The new Stingray was an impressive performer, capable of 0-60 in 5.9 seconds and 0-100 mph in 16.5. The 1963 Stingray proved a sales hit, and Chevrolet sold 10,594 coupes and 10,919 convertibles.





THE MOTORCAR OFFERED

Chevrolet's second generation 'C2' Corvettes, especially the first-year, with the optional fuel injected 327 V8 engine, are among the most collectible of GM's Corvette model-range. While this example lacks such creature comforts as power brakes and steering or even air conditioning, the combination of a high output motor- with little resistance from the lack of accessories- with the 4-speed manual make for quite the stripped-down sporting combination.

The restoration conducted on the vehicle has resulted in the a quite tidy package all around. A subdued combination of Silver over black further enhances the no-nonsense sporting nature of the vehicle. The exterior shows with lustrous chrome, and under the hood presents with equal care and attention to detail.

An enduring icon of Americana, the C2 Corvette, specifically in fuel-injected, split window guise, makes for both an endlessly stylish and thrilling sports car. A well sorted example such as this is sure to find a new enthusiastic owner ready for spirited weekend drives.

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



16.

1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111.027-12-002549

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

- ★ *Desirable and luxurious 280SE 3.5 Cabriolet with floor shift*
- ★ *No expense spared restoration by Scott Melnick*
- ★ *Finished in stunning livery Anthracite Gray over Burgundy Leather*
- ★ *Top-of-the-line, hand-built Mercedes-Benz of supreme quality*



THE MERCEDES-BENZ W111

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

Introduced in late 1969 as a prestige model to supplant the somewhat underpowered six-cylinder 280SE, the V8-powered, W111-Series 280SE 3.5, in both Coupe and Convertible form, was of immediate appeal to wealthy customers who were accustomed to having the best quality and workmanship available in an automobile, but didn't need or desire the next step up, the over-the-top 600.

The hand-built body of the new model was slightly restyled, with a cleaner and flatter nose and radiator shell, but was still quite

conservative. Beneath the wide hood there now rested a Bosch fuel-injected, 200bhp overhead-cam V8 with 211 foot-pounds of torque designed to deliver excellent performance. One reviewer referred to it as having a "hot-rod"-like persona with a lovely exhaust snarl, while meeting ever-more strict emissions laws in the US, the company's most vital market.

The compact, but sturdy engine was capable of moving this big 4/5-seater to 60 miles an hour in under 10 seconds, and offered a top speed in excess of 125mph. Large vacuum-assisted disc brakes at each corner allowed the driver to slow with ease, and handling was described as very comfortable, thanks to its coil-sprung independent suspension.

The craftsmen at Sindelfingen produced just 1,232 of these V8 Cabriolets, making them extremely rare. Both the open and closed versions of the 3.5 were fitted with just about every luxury amenity a buyer could ask for. The few choices remaining pertained to paint and interior trim colors, which model of Becker stereo system was desired, and electric seat-back adjustment. It all added up to an impressively costly automobile, with a starting price exceeding \$13,000.





THE MOTORCAR OFFERED

This exceptional example of the era's flagship Mercedes-Benz Cabriolet was completed by hand at the Mercedes-Benz factory in September of 1970. Sold originally to a presumably lucky resident of Las Vegas, the subsequent esteemed owner moved this luxurious Mercedes-Benz 280SE 3.5 V8 Cabriolet to the coastal sunshine of Malibu, California. Roughly a decade ago, the 3.5 Cabriolet was purchased by the consignor—a prominent Los Angeles-based collector of exceptional sporting motorcars—and soon after received a full restoration compliments of a noted Mercedes-Benz restorer and mechanic, Scott Melnick. The restoration attended to both mechanical and cosmetic areas of the car, and the result is nothing less than breathtaking.

Anthracite Grey paint adorns the stunning Cabriolet bodywork, while the luxurious interior is trimmed in right Burgundy leather, and topped by elegant polished wood finishes. Known for their smoothness of operation, the 3.5-liter SOHC V8 under the hood embodies this trait entirely and makes the car effortless to drive, even in modern traffic thanks to power on tap. This fine example features the desirable floor mounted gear shift, giving the car a more modern feel as opposed to the steering column mounted shifting arrangement. Since the completion of the refurbishment, just 2,500 miles have passed under the wheels. Accordingly, little can be found in the way of wear (both in the interior and outside) and the chrome shines with prevailing luster.

The Mercedes-Benz 280SE 3.5's desirability stems from a combination of its rarity and effortless luxury and operation. An example restored to exacting standards such as this is surely a must-have for any true Mercedes-Benz enthusiast.

\$325,000 - 375,000



17.

1950 JAGUAR XK120 ROADSTER

Chassis no. 670748

Engine no. W2112-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Beautifully presented in period-correct Silver over red livery
- ★ Recent comprehensive restoration performed
- ★ Retains matching numbers engine and cylinder head
- ★ Offered with Jaguar Heritage Trust Certificate, tools and much paraphernalia



THE JAGUAR XK120

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

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

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

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

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

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



THE MOTORCAR OFFERED

This beautiful XK120 Roadster—or Open Two-Seater as officially called in the day—first roared to life inside Jaguar’s Coventry facility on September 20th, 1950. As an early production car, it features some desirable early-production details, and was really coming off the line not long after the first batch of alloy bodied XK120’s was produced. Originally finished in black over a biscuit and red trimmed interior and gunmetal colored convertible top, this left-hand drive Roadster was destined for the US market and was dispatched to Hoffman Motor Car Company in New York in February of 1951. It has likely remained within the United States since.

The car is believed to have been bought new by a dentist in Miami, FL, and been in the care of just three owners since then. The XK was purchased by the consignor in 2008, and has

since been treated to a comprehensive, nut-and-bolt restoration. During the meticulous process, the body was stripped and repainted in the period-correct silver color, while the chassis was refurbished as well. Engine, gearbox, and clutch systems were evaluated and restored, as was the electrical system, brightwork, and interior.

Today, this iconic sports car is beautifully presented inside and out. Under the bonnet, the original matching-numbers, 3.4-liter XK engine and 4-speed transmission give this XK120 performance on par with its striking looks. The silver paintwork nicely suits the sensuous curves of the body and accentuates the complimentary red leather interior. The bodywork is straight with good panel fitment and the paintwork has a lustrous shine. The minimal brightwork on this XK120 is in very

good condition, as is the leather interior, which is nicely trimmed and shows minimal signs of wear. This XK120 is well-sorted throughout and ready to be enjoyed by its next owner, on spirited open-air drives, touring events, or car shows. It offers a great opportunity to acquire an engaging driver’s car that is also beautiful and eligible for various driving events.

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



18.

1956 AUSTIN-HEALEY 100M BN2 LE MANS

Chassis no. BN2L 232949

Engine no. 1B232949M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

110bhp at 4,500rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Desirable and rare factory 100M Le Mans Healey*
- ★ *One of just 640 factory Le Mans cars*
- ★ *Offered with sizable history file, Heritage and Le Mans Registry Certificates*
- ★ *Comprehensive restoration performed*
- ★ *Retaining matching-numbers engine and body panels*



THE AUSTIN-HEALEY 100M LE MANS

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

From October of 1955, the conversion was available, factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, a stiffer front anti-roll bar, special Armstrong front dampers, and a louvered bonnet. Power increased to 110bhp and top speed, with the windscreen folded flat, was within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars—mostly BN2s—were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA.

THE MOTORCAR OFFERED

Offered here is an extraordinary example of the increasingly popular and rare, factory 100M Le Mans Healey, eligible for some of the most prominent motoring events around the globe. According to its Heritage Trust Certificate, this fine Austin-Healey was completed at the Longbridge Austin-Healey works on June 6, 1956. A BN2 model, this example benefits from having been factory equipped with the 100M Le Mans package, including a louvered hood, cold air intake, and other performance enhancing details. Furthermore, it featured the four-speed overdrive transmission, and the numerous smaller improvements implemented during the course of production since the introduction of the BN1 in 1953. The left-hand-drive Austin-Healey was equipped with a heater, miles-per-hour speedometer, and a laminated windscreen. It was finished in black with Reno





red coves, over black upholstery and weather equipment. Like most of these iconic British roadsters, this BN2 was destined for the North American market.

The Healey's early history remains unknown, but in the 1990s it emerged when it found its way into the collection of Sharon and Dick Gunthell of North Salem, NY. During their ownership, a thorough restoration was performed on the rare Austin-Healey by Wappinger Falls, NY-based Lakeside Auto Cosmetics. Many photos and receipts from the comprehensive restoration can be found in the sizable history file accompanying the sale of the car.

This fine example of one of Britain's most iconic Roadsters looks and performs like a true sports car should. On a recent test-

drive, the BN2 100M Le Mans offered spritely acceleration, good braking and handling, and a smooth gearshift. Equipped with the desirable 100M Le Mans upgrades from the factory, the BN2 is true to the model's performance heritage, and would be a wonderful entry on a number of classic car driving events and rallies. The Healey's engine and body tags are still intact, and match the Heritage Trust Certificate. Overall, this wonderful example of Austin-Healey's excellent 100 BN2 should offer its next owner much joy and driving excitement.

In addition to the aforementioned history and restoration file, this 100M Le Mans is offered with owner's handbook, 100M Le Mans Registry Certificate, and the British Motor Industry-issued Heritage Trust Certificate. Mille Miglia eligible, the classic 100M Le Mans

Healey remains one of the most popular mid-century sports cars ever produced, and this fine example deserves serious consideration.

\$180,000 - 220,000



19.**1970 MERCEDES-BENZ 280SL**

Chassis no. 113044.10.015795

Engine No. 130983.10.005943

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

- ★ *Very attractive Anthracite Gray over Red leather*
- ★ *Equipped with the desirable 4-speed manual transmission*
- ★ *Fitted with air conditioning system and elegant Becker radio*
- ★ *Offered with many service and maintenance records*

**THE MERCEDES-BENZ 280SL**

In 1967, Mercedes-Benz introduced the third and final iteration of the “Pagoda,” the 280SL, and it then became apparent that some cars do not 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.

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 charming model with capable handling and braking accredited to its suspension and discs all around. These quality-built roadsters also have one of the most beautiful bodies produced in the 1960s. Thanks to their robust inline-six and luxurious Mercedes interior, they are wonderful cars to be driven and enjoyed.

THE MOTORCAR OFFERED

Presented in a handsome Anthracite Gray with red leather color scheme, this 280SL is a perfect all-around car for rallies, local shows, and Sunday cruising. Outstanding features include the desirable 4-speed manual transmission, air conditioning, and a Becker radio. The 280SL joined the prominent collection of the Los Angeles-based consignor in 2008, and from this point, a collection of well-documented service records arise. These invoices display thousands of dollars of cosmetic and mechanical work being conducted, and as a result, this 280SL stands today as a very fine example. From the point of introduction, the W113 has been praised for both its attractive looks and technical advancements and will surely continue to be a desired motorcar by enthusiasts for decades to come.

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



20.

1987 BMW M6

VIN. WBAEE1409H2560605

3,453cc DOHC 24-Valve 6-Cylinder Engine
Electronic Fuel Injection
256bhp at 6,500rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

Without Reserve

- ★ BMW's first "Motorsport" model
- ★ Less than 31,900 miles from new and largely original, preserved condition
- ★ Striking Cinnabar Red over Natural Leather livery
- ★ A highly sought-after future classic



THE BMW M6

Brainchild of BMW's Motorsport department, the M635CSi version arrived in 1984. Its engine was a development of the M1 supercar's 3.5-liter, 24-valve, six-cylinder unit producing 286bhp, the increased power necessitating chassis improvements including: altered weight distribution, revised suspension, bigger brakes and a limited-slip differential. There was also a close-ratio five-speed gearbox (or four-speed multi-mode auto) and a more luxurious interior, while outwardly this ultimate 6-Series model was readily distinguishable by virtue of its "M Technic" body kit. Performance was emphatically in the supercar league, the M635CSi being capable of reaching 100km/h (62mph) in roughly 6 seconds on its way to a top speed in excess of 250km/h (155mph).

THE MOTORCAR OFFERED

This stunning BMW M6 must be one of the finest in existence, with less than 31,900 miles in its 32-year life, it is in stunningly well-preserved and largely original condition. More remarkable is the fact that the Natural leather interior has remained beautiful and unsoiled. Having resided in the same ownership for decades, this remarkable M6 is still riding on original type TRX tires.

Clearly well-protected, much of the original paint is as close to flawless as you will find on one of these cars. The polished aluminum door jams glisten without any scratches. As one might expect every factory tool is present, and the engine bay is as clean as the rest of the car and shows no modifications of any sort.

The car's impressive history file includes service receipts dating back to when the car was nearly new, the original window sticker, a clean carfax and period paraphernalia. The car runs and sounds much like you would expect a virtually new M6 to be like; it is tight and responsive with no signs of wear. As the value of these cars starts to appreciate, this exceptional example warrants serious consideration. It is difficult to find one of these cars with under 100,000 miles; therefore, finding one with less than 31,900 and in this stunning state of preservation is an opportunity that should not be missed.

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



21.**1996 BENTLEY AZURE CONVERTIBLE**

Coachwork by Pininfarina

VIN. SCBZK14C4TCX53631

6,750cc OHV Turbocharged V8 Engine

Electric Fuel Injection

385bhp at 4,000rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Exquisite example of Bentley's flagship Convertible
- ★ Just under 16,000 miles from new
- ★ Powerful Bentley V8 to match the elegant looks
- ★ Well documented service history

**THE BENTLEY AZURE**

Based on the potent Bentley Continental R, the drop head Azure version was one of the most powerful cars of the era. The famous Italian styling house Pininfarina had been chosen to develop the Azure on the four-seater Continental R platform, and there was no question that the result was most successful.

Hailed by its maker as "the world's best convertible," the Azure lived up to that grand title, proving an immense success especially in the US where its combination of unmatched luxury, effortless performance and soft-top style was highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

THE MOTORCAR OFFERED

Wearing a fine coat of Black paint, this Bentley Azure looks every bit as lavish as it did when it left the Crewe plant just over two decades ago. Inside, the interior was made to match with Silverstone Grey hides adorning the acres of space available, while black leather center console, carpets, and contrasts complete an opulent look. The whole package, this magnificent hand-built motorcar has been well-preserved over the years and even commonly fatigued pieces, such as the forest's worth of wood veneer, have stood the test of time.

The vehicle's life began in the sunshine of Los Angeles and was purchased by its first owner at Rolls-Royce of Beverly Hills. For the remainder of the 1990s, the car resided in Southern California before moving to Texas, and then to its long-term owner in British

Columbia. Just 15,800 miles are recorded on the odometer at the time of cataloging, a figure well-documented in the history file, although a clerical error was indicated on the CARFAX in 2001. Over the span of two decades, the car has been well-maintained, and service documents on record all but confirm this fact. This is a wonderful opportunity to purchase a spectacular open-top Bentley who's retail price when new rivaled that of a modestly sized home.

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



22.

1967 PONTIAC GTO HARDTOP

Chassis no. 242177G127765
Engine no. 723339YS

400ci OHV V8 Engine
Single 4-Barrel Carburetor
255bhp at 4,400rpm
4-Speed Turbo 400 Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

Without Reserve

- ★ Beautifully restored example of the classic 1967 GTO Two-door Hardtop
- ★ Optioned with air conditioning, power steering and power brakes
- ★ Documented by Pontiac Historical Services documents
- ★ Detroit Muscle at its finest



THE PONTIAC GTO

The Pontiac GTO is widely credited with creating the "Muscle Car" concept. Others may have applied the big engine/mid-sized chassis concept before, but it was the GTO which riveted the attention of a generation of enthusiasts on the idea. Introduced in 1964 as an option package on the mid-sized Pontiac Le Mans, the GTO was the reaction of two real "car guys" GM Pete Estes and engineer John Z. DeLorean. In Detroit's terms, the ultimate measure of the GTO's success came in 1966 when it became a separate model. Then in 1967, the 389 cubic inch V8 upon which the first three years of GTO were based grew a slightly larger bore and became 400 cubic inches. It looked distinctive and ran as well as it looked.

THE MOTORCAR OFFERED

In addition to being nicely presented in Burgundy red, the 1967 Pontiac GTO Two-Door Hardtop offered here is equipped with air conditioning, power brakes, and steering. The interior is trimmed in Black vinyl and the GTO rides on Rallye II wheels wrapped in appropriate red-line tires. A comprehensive restoration has been performed, and the car presents exceptionally well inside and out. The owner has enjoyed the potent Pontiac for the past eight years or so, and reports it runs well and the powerful engine gives it exceptional performance. Copies of the car's original factory build sheets have been supplied by the historians at Pontiac Historical Services and will accompany the sale. In 1967 Pontiac called the GTO "The Great One" and

it is still great today, especially with a healthy 400 engine and a 4-speed. A superb collector car for lazy Sunday cruising, or to enter on one of the many rallies this car is eligible for (e.g. the Texas or Copperstate 1000) this GTO deserves serious consideration.

\$30,000 - 40,000
WITHOUT RESERVE



23.**2003 BMW ALPINA V8 ROADSTER**

Design by Henrik Fisker

VIN. WBAEJ13403AH62184

4,800cc DOHC 32-Valve V8 Engine
 Bosch Motronic Fuel Injection
 375bhp at 6,600rpm
 5-Speed Steptronic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Exceptional condition inside and out*
- ★ *Number 140 of just 555 cars built*
- ★ *Fewer than 18,000 miles*
- ★ *Offered with Hardtop and factory accessories*

**THE BMW Z8**

In 1956, BMW released the 507, a stunning two-seat Roadster that delivered exhilarating performance, luxury, and rarity that 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 taught

bodywork was all wrought in aluminum, as was the space-frame chassis. The V8 engine was aluminum as well, with massive torque and horsepower figures. 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 2002, 5,703 of these

fabulous cars had been built.

With production of the Z8 completed by November of 2002, for 2003 the Z8 was replaced by the limited edition Alpina V8 Roadster. A new, softer grade of Nappa leather replaced the Z8's less supple specification, and special Alpina gauges were featured on the dash cluster. An Alpina steering wheel with three solid spokes replaced the original, and larger Alpina wheels were fitted.

In the United States, this special edition Z8 was sold directly through BMW dealerships, marking a first for Alpina, whose cars had never been sold through retail channels in the U.S. Only 555 of these Alpinas were built.





THE MOTORCAR OFFERED

This Alpina V8 Roadster, one of just 555 examples produced worldwide and 450 for the US market, first landed on US shores on March 4th, 2003. Two months later, the first owner took delivery of this sporty roadster in Knoxville, Tennessee. During the first owner's brief fifteen months with the car, this Alpina covered nearly half of its overall miles. It is noted on the CARFAX report that there was some damage to the front bumper during this time, although very minor. The car then ventured west to California, where it was acquired by its second owner in 2004, a La Jolla, California-based enthusiast, with whom the car would remain until 2016. While being serviced regularly and used sparingly during his 11-year ownership, he covered just over 8,000 miles in this stunning V8-engined Alpina. The second owner showed the car occasionally, including several appearances

at the La Jolla Concours d'Elegance. The CARFAX report lists the ownership history correctly, but also has some clerical errors recorded.

Having benefited from collector ownership since 2004, this two-seater remains in excellent original condition. The Silver Metallic paintwork, complimented by the unmistakable 20-inch Alpina multispoke wheels, is in stunning condition and accentuates the sleek BMW 507-inspired bodywork designed by renowned car designer, Henrik Fisker. The interior, swathed in black and red leather, is in similarly great condition with no discernible wear. This car has undergone service and maintenance in the past years, including fitment of new tires, gaskets, and a new starter motor. The Alpina-tuned V8 engine runs admirably and the Steptronic automatic

transmission shifts without incident. This rare German Roadster has spent the past three years in Southern Florida with its third enthusiast owner and remains ready to be driven and enjoyed. Included with the sale are the original books, tool kit, extensive service records, and the matching factory hardtop and stand.

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



24.

Ex-Team Cunningham

1959 LISTER-JAGUAR SPORTS RACER

Design by Frank Costin

Chassis no. BHL 123

Engine no. LB2118-8

3,781cc DOHC Jaguar 6-Cylinder Engine

3 Weber 45 DCO3 Carburetors

Est. 300bhp at 6,000rpm

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Exceptional period racing history in the hands of Stirling Moss, Walt Hansgen Ivor Bueb and Bob Grossman*
- ★ *The 1959 SCCA C-Modified National Championship Winner*
- ★ *Among the most original examples extant*
- ★ *Documented in numerous books and historical documents, and many charming archival photos*



THE LISTER SPORTS RACING CARS

Much due to the tragic fire at the Jaguar works facilities, destroying Jaguar's competition department and successor to the all-conquering C and D-Types, actually gave Brian Lister an 'in' to get started and producing some spectacular and further developed sports racing machines using Jaguar's tested XK powerplant. Brian Lister had styled this entirely distinctive body form to weave its way brilliantly through FIA 'Appendix C' screen-height regulations and to minimize frontal area despite the considerable height of the model's primary power unit – the twin-overhead camshaft 6-cylinder Jaguar engine. The new design's nose bonnet section featured deeply scalloped valleys between the front-wheel fenders and a central hump enclosing the engine. At its rear end this cam-box clearance hump fell away sharply to a low-level scuttle, from which the windscreen Perspex then rose to the required regulation

height – being measured (most significantly) from well below overall engine height. The rear body section deck was then level with the top of the windscreen (windshield?), with flared rear wings enclosing the wheels and a shapely headrest behind the driver.

Brian Lister had drawn this body shape in elevation and section, before presenting his drawings to Cavendish Morton who produced an artist's impression perspective painting. This was put out as a 'taster' to the press before the first car was built. The aluminum body panels for the production run of cars were then formed by Williams & Pritchard in Edmonton, North London. Len Pritchard had wartime aircraft industry experience of forming lightweight magnesium-alloy panels and he suggested to Brian Lister that panels in magnesium instead of aluminum could save half the weight...despite

doubling the price!

In 1957, Lister presented the first Jaguar-powered sports racer to the global racing world, which received bushy success in the hands of skilled driver, Archie Scott-Brown. Lister's sponsor, British Petroleum, had been seeking a team of large-displacement sports racing cars to challenge Aston Martin and the Ecurie Ecosse Jaguars, both of whom ran under the Esso Petroleum banner. The next batch of cars went to legendary US-based Team Cunningham to complement and, eventually replace his older D-Type Jaguars. American sportsman Briggs Cunningham was indisputably one of the most pivotal figures in postwar sports car racing, making a profound impact as a driver, team owner, and constructor. His contributions to both motor racing and competitive sailing eventually led to his induction in the Motorsports







Walt Hansgen and the Cunningham Team Lister.

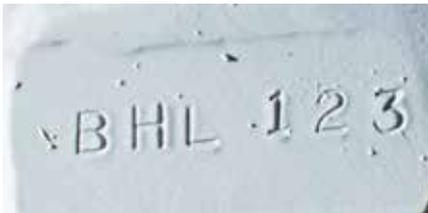


Hall of Fame of America, the International Motorsports Hall of Fame, and the America's Cup Hall of Fame.

In 1959, Lister would restyle the initial bodywork-design. Famed de Havilland aeronautical engineer Frank Costin was enlisted for the task and began redesigning the bodywork. Costin was a great man for the job, having created bodywork for Grand Prix cars in the early 1950s, which had influenced front-engined GP design for years to come. Frank Costin's brother was the co-founder of Cosworth Engineering.







THE MOTORCAR OFFERED

Here we are delighted to offer one of those coveted cars. In fact, Chassis BHL 123 is arguably one of the most historically important and best kept examples of the entire run of both the Costin and Knobbly-Listers. BHL 123 was originally purchased by Mr. Briggs Cunningham for his legendary racing team and prepared by his team chief mechanic Alfred Momo. The Jaguar-powered Costin-Lister's first outing was the inaugural 12 Hours of Sebring race in 1959, and the drivers entrusted with BHL 123 was none less than ex-Jaguar works driver Ivor Bueb, and the great Stirling Moss, with Russel Boss enlisted as reserve driver. BHL 123 was 2nd on the competitive grid, and optimism was high in the Cunningham Team. With Stirling Moss behind the wheel, and holding a steady third place, the legendary driver made a scheduled pit stop. Impatient to rejoin the race, Moss shot away before the tank was full and

subsequently ran out of gas on the Floridian race track! Not giving up yet, Cunningham teammate Walt Hansgen tried, but to no avail. Stirling Moss then hitched a ride back to the pits to get a gas can on a Marshals motorcycle, but was disqualified for using outside help, leaving his place to the Scuderia Ferrari-entered Ferrari 250 Testa Rossa driven by Phil Hill, Dan Gurney, Chuck Daigh and Olivier Gendebien.

The following racing history of BHL 123 was indeed more successful, and in the hands of Walt Hansgen, the Cunningham Lister became the one to beat. Hansgen drove the car to four superb first-place finishes at these prominent venues: Virginia International Raceway, Cumberland International Races, Bridgehampton and Watkins Glen. Furthermore, Walt Hansgen achieved second and fourth place finishes in BHL 123, thereby capturing the

1959 SCCA C-Modified National Championship. BHL 123 was also raced by team owner Briggs Cunningham personally, placing third at Thompson Raceway.

In 1961, the Costin-Lister was acquired by well-known eastern US sports car dealer and racing driver, Bob Grossman. Grossman later sold the BHL 123 to Phil Forno, who raced it with co-drivers Ed Crawford and Dick Thompson. By the mid-1970s, where it was campaigned by Tony Crossingham. A few years later, the Costin-Lister was purchased by William Symons, who sold it in 1983 to Chris Drake. BHL 123 would return to America where Dean G. Watts purchased the car and restored it. BHL 123 then went back to the UK around 1990, where it was purchased by Dan Margulies, who registered the car with FIA Historic paperwork. The car when through a few more hands in the UK before returning to the US, where it joined the Silverman





collection in 2000. Around this time, the Lister experts at The Vintage Connection in Oklahoma City performed a restoration on BHL 123, which was later refreshed in 2008 and 2009. While in Silverman's hands, the Costin-Lister regularly challenged other competitive sports racing cars, such as Ferrari 250 Testa Rossas, Jaguar D-Types, Maserati 300Ss and Aston Martins.

BHL 123 is offered with an abundance of rare parts, as well as a comprehensive history file containing numerous photos from its incredible racing career in the hands of some of the greatest drivers of the era, as well as copies of many articles and registries. It is safe to say that BHL 123 is very well documented. Today these incredible Lister's are considered the further development of Jaguar's legendary D-Type, and play a major role in historic sports car racing throughout both the USA and Europe.

As offered here BHL 123 survives as a unique historic document for the contemplative collector, while also having self-evident potential as an active historic racing car for a new 'user' owner.

\$2,000,000 - 2,600,000



25.**1948 CHRYSLER TOWN & COUNTRY CONVERTIBLE**

Chassis no. 7406635

323ci L-Head Inline 8-Cylinder Engine
 Carter Dual Downdraft Carburetor
 135bhp at 3,400rpm
 Fluid Drive 4-Speed Semi-Automatic Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ *Highly original and well-preserved example of the classic Town & Country*
- ★ *Beautifully presented in the correct livery of Seacrest Green over Green and Tan Interior*
- ★ *Less than 65,000 miles recorded on the odometer from new*
- ★ *CCCA Full Classic® status*

**THE CHRYSLER TOWN & COUNTRY**

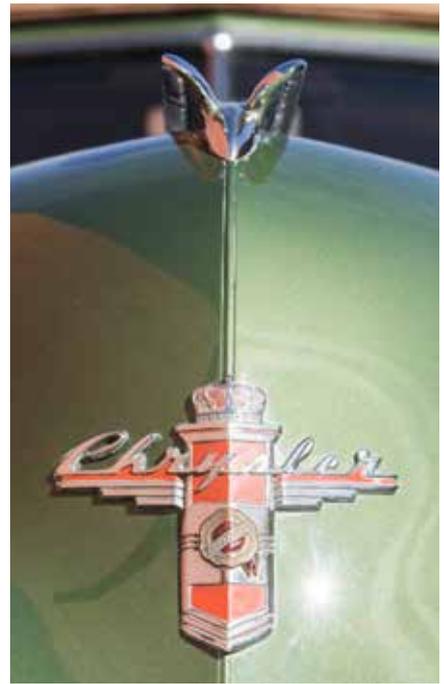
Wood-bodied station wagons began as utility vehicles, often cataloged in the manufacturers' commercial lines. However, during the 1930s the style developed a certain vogue, particularly as prestige manufacturers, like Packard and Chrysler, began offering them. In 1941, Chrysler created a sensation with the Town & Country, a stylish barrel-backed four-door wood-bodied station wagon. Based on the six-cylinder Windsor line, it came in either six- or eight-passenger form and had swing-open clamshell doors at the rear. About 2,000 were built in 1941 and '42 before automobile production was suspended for World War II.

Such was the demand for vehicles in the immediate aftermath of WWII that the 1946 Chryslers—like most other American makes—reappeared looking much the same as they had in 1942. One difference in the model line-up

was that the wood-embellished Town & Country model, previously available only as a station wagon, was now made either as a sedan or two-door convertible on both the New Yorker (8-cylinder) and Windsor (6-cylinder) chassis.

Slightly fewer than 8,400 T&C convertibles were built in the C-39 series from 1946 to 1948, out of more than 330,000 Chryslers built in the period. Just 3,039 were 1948 models. With their contrasting ash framing, mahogany veneer and steel panels, while boasting a level of finish that would be the envy of the finest yachts, these new Town & Country models were certainly striking. They were also the best-equipped and most expensive models in the Chrysler range. Today, they are among the most highly prized American automobiles of their era.





THE MOTORCAR OFFERED

Of the rare Town & Country breed, this extraordinary example stands out in both originality and appearance. A largely original example with less than 65,000 miles recorded on the odometer, this 1948 Town & Country has been refinished in the car's original color of Seacrest Green, and is both charming and classy in every way. The wood is expertly refinished and the tan canvas top fits nicely. The brightwork is all of fine quality and the trim wheel rings stand out on a set of wide whitewall tires. Postwar material shortages delayed the introduction of true whitewalls, so Chrysler resorted to white-painted metal wheel trim on most cars well into 1947. Not until 1948 were genuine whitewalls readily available. The interior is done in attractive green and tan leather, nicely complimenting the wood body and green exterior paint. The car has

Chrysler's very reliable and strong 323 cubic inch straight-eight engine, as used by the top-of-the-line New Yorker and Imperial, driving through the M-5 semi-automatic four-speed transmission with Fluid Drive. The dashboard features elegant brightwork and trim, spectacularly color-coded by the same Seacrest Green color as seen on the exterior. Out front, a set of yellow-lens fog lights adorn the impressive and confident-looking grill, while a period spotlight is affixed in the driver's door area to aid on a dark evening driving out in the countryside.

Town & Country Convertibles always attract attention, but this beautifully finished Seacrest Green over green and tan leather and cloth seats flies above the rest. The last of the true woodies, this Chrysler is a CCA Full Classic® and would make a brilliant

and comfortable tour car. Alternatively, one can enjoy it for how it was originally intended—on any sunny day for a nice drive! A prime example of Chrysler's flagship of the postwar period, this Town & Country Convertible would be a charming addition to any collection.

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



26.

1970 FERRARI 365 GT 2+2 Coachwork By Pininfarina

Chassis no. 13139
Engine no. 13139 GT

4,390cc SOHC V12 Engine
3 Weber Carburetors
320bhp at 6,600rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *US-delivered, matching numbers example of the classic Touring Ferrari*
- ★ *Few owners and less than 26,700 miles since new*
- ★ *Offered with books, tools, jack and Marcel Massini's history report*
- ★ *Finished in the original livery or Amaranto over black leather interior*



THE FERRARI 365 GT 2+2

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

Maranello's first series-production four-seater featured independent front suspension, a live rear axle, all-round disc brakes, and a four-speed manual/overdrive gearbox. Furthermore, the compact, Colombo-designed Tipo 128E outside-plug V12 engine's 240bhp ensured that there was no compromise in performance. The 250 GTE progressed through three series before production ceased in 1963, by which time fifty percent of all Ferraris produced were being built with four seats. Continuing on from the success of the 250 GTE, Ferrari introduced the 330 GT 2+2 in January 1964. Its replacement, the 365

GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365 GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330 GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing and, in addition to featuring independent suspension all around (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 365 GT 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 365 GT 2+2 was rated by *Car* magazine as, "the most civilized Ferrari yet."





THE MOTORCAR OFFERED

Finished in its as-delivered Amaranto dark red exterior and still retaining much the original factory-installed black leather interior, this elegant 365 GT 2+2 is a beautifully presented example of Ferrari's potent V12 Tourer. Chassis no. 13139 was hand built at the Ferrari Maranello works during the last weeks of 1969, then completed in January of 1970 and equipped for the US market featuring instruments in miles and left-hand drive steering arrangement, as well as air conditioning and power windows. The Amaranto 365 GT would soon after ship stateside, where Eastern US distributor Luigi Chinetti Motors of Greenwich, CT is recorded as having been the selling agent. A Dr. Peter Kirsch of Louisville, KY is recorded as having been the Ferrari's first owner, with whom the car would remain until 1979. At this time, Dr. Kirsch sold it to a D.G. Whitney of Roswell, GA. By the 1980s, 13139 was in the hands of Clinton, NC-based FCA member,

Mr. Don Croutcher. About a decade later, Mr. Croutcher sold the car to fellow FCA member, Mr. Duane Dunwoodie of Los Altos, CA. Dunwoodie would show the beautiful 365 GT on several Concours events, including the 1994 FCA International Meet and the 2002 Concorso Italiano.

The consignor—a prominent Ferrari collector and racer from the Mid-West—purchased the highly original and well-kept Ferrari from Bonhams 2007 Quail Lodge Auction, at which point the car had just over 26,000 miles recorded on the odometer. While in his care, the car has been kept in his heated collection facility and kept in good fettle. A close inspection of 13139 today, reveals a highly original car, retaining much of the original factory-installed black leather interior, trim and headliner, all of which carries an inviting patina. Outside, the original chrome and brightwork, glass, and Borrani wire

wheels remain as beautiful, and the exterior bodywork appears to have seen just one repaint in the original Amaranto color. The odometer displays just 26,659 original miles at the time of cataloging, and the car's original engine remains intact up front.

Offered with Marcel Massini's history report, a comprehensive history file with many old receipts, tools, jack, and owner's manuals, this 365 GT 2+2 really has the feel of a car which has been cared for and spared from abuse and neglect. This fine example of Ferrari's best-selling 2+2 features creature comforts such as power windows and power steering, air conditioning, and a classic Blaupunkt radio, making it an ideal car to use on drives and tours.

\$175,000 - 225,000



27.

1956 PORSCHE 356A 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 82789

Engine no. 63620

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-Choke Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Exquisite restoration by Huber Restorations*
- ★ *Retains matching numbers engine and original body panels*
- ★ *Offered with restoration records, owner's manual, tool kit and COA*
- ★ *Presented in the factory-delivered livery*



THE PORSCHE 356 SPEEDSTER

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

The Porsche 356 was offered as a closed Coupe or open Cabriolet, although arguably the most iconic and collectible model of the 356, was the limited production 356 Speedster. This lithe racy Roadster-type

sportscar was tailored by Max Hoffman to the American market, with a low, raked windshield, easily removed for racing. Light bucket seats replaced the standard seats and side windows were discarded in favor of side curtains. The Speedster was an immediate hit from its 1954 introduction. Some 200 were built initially, but the next year sales burgeoned to more than 1,000. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene. Late in 1955, the 356 received its first upgrade as the 356A, with a 1600cc engine in various stages of tune. For the 1958 model-year production, the 356 received numerous upgrades, making

these end-of-the-run Speedsters the most desirable of the limited model run. Referred to as the T2 models, they benefitted from an improved transaxle and steering box design, among other refinements. Today, the 356 Speedster remains a Porsche icon on par with the 550 Spyder and the 911. These cars offer exceptional handling, timeless styling, and most of all...joy to those lucky enough to occupy its two seats.





THE MOTORCAR OFFERED

Departing the Zuffenhausen-based Porsche works on November 30, 1956, Speedster 82789's white exterior reflected the German racing cars of the pre-War era, while the red leatherette interior provided an attractive contrast. The original destination for this Porsche was the sports car hungry US market, and the cars options were USA style bumpers, sealed beam headlights and antenna. The Porsche's early history remains unknown at this point, but it is believed to have spent decades in California, where it was purchased by the consignor from an estate in need of restoration.

Over the course of several months, no stone was left unturned and no detail ignored in an effort to bring this Porsche into its former state of excellence. The restoration was carried out by German car expert Jeff Huber, of Huber

Restorations, in Tulsa, Oklahoma, while a handful of other shops conducted supplemental work. The matching numbers engine was refurbished, and the finer elements, such as the brightwork and original instruments, were also handled by specialists' shops.

Finished in the color combination it left the factory in over 60 years ago, this restoration was completed during the final months of 2018. As mentioned previously, the original engine has remained with the vehicle for its entire life. In addition, stampings on the front hood, engine lid, and both doors confirm that the body panels are original to the vehicle. Accompanying this spectacular Speedster is the Porsche-issued Certificate of Authenticity, restoration records, an owner's manual, and a tool kit.

The 356 Speedster was Porsche's ultimate expression of the raw sports car, and this exists as a prime example of one of Stuttgart's most beloved models. This spectacular Speedster would be a superb participant in any number of significant rally events, such as the Copperstate 1000 Road Rally, and would surely offer the driver and passenger a thrilling ride. With its original matching-numbers engine and body panels still intact, this Speedster checks all the boxes.

\$375,000 - 450,000



28.**1970 FORD MUSTANG BOSS 302 SPORTSROOF**

Chassis no. 0T02G126865

302ci OHV V8 Engine
 Single 4-Barrel Carburetor
 290bhp at 5,200rpm
 4-Speed Manual Transmission
 Front Independent Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- ★ *Expertly restored example of the striking Boss 302 Fastback*
- ★ *Factory-delivered with 4-speed manual gearbox*
- ★ *Vibrant and suitable livery*
- ★ *Offered with Marty Auto Works Elite Report*

**THE BOSS 302**

The most important Ford of the 1960s, and one of the most significant of the post-WW2 American automobiles, was the Mustang. Conceived by super salesman Lee Iacocca—Ford Motor Company Vice President at the time—to win over younger buyers to the Blue Oval, the new pony car employed many Falcon components. Within five months of launch in April 1964, the Mustang had become the third best-selling automobile in the US and, by June 1967, some 1,500,000 had been delivered. To counter competition from “The General’s” Chevrolet Camaro and Pontiac Firebird, the main rivals in the showrooms, Mustang bodies became longer and wider, and the styling more macho.

THE MOTORCAR OFFERED

This Mustang—a Boss 302 in 2-door Coupe with 4-speed manual transmission—first left the Metuchen Ford production line in November of 1969. The new 1970-model year car was painted Bright Gold Metallic and trimmed in Medium Ginger Rhino/Corinthian Vinyl with bucket seats. The list of options installed at the factory included the 4-speed wide ratio manual transmission, Traction-lok differential, Philco AM radio, and shaker hood scoop. The fastback’s bodywork has been repainted yellow with black Boss 302 stripe kit during a comprehensive nut-and-bolt restoration. This was performed prior to the acquisition by the consignor in 2005. Inside and out the sporty Boss 302 looks exceptional and factory correct, and the car performed very well on a recent test drive by a Bonhams specialist. The car is accompanied by the comprehensive Marty Auto Works Elite

Report, neatly documenting this desirable muscle car. A superb collector car for lazy Sunday cruising, or to enter on one of the many rallies this car is eligible for (e.g. the Texas or Copperstate 1000) this Boss 302 deserves serious consideration.

\$50,000 - 75,000
WITHOUT RESERVE



29.

1967 SIMCA 1000 COUPE
Coachwork By Bertone

Chassis no. 154970

944cc OHV Inline 4-Cylinder Engine
Single Solex Carburetor
52bhp at 5,200rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Quail Concours FIVA Most Well Preserved Car Award Winner*
- ★ *Less than 23,000kms from new and remarkably original condition*
- ★ *Elegant Giugiaro design built by Bertone*
- ★ *Fun to drive, unique French-Italian classic*

**1967 SIMCA 1000 COUPE**

In 1961, the new rear-engined Simca 1000 sedan, developed in a partnership with Fiat, was launched. Facel prepared a prototype coupe version; however, it was rejected by Simca, who instead turned to Italy and to Carrozzeria Bertone for the solution. The Simca 1000 Coupe was designed by Giorgetto Giugiaro and built by Bertone, and was shortly penned after the young stylist who had drawn Nuccio Bertone's personal Ferrari 250 GT. A masterpiece of design in a small, rear-engined package, the 1000 Coupe exudes both a sporty elegance and displays a level of design and construction detail quite unexpected for a car in its class. Its price was twice that of the 1000 sedan.

THE MOTORCAR OFFERED

This Simca 1000 Coupe was delivered new to Mr. D. Fogliati of Meyreuil, France in 1967. Finished in Bleu Louisiane with an orange cloth and vinyl interior, it was registered 3059CP 13 and received its hand-painted plates from a local garage (still on the car today). Mr. Fogliati used his little Coupe quite sparingly, and clearly prized his possession. He retained ownership of the Coupe until his death less than a decade ago, at which time it was sold to a Dutch collector. After a short period of ownership, the car passed through a Dutch dealer to an American collector who specializes in original cars. The Simca was brought to the US in 2011, where it was then purchased by a renowned automotive historian, author, and collector. At the time of purchase, the odometer showed fewer than 22,000km, and today has only covered approximately 500 further kilometers. With the

exception of a re-spray of the left rear quarter from long-ago, the exterior paint is original, as is the entire interior.

The impressive originality of this Franco-Italian Sports Coupe was recognized at the highest level, earning the coveted FIVA / HVA Most Well Preserved Vehicle Award at the 2013 edition of The Quail, A Motorsports Gathering. Experiencing this unrepeatable example of charm and style is truly magical, creating the atmosphere of stumbling upon a provincial garage where the prized possession of a caring owner is being offered a few years after first delivery.

\$25,000 - 35,000
WITHOUT RESERVE



30.Ω

1964 PORSCHE 904 GTS

Chassis no. 904 012

Engine no. 14264 (See text)

1,991cc SOHC Flat 6-Cylinder Engine

Dual Triple-choke Weber Carburetors

Est. 175bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Raced in period under the Otto Zipper Precision Motor Car banner at prominent venues
- ★ Previously owned by actor Robert Redford, Steve Earle and Jim Tidwell
- ★ Retaining original bodywork, chassis, transaxle and suspension
- ★ Documented with factory Kardex, extensive history file, and listed in several marquee books
- ★ Rare and desirable example of a Porsche racing legend



THE PORSCHE 904 GTS

"The final sports racing expression of the Porsche four-cylinder line came in 1964 with the arrival of the 904 GTS Coupe. It not only took the first two places in that year's Targa Florio event but was also second in the 1965 Monte Carlo Rally and scored a host of class wins, in addition to numerous other competition successes." – Jonathan Wood, Porsche: The Legend

Having axed its expensive Formula 1 program at the end of 1962—a commitment that placed a heavy burden on the German manufacturer's limited technical resources—Porsche turned once more to sports car racing as a means of improving and marketing its road car range. The Type 356-based Abarth-Carreras had flown the Porsche flag in international GT racing during the early 1960s, but an entirely new design was now

deemed necessary to meet the strengthening opposition.

A minimum of 100 road-usable cars had to be made to meet the FIA's homologation requirements, a stipulation that made a complex spaceframe design like the Type 718 RSK a non-starter. Therefore, Porsche's Technical Director, Dr. Hans Tomala, started with a clean sheet. Colin Chapman's revolutionary Lotus Elite, with its fiberglass body/chassis, had demonstrated the potential of composite materials for structural use in cars, and this technology was embraced in the design of Porsche's new mid-engined GT racer, the Type 904. Tomala though, opted for a chassis comprising a pair of steel, cross-braced, box sections, to which the fiberglass bodysell was bonded.

The engine and suspension were bolted directly to the steel structure, thereby reducing the transmission of noise and vibration to the passenger compartment—problems that had afflicted the all-composite Elite. Designed by Ferry Porsche's eldest son, "Butzi," the body was manufactured by the Heinkel aircraft company and is widely recognized as one of Porsche's most elegant. The Zuffenhausen firm's recent Formula 1 experience was reflected in the 904's state-of-the-art suspension, which featured double wishbones all round.

Although developed at the same time as Porsche's new Type 901 six-cylinder road car (which would enter production in 1964 as the 911) the 904 used the 356 Carrera 2's tried and tested Type 587 2.0-liter four-cam, four-cylinder engine. The new six would not





be ready in time in any case, but with an eye on future developments, the 904's engine bay was made big enough to accommodate it, as well as the 2-liter version of the F1 flat eight. In road trim, the 587/2 produced 155bhp, with 180 horsepower available when fitted with the full racing exhaust system. The five-speed transaxle incorporated internals developed for the 911's transmission, but used a different casing that reflected the 904's mid-engined layout.

When an example entered in the prototype class at Daytona failed to finish in February of 1964, the 904 was able to make its competition debut in the USA. At Sebring in March, the 904 scored its first international success, the Cunningham/Underwood car winning its class and finishing 9th overall behind a multitude of Ferraris. While the

small-capacity Porsches had always struggled to match the pace of the larger-engined opposition on fast tracks, at the punishing Sicilian Targa Florio, which was run along the lines of a tarmac rally, the nimble 2-liter cars were at much less of a disadvantage. Indeed, the German manufacturer had won the Sicilian classic on three occasions since the race first formed part of the World Sportscar Championship in 1958. The 904 underlined its pedigree by scoring a debut win in the hands of Colin Davis and Antonio Pucci. In May, Ben Pon and Gunther Koch took 3rd place at the Nürburgring 1,000kms in a production 904, while at Le Mans all five 904s entered finished, the highest in 7th place overall. The 904's attraction as a competitive customer car was further underlined at the Reims 12 Hours, where eight finished in the top 20, the highest in 5th place.

Its exceptional versatility was demonstrated at the start of the 1965 season when the Böhlinger/Wütherich 904 finished 2nd overall in the Monte Carlo Rally. There would be no classic endurance racing victories for the Porsche 904 in '65; however, the car secured numerous podium finishes and continued to dominate its class. Lightweight, spyder-bodied versions were developed for the European Hill-Climb Championship, but even here the compromises enforced by the regulations prevailing at the time of the 904's design tolled against it. It had been intended to build a second series of 100 904s powered by the 911's six-cylinder engine for 1965, but a change in the homologation requirements made Porsche realize that such a car would not be competitive and the plan was abandoned. The 904's successor would be an all-new 2-liter sports car — the Carrera 6.





Kurt Neuman pilots 904-012 to a 7th overall, 1964 Laguna Seca USRRC. ©Jerry Pantis



The brand new 904-012 arrives via Jumbo Jet on American shores, 1964. ©Jürgen Barth



THE MOTORCAR OFFERED

Of the 120 model 904s produced, 104 were completed with the four-cylinder engine, while ten were fitted with the 911's six and a further half-dozen used the F1-type flat eight. The 904's star may have burned only briefly, but it was both bright and glorious.

Offered here is both Porsche and North American racing history in one well-engineered and furiously fast sports racing car. According to a copy on file of the factory Kardex built sheet, the 904 GTS offered here (chassis no. 904 012) was equipped new with engine no. 99001, a Type 587/3 Carrera motor. Shod with Dunlop tires, the 904 GTS was completed at the Zuffenhausen Porsche works in January of 1964, finished in *Silbermetall* (Silver Metallic) paint and upholstered with a blue cloth interior. Car 904 012 was the second 904 GTS delivered to a customer outside of the works program.

The new sports racing Porsche had been ordered by Californian Steve Earle, the well-known enthusiast and racing driver, who went on to found the popular Monterey Historic Races at Laguna Seca, California. Car 904

012 was brought to the US to compete in the 1964 season, so as time was of the essence to get the new racer Stateside as fast as possible, 904 012 was situated on an air pallet on January 16, 1964 at the Stuttgart International Airport, and flown aboard a Pan America Jet to the JFK Airport in New York. In Jürgen Barth's book on the model, many spectacular photos can be found of 904 012 being loaded and unloaded with much care taken not to damage the valuable new Porsche model. The 904 GTS was officially sold to Mr. Earle through Otto Zipper's Precision Motor Cars of Beverly Hills, California. The original Bill of Sale and a copy of the original Purchase Agreement signed by Mr. Zipper can be found in 904 012's substantial history file.

It does not appear that Steve Earle ever raced





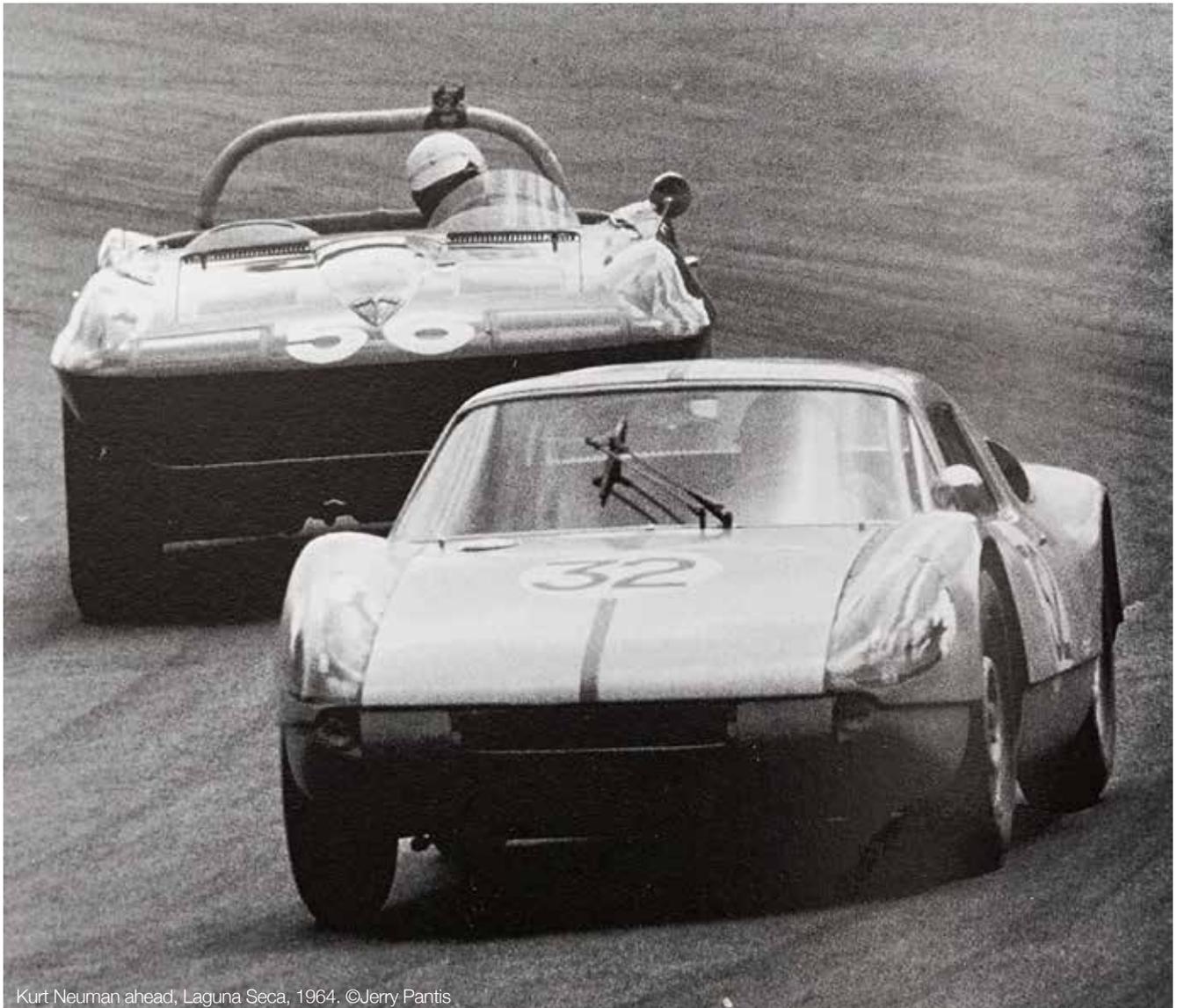
904 012, but instead sold it back through Otto Zipper to fellow Californian Mr. Steve Berg. Supposedly, w Mr. Earle s took delivery of a Ferrari 250 LM. Then, the 904 012 appeared to race under Otto Zipper and Precision Motor Car banner and livery at prominent venues in 1964, with Hollywood TV producer, Mr. Kurt Neumann, behind the wheel. Already in February 1964, the new Porsche hit the race tracks and was, according to Mr. Barth's book, raced at Riverside Raceway. According to Mr. Jerry Pantis' 904 book, 904 012 went on to compete at the following events that same year: 1.) April 26, 1964, #32 Kurt Neumann, 2.) 8th OA at Riverside USRRC GT, 3.) May 3, 1964, #32 Kurt Neumann, 7th OA at Laguna Seca USRRC GT, 4.) May 1964, Santa Barbara Road Races SCCA Regional, 5.) June 1964, #32 Kurt Neumann, 3rd OA Willow Springs SCCA Divisional, 6.)

September 5 and 6, 1964, #32 Kurt Neumann, A-C Production Race at Santa Barbara SCCA Regional, 7.) September 19, 1964, #37 Skip Scott, 2nd OA Bridgehampton Double 500, and 8.) October 10th, 1964, #32 Kurt Neumann at the Riverside 3 Hour Enduro.

After the 1964 season, 904 012 was painted dark blue with a silver nose, and fitted with Le Mans type brakes. Steve Berg would now enter the 904 GTS under his own name, with support from Al Cadrobbi's shop in Culver City, California. The 904 012 continued racing in the 1965 season, earning the following credentials: 1.) May 2nd 1965, #32 Kurt Neumann, DNF Riverside USRRC GT, 2.) May 9th, 1965, #32 Kurt Neumann, 5th OA Laguna Seca USRRC GT, 3.) May 30, 1965 Kurt Neumann, 2nd A-C Production Santa

Barbara SCCA Regional, 4.) October 31st, 1965, #49 Denny Harrison, 8th LA Times GP at Riverside, 5.) November 14, 1965, Denny Harrison, 9th Consolation Race at Stardust GP Las Vegas, December 12, Denny Harrison, 1st A-D Production Race Willow Springs, 6.) February 20, 1966, 2nd (1st AP) A-D Production Willow Springs SCCA National, and 7.) March 20, 1966, Denny Harrison, 3rd A-D Production Willow Springs. Many great images exist of 904 012 competing at various prominent events and tracks from this era.

Mr. Steve Berg then offered 904 012 for sale in the March 12, 1966 issue of *Competition Press*, noting "...must sell, Carrera 6 coming!" The 904 012 was then purchased by celebrated actor and producer, Mr. Robert Redford. Having grown up in Southern California, Mr. Redford has surely witnessed



Kurt Neuman ahead, Laguna Seca, 1964. ©Jerry Pantis

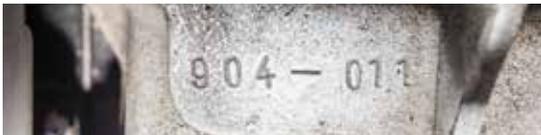
the eras sports car races at the various tracks, and maybe even seen 904 012 in action. Mr. Redford kept the 904 GTS in California, and had it in his possession for nearly a decade. After Mr. Redford's ownership, 904 012 went through the hands of Mr. Danny McLaughlin to well-known racer and Porsche enthusiast, Mr. Jim Tidwell of San Diego. The original 4-cylinder, 4-cam engine had been taken out at this point, and 904 012 had aged, needing a definite restoration. The old racecar was then sold by Jim Tidwell to Mr. Nelson Rath of Anchorage, Kentucky in July of 1981. Documentation of these transactions can be found in copies of old titles, registrations, and bill of sales.

Belgian enthusiast Mr. Stefan Talpe bought 904 012 in 1982 from Mr. Rath, and describes the purchase as "a young man's dream." Mr.

Talpe furthered that 904 012 gave him great satisfaction during his 34-year ownership, much due to the 904 GTS' beautiful design and excellent driving characteristics. The 904 012 underwent a restoration in the early 1990s, where an early 2-liter 911 engine was sourced and installed. This is a common and period-correct upgrade to a 904 GTS, and actually the very type of engine that the Porsche factory would install in the last 904 GTS' produced. The Apal Company of Blégny Trembleur, Belgium, carried out a repaint of the car, Irish Green, a period Porsche color, while all mechanical systems were also refurbished. Many photos of the restoration can be found in 904 012's comprehensive history file and show the car's original fiberglass bodywork and chassis intact and in very good, largely original condition. Very few sports racing cars of any kind can boast such

qualities. It is believed, that the original engine installed in 904 012 from new, engine number 99001, is still in existence. Furthermore, 904 012 does indeed have its original matching numbers transaxle.





The consignor, a prominent Porsche collector from Denmark, purchased 904 012 from Mr. Talpe in 2016, and has recently fitted a new clutch. During his ownership, the 904 GTS was only occasionally enjoyed for gentle cruises in the Danish countryside. The car is accompanied by the previously mentioned comprehensive history file, containing records dating back to when the car was brand new, numerous receipts, registration and title certificates, letters, and a copy of the Porsche factory original built record (Kardex).

a superb candidate to change back to its original Silver Metallic livery while it raced for Otto Zipper's Precision Motor Cars. Now inviting consideration by serious Porsche connoisseurs whom are missing the legendary 904 in their collection, this fine example of the sports racing icon would crown most collections and is sure to be welcomed at any major concours d'elegance and vintage racing events.

\$1,400,000 - 1,700,000

The 904 012 boasts a prominent period competition racing history and celebrity ownership— both famous racing drivers and none other than actor Robert Redford. The car would be the ideal entry into historic racing or high-speed rallies such as the Tour Auto in France. Moreover, the car would be



31.**1989 PORSCHE 930 TURBO SLANT NOSE CABRIOLET**

VIN. WP0EB0939KS070407

Engine no. 68K00819

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Desirable end-of-the-run G50 Turbo factory Slant Nose*
- ★ *Exceedingly original with less than 24,000 miles from new*
- ★ *Matching numbers and presented as factory delivered*
- ★ *Offered with service records, original books, tools, period paraphernalia and COA*

**THE PORSCHE 930 SLANT NOSE**

By combining a turbocharged engine with open coachwork, modified in competition style, Porsche created what is considered today to be one of the most desirable air-cooled 911s—the 911 Turbo SE (“Flat Nose” or “Slant Nose”) Cabriolet. Group 4 homologation rules, requiring 400 road cars to be built, had spurred the development of “Project 930”—the original 911 Turbo a decade and a half earlier. In October of 1974, Ernst Fuhrmann officially unveiled the first Turbo production model. The Turbo married a KKK turbocharger to a completely reworked 3.0-liter engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo’s characteristic flared wheel arches and “tea tray” rear spoiler were carried over from the Carrera model, while the interior was the most luxurious yet observed in a 911. The engine was enlarged to 3.3-liters

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

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

headlamps (early examples had them in the air dam). The car’s side skirts lead to the rear which had extra cooling intakes ahead of the rear wheels. Along with the body modifications, came an even more luxurious full leather interior. The interior was graced with luxuries such as air conditioning and special electrically adjustable and heated Recaro seats. Production of these modified 930s remained quite low due to the steep cost they carried.





THE MOTORCAR OFFERED

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

According to the Porsche-issued Production Specification Certificate on file, this 930 was completed at the Zuffenhausen Porsche works on February 23, 1989. The new Cabriolet was fitted with the factory Slant Nose option (\$28,000) and G50 transaxle, painted and trimmed in black, and optioned with Blaupunkt Reno radio, limited slip differential, a shorter gear shift lever, amplifier system, supple leather seats and Goodyear

tires. The car was equipped for the US market and has remained here since.

Having been sparingly driven throughout its life, the car has covered fewer than 24,000 miles from the time it left the factory. The mileage is documented on the CARFAX and AutoCheck vehicle reports, and upon close inspection, it is evident that this Porsche has been very well cared. The exterior paint remains in largely original condition, as does the luxurious interior. Factory-applied decals and labels are still intact, as are glass, lights, and lenses. Also, the factory installed Blaupunkt radio remains situated in the dash. The car's original radio, warranty, maintenance, and owner's manuals are still with the car—even in the original pouch. The history file contains further records of service and maintenance, as well as a period

brochure for the model. Spare keys and tools are still with the car as well. This desirable, end-of-the-run 930 Turbo G50 Slant Nose Cabriolet is among the rarest models in Porsche's history. With less than 24,000 miles since new, and largely original and unmolested condition inside and out, this must be one of the finest examples available.

**\$175,000 - 250,000
WITHOUT RESERVE**



32.

The Ex-William Lassiter Jr., Paul Karassik

1934 MERCEDES-BENZ 500K FOUR-PASSENGER TOURER

Coachwork by Mayfair Carriage Works Ltd. of London

Chassis no. 123689

Engine no. 123689

5,019cc OHV Inline 8-cylinder Engine with Roots Supercharger

160bhp at 3400rpm With Blower Engaged

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ One of just eight RHD 500K chassis delivered to England for custom coachwork
- ★ Believed to be the only Mayfair-bodied 500K
- ★ Matching numbers
- ★ Restored in the 1990s
- ★ Lightweight aluminum body



THE MERCEDES-BENZ 500K

The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary 500K supercar cost a small fortune when new and today commands a king's ransom, such is its rarity. The 1930s were a period of unprecedented innovations in motorcar styling, of which the sublime 500K represented the very pinnacle of excellence. Its timeless appeal endures to this day.

The 500K, which boasted an ingenious swing-axle independent rear suspension layout, was created by Hans Nibel who, having started with Benz in the early years of the 20th Century, succeeded Marius Barbarou as chief engineer in 1904 and designed (and raced) the huge Benz cars of the period, culminating in the 200hp 'Blitzen' Benz. After the merger with Mercedes, he replaced Ferdinand Porsche and created the most sophisticated

chassis of their day for road and track, including the first of the 'Silver Arrow' racers. The supercharged road-going Mercedes of the 1930s are a wonderful tribute to his engineering skills.

Together with its successor, the 540K, the magnificent Mercedes-Benz 500K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s. The 500K was powered by a 5,018cc supercharged straight-eight engine that featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been thoroughly proven on the preceding series of Dr. Porsche-conceived S-Type

cars, and in effect the 500/540K was the last supercharged production Mercedes until relatively recent times.

Beneath its seemingly endless bonnet, the 500K's straight-eight engine developed 100bhp un-supercharged or 160bhp with the compressor engaged. The gearbox was a four-speed with overdrive top ratio. With the supercharger engaged, the 500K had a top speed approaching 110mph (177km/h) matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.





Although the 500K/540K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, the company's own Sindelfingen coachwork left little room for improvement.

The cabriolet came in a variety of styles. This example has the Cabriolet A option with two-door, left-hand drive coachwork and is outstandingly handsome, boasting wire wheels, twin boot-mounted spares, exposed landau irons, twin horns and a center spotlight. The work of the gifted Hermann Ahrens, design chief at Mercedes-Benz's in-house Sindelfingen coachworks, the Cabriolet A offered two-seater accommodation allied to breathtaking performance. After testing a 500K Cabriolet in 1936, *The Autocar* declared: "This is a master car, for the very few. The sheer insolence of its great power

affords an experience on its own."

The manufacturing record of the 500K reveals its exclusive nature: 105 were produced in 1934, 190 in 1935 and 59 in 1936. In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.

THE MOTORCAR OFFERED

Just 342 examples of the breathtaking 500K were built from 1934 to 1936 before that model was superseded by the mighty 540K of which 419 were constructed. Most of those chassis were fitted with factory coachwork in various long- and short-wheelbase styles from Sindelfingen, but no more than 70 are known to have been delivered to custom coachbuilders. According to marque authority Michael Frostick, 56 right-hand drive chassis were sent to England, eight of them as rolling chassis. Those eight received bespoke bodies, both open and closed, to the buyers' specifications. This long-wheelbase (129.5-inch) right-hand-drive chassis carries Daimler-Benz commission number 207792, and was delivered through Norwich dealer Mann Egerton to its first owner, Sir Everard Talbot Scarisbrick (1896-1955), the 2nd Baronet and 30th Lord of Scarisbrick in Lancashire. The





Baronet, a connoisseur of fine automobiles, was certainly fond of the marque and even built his own behemoth 18 Liter Benz engine Mercedes in the 1920s which he raced at Brooklands and was named 'Rabbit the First'.

It is not known how he elected to body the car, but upon its completion for the road and delivery to the Baronet in July of 1935, the car was assigned UK registration BYU150. According to the notes of Ronald Johnson by 1939, that coachwork had already been upgraded with the sporting aluminum body (with steel fenders) that it still wears to this day, built by the Mayfair Carriage Company of Kilburn, London. Founded as the "Progressive Carriage Company" in 1920, Mayfair is best known for its fine, high-quality coachwork. By 1929, the firm had changed its name to "Mayfair". One source states that "By the

1930s, (they) were responsible for creating some of the most luxurious and impressive coach bodies of their time." Nearly 400 Rolls-Royce chassis were clothed in Mayfair's coachwork, as were a few pre-war Bentleys, several open and closed Alvis Speed models, Lagondas, Armstrong-Siddeleys, at least one Sunbeam, a Buick, and according to the consignor, a single Mercedes Benz 500K, chassis 123689.

The Mayfair Tourer body is wonderfully stylish, its sporting lines highlighted by a beltline dip more commonly associated with Malcolm Campbell's influence on Vanden Plas Bentleys of the 1930s. At the same time, this 500K retains all the classic hallmarks of that series, including the massive upright radiator, long sweeping fenders, and twin chromed exhaust pipes exiting through the hood side panels.

When completed by Mayfair it was refinished in British Racing Green

It is not known when it left the Baronet's ownership, perhaps around the time of its rebody, or perhaps after the war, but it can next be charted when it appeared in a sales advertisement by prominent London dealer Jack Bond in the November 1952 issue of *Motor Sport*. From Johnson's notes, the next owner was C.M. Younghusband of Horton in Buckinghamshire, then J.T. Bartley of Sevenoaks in Kent by February 1957. When Bartley elected to sell the car in 1961, it migrated from the UK and arrived on these shores. Its first known U.S. owner was a Nancy Carragan who campaigned the car at a Lime Rock meeting of the Mercedes-Benz Club of America in 1962. The car was next purchased by an Arnold Dubb.





In his custody, the Mercedes was displayed in Albany, New York, and Mr. Dubb registered the car with the Classic Car Club of America, as it appears in that group's 1967 directory. Its next owner, a Mr. David Cohen, installed a striking new interior in what was charitably described as "grapefruit pink", which must have made a stunning combination, from Dubb it passed to a Dr. Henry A. Camperlengo, also a resident of the Albany area. Dr. Camperlengo reportedly purchased the car for \$5,000. The doctor retained the Mercedes until 1973, when it was acquired by well-known marque enthusiasts Paul and Barbara Karassik. Mr. Karassik - born in Russia and fluent in that language - is famed in car collector circles for his decade-long search and recovery of two long-missing 1939 Auto Union Type D Grand Prix racing cars from the old Soviet Union in the 1990s.

History records that BYU150 then returned to the United Kingdom but was purchased by Don Williams and circled back to America. In late 1992, it was purchased by the late William Lassiter, Jr. of West Palm Beach, Florida, another well-regarded antique car collector. Mr. Lassiter was known for his stable of fine classics which were all driven and maintained to a high standard. In 1999, it was again sold, remaining in a family collection for over 15 years.

As offered today, this magnificent custom-bodied Mercedes Benz 500K Four-passenger Tourer by Mayfair has been re-finished in a rich British Racing Green livery befitting its English heritage, with complimentary cream leather upholstery, beige carpeting, and a black canvas folding top, all offset by silver-painted wire wheels and twin spares. 123689

retains its original matching-numbers chassis, frame, and engine, as well as its original *Typenschild*, or data plate, a rare feature these days.

Unshown in recent years, it would thus become a welcome entrant to major Concours anywhere in the world.

**\$1,000,000 - 1,400,000
WITHOUT RESERVE**



33.**1957 FORD THUNDERBIRD**

Chassis no. E7FH169124

312ci OHV V8 Engine

Two 4-Barrel Holley Carburetors

245bhp at 4,500rpm

3-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Desirable “E-Code” version with twin 4-Barrel carburetors and manual shift
- ★ Beautifully restored example of the classic Thunderbird
- ★ Finished in striking Bronze Metallic over Colonial White
- ★ The last year of the 1st generation Thunderbird model

**THE FORD THUNDERBIRD**

Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954 and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat "personal car" form, the Thunderbird was intended to appeal to image-conscious younger customers and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. There were few alterations made for the '56 model year, yet a more thoroughgoing re-style for 1957 saw the adoption of a longer tail section featuring prominent fins. Today, the original 1955-1957 Thunderbirds are among the most desirable and sought after of all post-war American automobiles.

THE MOTORCAR OFFERED

This fine example of Ford's classic Thunderbird features the desirable "E-Code" high performance 312ci V8 with two 4-Barrel Holley carburetors which provides this luxurious Ford with substantial grunt. Furthermore, the car is fitted with the rare, optional 3-speed manual floor shift transmission, giving the car an even sportier appeal. Adding to the stylish nature of the automobile is the attractive combination of Bronze paint with a Colonial White interior. The known provenance of the Ford begins in 1996 when the previous owner purchased the car. Fifteen years after his acquisition, the Thunderbird found itself in the hands of the current owner, a prominent Los Angeles-based collector. Files on hand indicate a large amount of restorative work being conducted around 2011 to bring the car back to fine running order. Over \$16,000 was invested in

the project and the work was completed by Prestige Thunderbird Inc. of Santa Fe Springs, California. Presenting in wonderfully restored condition and fitted with the classic Town & Country radio, this lovely example is ready to enjoy at local car shows and events, or on a weekend drive.

\$60,000 - 80,000
WITHOUT RESERVE



34.**2002 BMW Z3 M COUPE**

VIN. 5UMCN93442LK61081

3,200cc DOHC S54 6-Cylinder Engine
 Electronic Fuel Injection
 319bhp at 7,400rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- ★ *Less than 23,500 miles from new and immaculate original condition*
- ★ *Striking Imola Red over Red and Black interior – one of just 21 in this livery*
- ★ *Offered with service records and original window sticker*
- ★ *Extremely fast and sporting BMW M Coupe*

**THE BMW M COUPE**

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

Commencing in the early 1980s with the limited edition “homologation special” M3, BMW Motorsport GmbH went on to create its own distinctive “M-Power” brand of performance-enhanced luxury models. The first M-Power Z3 appeared in January of 1998. Built until February 2001 when the model was revised, the first-series Z3 M Coupe and Roadster were powered by the

3.2-liter S50 engine producing 316bhp and 236lb/ft of torque—figures that translated into a tire-smoking 0-60mph time of 5.2 seconds and a top speed of 155mph. The fastest-accelerating BMW ever at the time of its introduction, the Z3 M Coupe boasted a generous specification including: electric windows, ABS, PAS, air conditioning, heated seats, driver/passenger air bags, six-speaker stereo system, alarm/immobilizer, heated exterior mirrors, 17” alloy wheels, and a limited-slip differential as standard. Combining outrageous looks and performance with impressive practicality, the Z3 M Coupe was not replaced within BMW’s line-up after its deletion in 2002, and is surely destined for “highly collectible” status in the future.

THE MOTORCAR OFFERED

This exceptional example of the rare Z3 M Coupe has the more powerful 319bhp S54 engine introduced near the end of the model run and is one of only 21 examples produced in Imola red over red and black livery. Believed to be a 3-owner car from new, the M Coupe has covered less than 23,500 miles, and remains in original, well-preserved condition throughout. The BMW is offered with full service history and the original window sticker. Running and driving beautifully, the little pocket-rocket Z3 M Coupe is a spectacular “young-timer” collectible, which many believe will continue to appreciate as it ages.

\$50,000 - 70,000
WITHOUT RESERVE



35.**1972 MASERATI GHIBLI SS COUPE**

Coachwork by Ghia

Chassis no. AM115/49-2126

Engine no. 115/49-2126

4,930cc 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 4.9-liter SS Ghibli*
- ★ *Factory Delivered Yellow over black color scheme*
- ★ *Original Interior*
- ★ *Matching numbers*
- ★ *Beautiful example of the iconic Maserati GT*

**THE MASERATI GHIBLI**

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

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

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

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

The power unit was Maserati’s powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-liter form up to 1970 when it

was superseded by the 4.9-liter SS version in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8’s enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did 40 years ago.





THE MOTORCAR OFFERED

This definitive Ghibli with its ferocious four-nine engine has a great and extensive file of documentation which commences with copies of the factory delivery information from Maserati Classiche. Those papers confirm '2126' to have been built to its superior mechanical specifications and being in the works in spring 1971. The completed car was finished as it is today in Giallo (yellow), with black interior and optioned with 5 speed transmission, power steering and air conditioning.

Ultimately it would arrive in the US in 1972, and although that first purchaser is not recorded, within the first few years of its life we know from the records on file that the car was handled by famed dealership Miller Motor Cars in Connecticut, the Giallo car being sold to a Mr. Edmund Bilhuber, of Summit, New

Jersey, with a mileage of a mere 23,653 on the clock. Bilhuber would retain the car for many years, and its next owners are charted through to this day.

In the 2016, the car was repainted to the yellow livery it wore originally and considerable expenditure on detailing and making it reliably functional. Today, the car can show an accrued mileage of a whisker over 47,000 miles, which is supported not only by its documentation, but also the condition of its interior, which is unmistakably original and yet remains in remarkably good order for its 47-year life span. A sensitive balance of quality external aesthetics and well-preserved cabin has the effect of retaining the sensory experience of an old car when driving and the outward appeal of sparkling paint.

One of the most iconic GT cars of the 20th century, the Maserati Ghibli offers stellar V8 performance and classically proportioned styling. A finely preserved example like the one presented before you will find itself comfortable presented on the lawns of shows across the country and equally blizzing hundreds of miles of interstate.

**\$260,000-300,000
WITHOUT RESERVE**



36.

1955 MERCEDES-BENZ 300SL GULLWING

Chassis no. 198040-5500548

Engine no. 198980-5500575

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Lovely preserved condition, retaining factory-original interior*
- ★ *Well-kept 300SL with matching numbers engine, chassis and body intact*
- ★ *Previously in the collection of racing driver Lothar Motschenbacher*
- ★ *Delivered new to Los Angeles, CA and cared for by few, longtime owners*



THE MERCEDES-BENZ 300SL GULLWING

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

The 300SL Coupe was the direct descendant of Mercedes Benz’ Le Mans W194 competition Coupe, conceived in 1952. It was aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes Benz historian, W. Robert Nitzke, writes that company management wanted to jump back into Grand

Prix racing, where it had been so successful before the war, but lacked the time necessary to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer, Fritz Nallinger, suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series. Because the engine and drivetrain were relatively heavy, the chassis would have to be extremely light. Test Department manager Rudolf Uhlenhaut—having some experience with tubular chassis design—sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: there was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to raise the entry so

that the doors cut into the roof, but that meant hinging them from the top, thus giving birth to this car’s timeless signature design feature.

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

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL Coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea







in its pocket for future use. After the grueling 24-hour epic, a pair of 300SLs had finished in the top two positions...and were then driven back to the factory!

Mercedes Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car. However, the SLs were not done. They reappeared in 1955 as the airbrake-equipped 300SLR, utilizing that feature and numerous more of the advancements that were successfully tested on the company's Formula One racing cars. The year would bring triumph and tragedy: 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia—where Stirling Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour—the Nurburgring, Spa, Zandvoort, Aintree, Kristianstad, Monza,

Dundrod, and Sicily's Targa Florio. The only setback, and one that would have devastating consequences, occurred at Le Mans, where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes Benz to withdraw from racing for many years.

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

car." Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers, and in 1957, the elegant and improved 300SL Roadster appeared. These proved to be even more successful from a sales standpoint, with 1,858 units produced.





THE MOTORCAR OFFERED

Hand-built at the Mercedes-Benz works during the Summer of 1955, this beautiful Gullwing completed its build on July 27, 1955 and was painted in the very typical period color of DB 608 Ivory, with the interior trimmed in code 1079 Red—retained until this day. The new Mercedes-Benz 300SL Gullwing was destined for the US market, more specifically Los Angeles and the mild California climate—quite a rare destination for a 300SL of the period, as most went to Max Hoffman’s New York-based agency. All of these dates and records are neatly documented in several books, and on the copies of the factory build sheets, which can be found in the car’s history file.

The Gullwing’s first owner remains unknown, but that person is believed to have kept the car until 1972. After which the luxurious car was sold to a Mr. Ottmar Thomas of Visalia,

California. Mr. Thomas retained the sporting Mercedes-Benz until 1990, when he sold it to renowned 300SL expert, Paul Russell. The Gullwing would later join the collection of racing driver and collector, Mr. Lothar Motschenbacher. Most recently, the 300SL Gullwing has formed part of a prominent Reno, Nevada-based collection of exceptional European sports cars. It is evident, that the Mercedes-Benz has been used sparingly and always kept in very good storage over the years.

A close look reveals the now Silver Metallic exterior paint (DB 180) in good condition, though with some light door dings and small imperfections in areas. The red interior—including the beige headliner—is original and shows an absolutely lovely patina. The original ivory-colored steering wheel is in place, as is the original VDO gauges and switch-gear.

Chrome and brightwork, as well as lights and lenses, appear original and preserved, showing minimal aging. Furthermore, the factory chassis, body, and paint tags are all original and unaltered. The engine compartment has retained many factory finishes, and, keeping with its authenticity, the engine is the matching numbers unit, which appears to never have been opened up or out of the car.

This lovely 300SL Gullwing is a well-cared for example, which appears to never have been dismantled or modified. A Mille Miglia eligible Mercedes-Benz with superb looks and engineering under the hood, this matching numbers 300SL Gullwing deserves serious consideration.

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



37.*From the Private Collection of Skip Ritner***1932 PACKARD TWIN SIX CONVERTIBLE COUPE**

Chassis no. 900371

Engine no. 900377

445.5ci L-Head V-12 Engine

Single Stromberg Dual Draft Carburetor

160bhp at 3,600 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension, Dual Ratio Rear Axle

4-Wheel Mechanical Drum Brakes

- ★ Current ownership for 40 years
- ★ One of the best looking cars of its era
- ★ Classic Car Club of America Full Classic
- ★ Thorough restoration completed in 2006

**THE PACKARD TWIN SIX**

In the automotive market, the marques that suffered the most during the Great Depression were in the luxury car segment that catered entirely to the upper class. Competition became very fierce as luxury brands began dropping prices and offering a wide variety of options just to entice buyers. At the top of the luxury car market was Packard, who introduced some of their greatest classic automobiles during this time.

In response to economic downturn and the mounting competition from other marques, Packard introduced their V-12 Twin Six with a classic multi-cylinder large-displacement engine, designed for silent running, longevity and the ability to provide oodles of torque so that gear-shifting was kept to a minimum. Rated at a very respectable 160 bhp, power was sufficient to propel the quality Packard

chassis with authority, irrespective of the size of the coachwork mounted on it.

While a wide range of elegant custom bodies were offered, coachbuilding was also brought in-house so that Packard could control cost, quality and design. This allowed Packard to increase margins as well as operating efficiency. Nevertheless, many of the designs were still outsourced to such prominent design studios as Dietrich Inc.

The V-12 Twin Six was marketed to the few remaining customers of wealth, and continued Packard's tradition of creating large, powerful, stylish and luxurious automobiles. Packard weathered the Great Depression in better form than some other marques because it was in good financial standing and had a good cash position. By the close of the

1930s, Franklin, Marmon, Ruxton, Stutz, Peerless, Duesenberg, Stearns-Knight and Pierce-Arrow had all gone out of business.





THE MOTORCAR OFFERED

This highly attractive Twin-Six was acquired by the vendor 40 years ago. At the time, the owner possessed a 903 Super Eight Coupe Roadster and this Twin Six that wore five-passenger coachwork at the time. A swap of only the bodywork behind the fire wall was executed. The Twin Six chassis was in fine, highly complete shape and the Super Eight body lined up perfectly with the holes in the chassis. The result was an all Packard made, Twin Six Coupe Roadster – for many the Holy Grail of Twin Six cars. This was how it was done at the factory and common at Packard Dealerships to meet demands and customer needs. The chassis/body swap was done exactly to Packard standards with advice from Packard owners from around the country that Mr. Ritner knew.

A meticulous and thoroughly documented

restoration was undertaken and finally completed in 2006. In 2008 the Packard was granted “Full Classic” status by the Classic Car Club of America. The files for this Packard are superb. Photos of both cars prior to swap and extensive photos documenting the comprehensive restoration performed are on hand. The Packard has been used sparingly and meticulously cared for in the years since the restoration.

Today the Packard presents very well and the recent restoration looks fresh and authentic. The magnificent looks of this model are on full display. The car is exceptionally well proportioned with all the exquisite details that make a twelve-cylinder Packard so special. From the instrument cluster to the headlights to the engine block, it is fully apparent that Packard was at the top of their game in this period.

A beautifully restored example of one of the most desirable factory coachwork cars. A highly usable and great driving classic this is rare chance to acquire one of the most elusive Packard models.

**\$300,000 - 400,000
WITHOUT RESERVE**



38.*From the Private Collection of Skip Ritner*
1914 STEVENS-DURYEA 7-PASSENGER TOURING

Chassis no. 32105

Engine no. 217-DD

460ci 6-Cylinder Side-Valve Engine

Single-Carburetor, Dual-Ignition and Air-Starter.

48bhp

3-Speed Progressive Transmission

2-Wheel Mechanical Brakes

- ★ *Magnificent motor car in stunning original condition*
- ★ *Desirable Rudge Whitworth wire wheels*
- ★ *Fully operational condition*
- ★ *A welcome preservation class competitor*

**STEVENS-DURYEA**

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

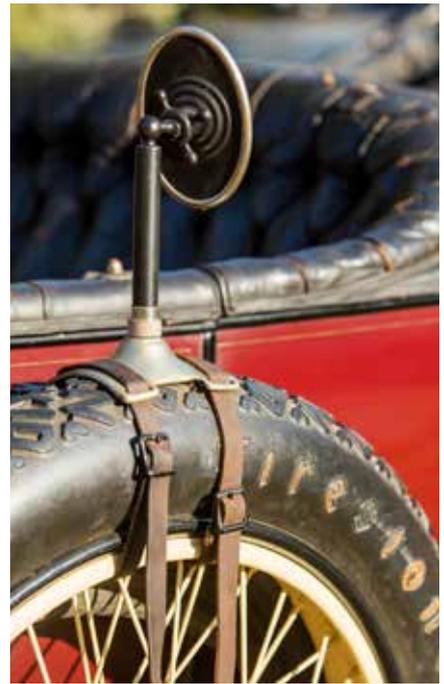
First generation Stevens-Duryea cars were produced between 1901 and 1906. Built on a 69-inch wheelbase, they were powered by a horizontally opposed two-cylinder engine

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

In 1905, Stevens-Duryea produced its first four-cylinder; and a huge six-cylinder model, priced at \$5,000, followed in 1906. That same year, Stevens-Duryea became a separate company from J. Stevens. During the years that followed, Stevens-Duryea cars became increasingly impressive and expensive. Then, in 1915, the Westinghouse Corp. bought the company and used the factory to produce war material. After the Armistice, a group of

former executives bought Stevens-Duryea and resumed car production. The new six-cylinder models that they offered were priced as high as \$9,500...right up there with Pierce-Arrow's most expensive cars. The company would be sold again at least twice before the final Stevens-Duryea was built in 1927.

In 1913 Stevens-Duryea introduced the C6. A modern motorcar that built on the superb six-cylinder chassis. Extremely well engineered these models were competitive with Packard and Pierce-Arrows 48hp offerings.



THE MOTORCAR OFFERED

This original, unrestored Stevens-Duryea sold new to J.J. Kadderly of Portland, Oregon in 1914 for \$5,000. It resided alongside a Detroit Electric in Kadderly's carriage house at his Portland estate for many years. Two early collectors approached Mr Kadderly in 1948 about selling the two antique autos. He agreed to sell the Detroit (now in the LeMay Museum collection) but the Stevens was retained. Mr. Kadderly had hoped to power a boat with the Stevens engine – fortunately this never happened. Four years later a Portland enthusiast purchased the Stevens, and fortunately, the cars originality was appreciated. Aside from a very sensitive repaint many years ago, the Stephens remained all original. The current owner purchased the Stevens from the daughter of the owner having learned about it at the Portland Swap Meet.

This exceptionally original car is one of just 5 Model DD Stevens-Duryeas today. It has the distinction of being the only 1914 built example. #529, a near twin of this one, resides in the spectacular Nethercutt collection. There is little doubt that this is the most original of the 5 DD cars. With all its original upholstery, it preserves the superb quality these cars were built to that is so difficult to duplicate today. These big six-cylinder Stevens-Duryeas have an excellent reputation for performance and reliability. The combination of excellent engineering prowess combined with the superb build standards of the construction place them firmly in the ranks of the finest American cars of their time.

Thankfully its three Pacific Northwest owners have all appreciated the originality of this fine auto. Aside from a carefully executed

repaint many years ago the condition is highly original. A car built to such a quality standard is particularly rewarding in original condition. These original examples typically drive and operate in a silky smooth way so difficult to regain in a restoration.

A superb example of a rare car, this Stevens has wonderful originality but also excellent potential as a fine touring machine. This certainly represents a great opportunity to acquire a superb motorcar with great history.

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



39.*From the Private Collection of Skip Ritner***1932 PACKARD DELUXE EIGHT CONVERTIBLE COUPE**

Chassis no. 193823

Engine no. 193823

384.8ci. L-Head Inline 8-Cylinder Engine

Single Packard Carburetor

140bhp

4-Speed Manual Transmission

Semi-Elliptical Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- ★ *Stunning Coupe Roadster coachwork*
- ★ *Single family ownership for approximately 75 years*
- ★ *The quintessential American classic*
- ★ *Superbly documented ownership and restoration file*

**THE PACKARD DELUXE EIGHT**

In 1932, the Great Depression's grip on America and its automobile industry tightened into a stranglehold. Packard still stood at the top of the luxury market but its future like that of its competitors was tenuous. Response to the economy's torment was slow throughout the auto industry and the course that Alvan Macauley had set for Packard during the flush years of the late Twenties was pursued resolutely.

Despite Packard's success in providing high quality chassis for custom coachbuilders, Macauley advocated bringing custom coachbuilding in-house, and 1931 was the year his plan was implemented. His logic was impeccable – Packard's body-building capabilities were second to none, and the quality of its in-house work was equal to, if not better than, independent coachbuilders. Better coordination between chassis construction and custom coachbuilding

brought economies of scale that would increase Packard's efficiency and operating margins.

Behind this change, and routine rationalization of models and designations, Packard brought its full technical, managerial and financial power to bear on the dramatically different market of America in Depression. Development of the lower-priced Light Eight was rushed ahead while its polar opposite, the new Twin Six V12, was aimed at the pinnacle of Packard clients. Both, would debut as Ninth Series 1932 models.

Packard's Ninth series Super Eights are overshadowed by the Twin Six, but these automobiles were exceptional. The Seventh Series 734 Speedster's innovations included a high compression cylinder head, a dual throat Detroit Lubricator updraft carburetor and a performance rear axle ratio. A horsepower

race was on, and the Eighth Series Packards adopted the 734's modifications across the board giving the DeLuxe Eight's strong and quiet nine main bearing 385 cubic inch engine 120 horsepower. Packard's big eight was then, and remains today, the paradigm for quiet, luxurious, unobtrusive power, more than adequate to propel even the day's heaviest and most lavishly appointed formal coachwork.

When fitted with the more sporting and lightweight open bodies such as the refined dual cowl sport phaeton offered here, Eighth Series 140hp DeLuxe Packards are steady performers fully capable of cruising at today's highway speeds. The sport phaeton body combined style, comfort and Packard's exceptional build quality to achieve one of the most attractive, well-balanced and practical designs of the Classic Era.





THE MOTORCAR OFFERED

Delivered new in Greenwich, Connecticut November 6, 1931, this wonderful Packard would resurface in Billings Montana in 1933. On November 21, 1933 Mr. C.T. Rykken purchased the Packard from Williams Motor Co. in Billings. Copies of the five \$87 installment checks Mr Rykken paid are included in the files. Mr Rykken was the owner of Rykken's Garage in Musselshell, Montana.

For the next 75 years, the Packard would reside in the Rykkens ownership. It was used as regular transport until 1948 and made the trip from Montana to Oregon several times in this period. When acquiring a new car in 1948, the decision was made to keep the Packard and not trade it in – with the idea of restoring it later. In 1970 the Packard was sold to his son and the restoration commenced (well documented in the files). The elder Mr. Rykken participated in some of the restoration

of his beloved Packard and was thrilled when the car was completed in 1978. Many trips were made in the now restored Packard before it was finally sold out of the family to the current owner in 2007. Since this time, it has resided in a fine small collection where it has been well looked after.

Wisely finished in the striking black over black color scheme, this very proper coupe roadster looks all the sporty machine it is. The most desirable body style from this landmark year of the Packard brand. Equipped with the most potent iteration of the classic Packard straight eight, these cars are highly responsive and have wonderful road manners. A wonderfully presented example of one of Packards best, this very appealing machine with superb history is highly recommended.

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



40.

1957 AC ACE-BRISTOL

Chassis no. BEX385
Engine no. 100D2941

1,971cc OHV Inline 6-Cylinder Engine
3 Solex Downdraft Carburetors
130bhp at 5,750rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc - Rear Drum Brakes

- ★ *Fine example of the original and classic Ac Ace Bristol Roadster*
- ★ *Lovely British Racing Green over Black color scheme*
- ★ *Complete with tonneau cover, convertible top, side curtains, and jack*
- ★ *Eligible for some of the most desirable concours and driving events*



THE AC ACE-BRISTOL

"Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours." - *AC Heritage*, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-liter, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap,

endowed the Ace with respectable, if not outstanding, performance.

In 1955, AC added a hardtop version—the fastback-styled Aceca—and from 1956 onwards both models became available with the more powerful Bristol 2-liter, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. Although taller and heavier than AC's own engine, the BMW-based Bristol was considerably more powerful thanks to its superior cylinder head design and down-draught carburetors. Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace could touch 120mph (195km/h), while around 150bhp could be wrung from it for racing.

The Bristol-engined Ace was not only more powerful, it was also considerably more

expensive, costing £2,011 in 1957, an increase of 22% over the price of the AC-engined version. For that you could buy two MGAs, and even Jaguar's XK140 was cheaper than the Ace Bristol. Nevertheless, by the time Ace production ceased in 1963, more than half the 723 cars built had left the factory fitted with Bristol engines.

The combination of a fine-handling chassis and a decent power-to-weight ratio helped the Ace to numerous successes in production sports car racing. Arguably, its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.





THE MOTORCAR OFFERED

This desirable Bristol powered AC Ace left the factory on November 27, 1957 with a Bright Blue Metallic paint, light beige interior, blue top, and tonneau cover. The new Roadster was original equipped with a left-hand drive steering arrangement, just as it appears today. Destined for Precision Autos of Houston, Texas, the original owner is unfortunately not listed within the records on hand, but the vehicle subsequently left the United States for France. M. Davin Maron of Marseille was the gentleman who acquired the vehicle at this time, reportedly with the engine in need of some work, at which time it is believed that a period correct, replacement unit was fitted. In February of 1980, the Ace-Bristol was exchanged for an Alfa Romeo, and would soon be back in the US. The next known owner, the late Mr. Tom Mittler of Mishawaka, Indiana, bought the car in 1989 and it entered

his legendary collection of sports and racing cars. Today, this desirable LHD AC Ace-Bristol is offered from a prominent Los Angeles-based collection, and is sporting the traditional British Racing Green paint and black leather interior it wears so well. Records indicate that a brake service was conducted on the car in recent times, and many accompanying items such as the tonneau, soft top, side curtains, and jack have been retained and is sold with the car. A traditional English sports car in every sense of the word, this AC Ace satisfies every need of a true motoring enthusiast: a smooth inline-6, swooping bodylines, and wind in your face. A fine example such as this will continue to be an object of desire for many decades to come.

\$300,000 - 375,000



41.

1971 MASERATI INDY 4900

Coachwork by Vignale

Chassis no. AM116/49*1208*

Engine no. AM107/49*1208*

4,930cc DOHC V8 Engine

4 Weber Carburetors

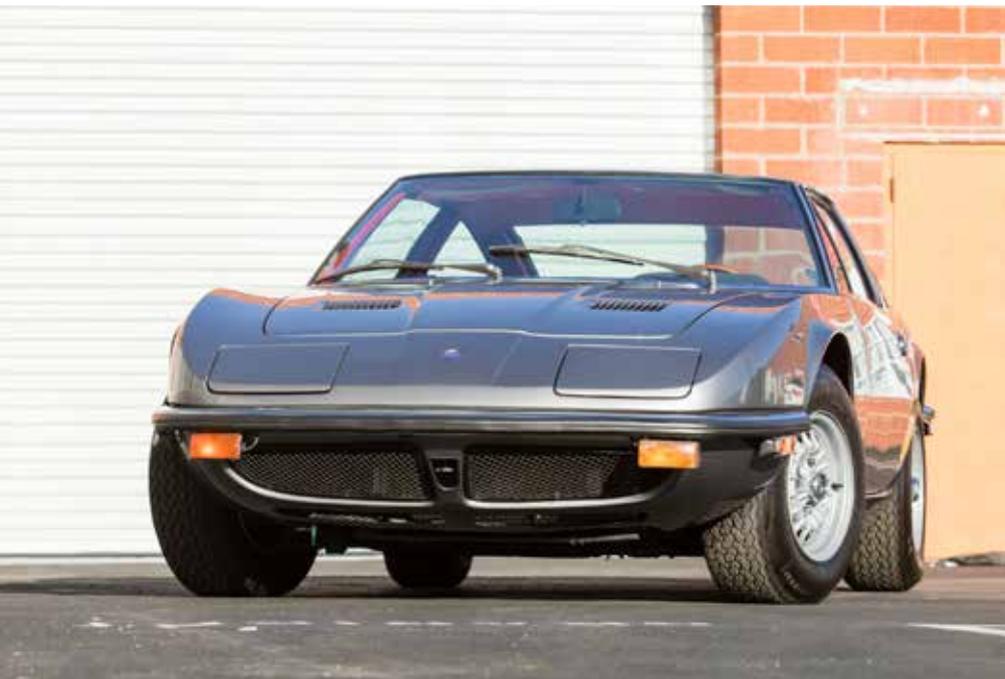
320bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ One of only 300 Indy 4900s produced
- ★ Numbers matching engine
- ★ Desirable ZF 5-Speed Manual Gearbox – 1 of only 39 sent to the US
- ★ Exceptional Candidate for Tours and Classic Rallies
- ★ Giovanni Michelotti-Designed Coachwork by Vignale

**THE MASERATI INDY**

Maserati followed up its stunning, Ghia-styled Ghibli two-seater with the equally elegant Indy 2+2. Though the latter, announced in 1968 and noteworthy as the first unitary construction Maserati, was the work of Carrozzeria Vignale. The Indy first appeared publicly on Vignale's stand at the 1968 Turin Motor Show and was officially launched by Maserati at the Geneva Salon in 1969. Running gear was conventional, with independent front suspension, live rear axle and four-wheel disc brakes, while the power unit was—initially—the Modena firm's well-tried, 4.1-liter, four-cam V8, with 4.7- and 4.9-liter versions following. A ZF five-speed manual gearbox was standard, with a three-speed Borg Warner automatic available to special order. With 260bhp on tap, the top speed of Maserati's luxury four-seater was in the region of 150mph, a figure the

subsequent larger-engined versions improved upon. The sleek Vignale coachwork was so effective that the Indy was able to carry four people in relative comfort without impairing its performance as a sports car. In 4.9-liter form, the Indy's claimed maximum increased to 320bhp, which pushed its top speed to 165mph (266km/h). Power steering and air conditioning were standard on the "4900" model, 300 of which were made between 1972 and 1975.

Autocar magazine's summary was one of almost unalloyed praise, "Classic touring car with vee-8 engine and 160mph potential. Beautifully smooth power unit, silky gearbox and light, power assisted steering. Good brakes, balanced handling, comfortable ride, superb stability. High price but few disappointments."





THE MOTORCAR OFFERED

Bonhams is pleased to offer this outstanding 1971 Maserati Indy 4900. The car is the 45th example of only 300 Indy 4900s produced. Adding to its rarity, the car is 1 of only 39 specimens that were sent to the US with the highly desirable ZF 5-speed manual transmission. In accordance with the Maserati Classiche documentation, the Indy was ordered new by Grossman Motor Cars of New York in April of 1971, with a production date set for September of that same year. The grand tourer was outfitted with air conditioning, power steering, Borrani dial forged wheels, power windows, and a Blaupunkt AM/FM radio.

In 2016, the Indy and its 4.9-liter power plant were the recipients of a comprehensive, yearlong restoration which has left the car in impeccable condition. The exterior received

new paint and chrome, the interior was completely re-trimmed, and the mechanics and electrics were sorted. Receipts from the restoration are on file, detailing the extensive work performed. The car retains its original, numbers matching 4.9-liter engine that it was fitted with at the factory. The Indy is accompanied by its original owner's manual, tool kit, Maserati Classiche documentation, certificate of origin, and restoration receipts.

The Indy is often praised as one of Maserati's great road cars of the era. The classic Vignale coachwork perfectly emphasized the cars outstanding performance, yet gives the car enough elegance to make it worthy of the trident on the hood. With its 4.9-liter engine, ZF 5-speed manual transmission, and desirable livery, this particular example is undoubtedly one of the finest. An excellent

car for high-speed rallies such as the Copperstate 1000, this stylish Indy 4900 is ready for its next caretaker.

**\$90,000 - 110,000
WITHOUT RESERVE**



42.

1971 MERCEDES-BENZ 280SE 3.5 COUPE

Chassis no. 111026.12.004197

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

- ★ *Top-of-the-line, hand-built Mercedes-Benz*
- ★ *Highly original example with less than 42,500 miles from new*
- ★ *Single original ownership of over 40 years*
- ★ *Awarded with "Silver Star Certificate" by the Mercedes-Benz Club*



THE MERCEDES-BENZ 280SE 3.5

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

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

Thus equipped, the 280SE 3.5 was good for cruising speeds up near 125mph, with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

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





THE MOTORCAR OFFERED

Presented before you is an outstanding and highly original Mercedes-Benz 280SE 3.5 Coupe. Completed at the Stuttgart-based Mercedes-Benz plant in April of 1971, the luxurious motorcar was initially procured by a gentleman in the state of Washington, with whom the car spent the majority of its life. When the owner unfortunately passed, the car was sold off with the rest of the estate in 2015. MB Classics in Costa Mesa, California would be the next caretaker and go on to detail the cosmetics and service the mechanicals. Later, the car received its first and only re-paint to the factory correct original color of Dark Red. Inside, the original rich Cognac leather hides adorn the interior and greatly contribute to the traditional Mercedes-Benz sense of luxury. Remarkably, the glass, chrome, interior, wood, and the mechanical components are all original. In 2017, the

Mercedes-Benz was further refurbished when a new radiator core was installed alongside other mechanical servicing and some cosmetic touchups. Unsurprisingly, the vehicle was awarded the "Silver Star Certificate" by the Mercedes-Benz Club of America and is destined to win further awards and prizes in the future for the superb original and preserved condition it is in. Less than 42,500 miles appear on the odometer and provides solid evidence to the limited use and well cared for condition of the vehicle.

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

fitted with the desirable floor mounted shift lever is ready for dual purpose Sunday driving and show presentation. Look no further for one of the best Benz's on the road.

\$150,000 - 180,000



43.

1987 FERRARI 328 GTB

Design by Pininfarina

VIN. ZFFXA19A0H0068647

3,185cc DOHC V8 Engine
 Bosch K-Jetronic Fuel Injection
 270bhp at 7,000rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Highly desirable and rare 328 Berlinetta*
- ★ *Just over 15,000 miles from new and original condition throughout*
- ★ *Elegant and timeless Pininfarina design*
- ★ *Meticulously documented and regularly serviced*



THE FERRARI 328

Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2, which took over from the preceding V6-engined Dino 246 GT. The newcomer's wedge-shaped styling—by Bertone rather than the customary Pininfarina—was not universally well-received. However, the performance of the amidships-mounted, double-overhead-camshaft 3.0-liter V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the

adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

In 1985, the 308 was superseded by the mechanically similar, but larger engined 328 GTB. By increasing both bore and stroke, the *quattrovalvole* engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 60mph covered in 5.5 seconds. On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance

and an unobtrusive roof spoiler. Its underlying beauty though, could not be disguised. "If the sublime purity of the original shape has been corrupted, its striking appearance has not," declared Motor magazine. The magazine continued, "In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car."

Beneath the skin, the tubular steel chassis remained much as before, with all-round independent suspension by double wishbones, four-wheel servo-assisted disc brakes and aluminum-alloy wheels, though the latter were increased in size. The interior too had come in for subtle revision and now featured improved instruments switch gear and heating. The 328 GTB/GTS continued in production until 1989, making the model the most commercially successful Ferrari of all time.





THE MOTORCAR OFFERED

This excellent low-mile, US from new 328 GTB is one of very few built and surely the best example around. It benefits from having been meticulously well-kept and sparingly used for its entire thirty-two years on the road. Finished in the classic White over Beige color scheme, this 1987 model year example was completed at the Maranello Ferrari factory in December of 1986. The 328 GTB was equipped for the US market, where the cars first owner would take delivery in March of 1987. This first owner was Ms. Linda Nelson of Santa Fe, New Mexico. The white Ferrari would remain in New Mexico until the early 2000s, when it migrated further westward to California. The car's low mileage and whereabouts is neatly documented in the impressive history file accompanying the sale of the car and speaks to a life of pampered care and regular maintenance by marque and

model experts. Today, the car shows fewer than 15,100 well-pampered miles from new—a fact documented by both its service records and clean CARFAX report. Exceedingly original, the paint appears to be factory correct, while the interior shows no evidence of dye-work on the leather, panels, or carpets. Under the engine cover, the zinc/cadmium plating is still intact and shining on the hard fuel and other lines, while the rest of the engine bay is carefully detailed and well-maintained. The underside of the car is reported to be just as clean as the top as well!

Receiving its most recent major service, including a change of timing belts just about 1,000 miles ago, this 328 GTB is reported to be a lovely car that drives exactly as Ferrari intended when the it was sold new. The car is offered with its original owner's manuals in

pouch, and the aforementioned history file.

Almost never seen when new, this is a rare opportunity to acquire a hardtop Berlinetta example of the popular 328 from the best iteration of the model. Not only that, but a time-warp example that feels as close to showroom fresh as they get.

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



44.

*The ex-Porfirio Rubirosa and John von Neumann
Raced by Phil Hill and Richie Ginther*

1954 FERRARI 500 MONDIAL SERIES I SPIDER

Coachwork by Pinin Farina

Chassis No. 0438MD

Engine No. 110 (Ferrari Classiche Engine)

1,984cc DOHC All-Alloy 4-Cylinder Engine

2 Weber DCO Carburetors

160bhp at 6,500rpm

4-Speed Manual Transaxle

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Alloy Drum Brakes

"In addition to its extensive competition career, this blue spyder also has celebrity fingerprints all over it. How about Porfirio Rubirosa, the Dominican Republic Playboy/ Diplomat, Zsa Zsa Gabor and James Dean from the entertainment business and future world champion Phil Hill, John von Neumann and Richie Ginther from Ferrari's West Coast race history?"

Ferrari Historian Alan Boe.



- ★ *Unrivalled provenance with roll call of racing and celebrities of the day*
- ★ *Exceedingly genuine example retaining original body, chassis and transaxle*
- ★ *Extensively documented with Marcel Massini's history file and copies of factory built sheets*
- ★ *Comprehensively restored by Ferrari Classiche to exact original factory specifications*
- ★ *Ferrari Classiche red book certified*
- ★ *Pebble Beach Concours d'Elegance 1st in Class and FCA Platinum award winner*
- ★ *Eligible for the most prominent events around the globe including Mille Miglia*
- ★ *Photographed extensively in period among the top drivers and A-listers*
- ★ *Cover car and full feature in Cavallino Magazine*

\$5,000,000 - 6,000,000





45.**1964 SABRA GT COUPE**

Chassis no. GT4819

Engine no. S305658

1,701cc, SOHC Inline 4-Cylinder Engine

Twin Solex Carburetors

90bhp at 4,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension by Coil Springs

Front Disc Brakes, Rear Drum Brakes

- ★ *Exceptionally rare make and model*
- ★ *The only production Israeli sports car*
- ★ *Comprehensively Restored*
- ★ *Former Belgian Consulate's wife's car*
- ★ *Recent participant on the Holy Land 1000 and New England 1000*

**SABRA CARS**

Autocars of Haifa, Israel, can lay claim to being the only true car manufacturer that Israel ever produced and was the brainchild of a Itzhak Shubinsky. Naturally proudly using a Jewish metaphor he chose to call his car the 'Sabra', a term appropriated for Jews that are born in Israel, and Hebrew word for a cactus. It is said that the analogy is that it reflects their prickly exterior and a sweet center!

Autocars bought the Sabra's body design from kit-makers Ashley and the rights to its chassis from Les Ballamy, having seen both exhibited at the 1960 Racing Car Show. Their aim was to market these cars here in the United States and in fact they were to debut a prototype at the New York Auto Show in 1961.

Shubinsky contracted Reliant in the UK to

supply the fiberglass bodies, and as it turned out since the Haifa manufacturing plant took a while to set up, Reliant ended up building the first 100 of Sabras in its entirety, using the four-cylinder 1.7-liter Ford Consul engine. Reliant were clearly convinced enough by the car themselves that this led to them building their own version, under the name 'Sabre'.

Once production was fully under swing in Israel, they were able to sell their cars locally as an alternative to imported cars which were taxed heavily. Despite this logical business plan, it turned out that many were sold beyond the country, some 144 arrived in America and the car proved particularly popular in Belgium, where 81 arrived, significant proportions when viewed as fractions of a total production run of 379 (171 of which were built in Haifa) between 1961 and 1968.





THE MOTORCAR OFFERED

Rarely seen and one of only a handful of surviving Coupes, this Sabra GT has been restored to a very high level and is no doubt one of the finest in existence.

Given the number that were supplied to Belgium it is perhaps not surprising that it was there that they were able to find this particular car. Produced in April of 1963 and fitted with an Alexander Tuning kit that bumped the power from 61bhp to 90bhp, this car was delivered to Garage Majestic S.A. in Brussels and acquired new by the wife of the Belgian Israeli Consulate General.

The Sabra was completely refurbished from the ground up by the penultimate owner, with years of work on the body, mechanics and cosmetics being completed a several of years ago. Aesthetically, the car is beautifully

refinished in a period pastel blue color, the interior totally redone and now in dark blue leatherette with cloth center panels - a particularly appealing combination. Mechanically, the car was totally gone through and made to go incredibly well—the power to weight ratio unquestionably helps the performance. More recently, electronic ignition and an auxiliary fuel pump have been added for additional reliability.

Shortly after the completion of the restoration, the car was the subject of a feature on *Petrolicious* by Giuseppe Filippone which comments favorably on both the model and this particular 'feisty' little coupe. The current owner acquired the car from Bonhams at the Amelia Island Auction in 2016. Since taking ownership of the car, in 2016 it won a Best in Class award at the Greenwich Concours

d'Elegance and Second in Class at the Boston Cup. Just as, if not more significantly, it participated in and completed the 2016 New England 1000 and in 2018 returned to the place of its birth to run in the prestigious Holy Land 1000. In driving over 1000 miles through Israel—with pride of place as the only Sabra on the event—the car generated plenty of attention where ever it went.

Rarely seen anywhere, this fabulous example would be a unique feature in any collection and certainly a talking point for the interesting history of the brand or better still it could be a lot of fun on a car tour!

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



46.**1969 MG C ROADSTER**

Chassis no. GCN1U/8041G

Engine no. 3491

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetor

145bhp at 5,200rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- ★ *Single family ownership since new*
- ★ *Meticulously maintained, unrestored example*
- ★ *Extensive documentation from new*
- ★ *Only 39,500 miles covered*

**THE MGC**

Conceived as replacement for the aging Austin-Healey 3000, the MGC debuted in 1967 powered by a 2,912cc, six-cylinder, seven main bearing power plant. Persuading the larger engine to fit into the MGB resulted in a number of changes, not the least of which was the adoption of a new front cross member and torsion bar springing for the front suspension, while the bonnet was given its characteristic bulge.

The 'C' excelled as a Grand Tourer, its high axle ratio - 100mph equating to just 3,750rpm in overdrive - making for effortless high-speed cruising. The MGC model lasted for just two years, production ceasing in 1969 after around 9,000 cars had been built.

THE MOTORCAR OFFERED

Being offered for the first time since new, this MGC Roadster was delivered on June 12, 1969 to Dr. George R. Anton in Waterford, Ireland in British Racing Green over black leather interior. Months later, the car was sent to his Iowa residence where it would be used for leisurely touring. In 1979, this car was driven to Phoenix, Arizona from Iowa where it has remained since, having only covered 10,000 miles in the last 40 years.

Receiving an exterior repaint in 1981, this MGC has been meticulously maintained throughout its life by the Anton family. The history file for the car includes the original sales documents and purchase order, all correspondence with British Motor Corp, Irish delivery paperwork, dealer brochure, service records, factory shop manual, factory parts manual and tool kit.

With less than 9000 built and few in the US, the MGC is a standout at British car events. With its prodigious power, it is perhaps the best MG for use in today's modern traffic. Offered with a full complement of original paperwork and in beautiful, unrestored condition, this MGC is fit for road and rally use or as a Concours preservation entry.

**\$25,000 - 40,000
WITHOUT RESERVE**



1956 BMW ISETTA 300 BUBBLE WINDOW Z-BAR

Chassis no. 494210

Engine no. 494116

298cc 1-Cylinder Engine

Single Carburetor

13bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

Swing-Arm Front Suspension, Leaf-Spring Rear Suspension

- ★ *The Iconic 'Bubble Car'*
- ★ *Highly original time capsule*
- ★ *Much loved model*

**THE BMW ISETTA**

Popular during the 1950s and 1960s, the diminutive 'bubble car' or 'cabin scooter' is currently enjoying a revival of interest - not surprisingly given the congested state of today's urban roads. Nowadays though, the Bubble's attraction has just as much to do with fashion as practicality. One of the more successful designs of the cabin scooter's heyday was the BMW Isetta, a design the German firm manufactured under license from its Italian originator Iso. The name means 'little Iso'. Renzo Rivoltas Iso was not selling well in its native Italy, faced with stiff competition from the FIAT 500 and 600, and it would be left to BMW to fully exploit the design's potential.

Although at first glance a three-wheeler, the German-built Isetta used a pair of closely spaced wheels at the rear and was powered by a BMW single-cylinder four-stroke

motorcycle engine of 247cc, replacing the original's noisy two-stroke motor. The coachwork of early examples featured a side-hinged single door at the front, roll-top sunroof, and fixed side windows, while the steering wheel and dashboard were attached to the door to facilitate entry. The two-seater Isettas most popular accessory, understandably so given the limited interior space, was a small luggage rack mounted at the rear. Later (1957-onwards) models incorporated sliding side windows for better ventilation. These improved models displaced 297cc, and the 'big' Isetta 300 was reckoned capable of 65mph and 55mpg. Approximately 162,000 Isettass had been made by the time production ceased in 1962.

THE MOTORCAR OFFERED

The BMW bubble-window Isetta with the Z-bar trim and the 300cc engine is considered by many to be the most desirable of the Isettass. This particular Isetta is an extraordinary 'time capsule-like' example. With majority of the car thought to be original, except for some of the rubber items, chrome, and the wheels which were refinished when fitted with new tires, the car is exceptionally well preserved. The car retains its sought-after original options including an RCA tube radio, luggage rack, and front wheel spats. Accompanied by its parts manual, this charming and highly original microcar is sure to provide its next custodian and all those who see it on the road great enjoyment.

\$20,000 - 30,000
WITHOUT RESERVE



48.**1973 PORSCHE 911S 2.4 COUPE**

Chassis no. 9113300714

Engine no. 6331113

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

- ★ *Final year of the longhood 911*
- ★ *Offered from a near 40-year present ownership*
- ★ *Matching numbers example*
- ★ *Tremendous factory equipment*

**THE 1973 PORSCHE 911S**

The longhood era for the Porsche 911 was a time of considerable change. Conceived as a sports car, built much like the outgoing 356 it replaced, it developed over the years a flair and style that served to define the brand for years to come. The search for the 356's replacement began in 1959. Porsche, seeking a much more powerful, larger, and more comfortable replacement, debuted the prototype 901 in September of 1963 at the Frankfurt Motorshow with production beginning a year later in 1964 alongside the last of the 356s. The model range expanded in 1967 with the addition of the 'S' model marking the beginning of the 911 as a genuine performance car, meeting requisites on both road and racetrack. 1968 marked the beginnings of government influence on automobile design and emissions - later in '69, the wheelbase was lengthened, and

weight more evenly distributed throughout the chassis. By now the model range included three versions: T, E & S - the latter two equipped with a mechanical injection system. All were now powered by a motor displacing 2.0 liters. From 1970 into 1971 with the 912 dropped and the 914 picking up as the introductory car, displacement further enlarged to 2.2 liters.

The 1972 and '73 engine displacement increased again to 2.4 liters so as to account for power lost from compression ratio reductions required in meeting low-octane leadless fuel. A stronger and more user-friendly H-pattern type-915 5-speed replaced the outgoing dog-leg of the generation prior. Porsche engineers in mid-year 1968 replaced aluminum engine cases with magnesium. Although the magnesium flat sixes operated

within the limitations of the material, extreme conditions proved challenging and an added oil cooler was fitted to the right front fender on all S cars starting in '69. By '73 the cooler became an optional accessory, a necessity in the warmer parts of the world if the car is to be driven aggressively. Overall, the later F-body '72-'73 models provided higher torque than the earlier 2.0 liter cars and thanks to the revised 915 transmission, required less shifting. As a result of the more pleasant driving experience, these F-series '72-'73 models make for the best drivers' touring car.



Portland High School Parking Lot, circa 1990s.

THE MOTORCAR OFFERED

Originally sold by Continental Porsche & Audi in Portland, OR, this luscious 911S left the factory in fall 1972 wearing color code 62 Light Yellow paint. Factory equipped with an electric sunroof, Koni shocks, sport seats, a limited slip differential, an auxiliary oil cooler and Pirelli-wrapped Fuchs, the retail price of 0714 was easily pushed into the lower teens (a substantial increase over base \$9,500). A Mr. Victor Powell of Gresham, OR purchased the S-car in February of 1973 and retained it until '75. Changing hands four times after Mr. Powell, the car was offered once again in 1981.

With a 2-seat 914 failing to meet the needs of a growing family and with a wife convinced, this 4-seat rear-engined 911S was purchased. A family car as it was initially to be, so it remained for the succeeding 38 years.

From learning "stick" to later highlights in a Portland high school yearbook as "cool student cars," the 911 dutifully filled its role. Continually maintained and kept out of the Pacific Northwest's precipitation, this 911 has seen a mere 1,400 annual miles on average since purchase. Although few invoices exist between 1973-81, every receipt from '81 onwards is present in the vehicle's portfolio.

Later in 0714's life, it was decided that a restoration was in order and Redline Service in Tucson, AZ was selected as the shop to perform the services. In late 2012, the car was driven south from Portland and the operation began. The engine and transmission, matching numbers of course, both were rebuilt, cleaned, and reassembled. The body, taken down to the bare metal, was painted correct light yellow while the interior and its

sport seats were reupholstered in brown leatherette. Redline completed the restoration in May the following year. Shortly afterwards, 0714 began its renewed life not just as a driver but as a concours participant.

Supplied with its correct spare, tool roll, jack, manuals and supporting documents from new as well as a factory issued Certificate of Authenticity, this 911 checks all the necessary boxes. Offered from a near 40-year ownership, any Porsche enthusiast seeking a solid and drivable example of one of Zuffenhausen's most exciting sports cars need look no further.

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



49.**2003 FERRARI 575M MARANELLO**

Design by Pininfarina

VIN. ZFFBV55A730133420

5,748cc 48-Valve DOHC V12 Engine
 Electronic Fuel Injection
 515bhp at 7,250rpm
 6-Speed F1 Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Highly original example with less than 5,900 miles*
- ★ *Elegant and rare Griogio Ingrid exterior color*
- ★ *Offered with owner's manuals, tools, and factory accessories*
- ★ *Ferrari's return to the front engine GT*

**THE FERRARI 575 MARANELLO**

"The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago." – Car magazine

Introduced for 2002, the Ferrari 575M represented an evolution of the acclaimed 550 Maranello rather than an entirely new model. With the introduction of the 550 Maranello in 1997, Ferrari had returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 "Daytona" in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-liter V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing

optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached to aluminum coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious "Daytona" predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin, and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a

200mph road car. Styling details, such as the bonnet air scoop and hot air outlets behind the front wheel arches recalled the great Competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed "paddle shift" semi-automatic gearbox, a technology that Ferrari had developed in Formula 1. Traditionalists could still order a conventional gated six-speed manual box. When production ceased in 2005, 2,056 cars had been completed, of which 1,810 had the "F1" transmission, 246 the manual alternative.





THE MOTORCAR OFFERED

After being completed in the legendary Maranello-based Ferrari production facility in June of 2003, this Ferrari 575M was destined for the United States, more specifically the Lone Star State of Texas. The new Ferrari flagship car was finished in the very rare and historic color of *Grigio Ingrid*, the same light golden sand color which adorns the Pininfarina-designed car today; a color dating back to the 1954 Ferrari 375 MM prepared for Swedish actress Ingrid Bergman.

The original Texan owner's three years with the car would be responsible for half of the just 5,807 miles accrued on the odometer at the time of cataloging. In January of 2007, a new owner took possession of the Ferrari, followed by a decade of switching hands several more times, before eventually traveling out east to New Hampshire and

New York. As so few miles have been put on the clock, the vehicle presents in very tidy condition, with original finishes throughout. Adding to the completeness of this 575M are the many items Ferrari delivered with the car including tools, books, manuals, and a car cover.

Ferrari's return to the front engine V12 powered grand tourer in the mid-1990s was greatly praised by tifosi the world over, and both the 550 and 575M have continued to gain desirability as the years fly by. A fine example such as this, with so few miles, will surely provide its next owner with only the type of excitement a Ferrari can provide.

\$110,000 - 130,000
WITHOUT RESERVE



50.**1946 WILLYS-OVERLAND CJ-2A JEEP**

Chassis no. CJ2A30022

134ci L-Head Inline 4-Cylinder Engine
 Single Carburetor
 60bhp at 4,000rpm
 3-Speed Manual Transmission
 4-Wheel Drive
 4-Wheel Drum Brakes

- ★ *Recently completed comprehensive restoration*
- ★ *Classic Green over Yellow exterior scheme*
- ★ *Charming vintage 4x4 for the vineyard of beach house*
- ★ *A true American Icon*

**THE WILLYS-OVERLAND CJ-2A**

With victory approaching for the Allies in 1944, Willys began to consider the commercial viability of their go-anywhere, do anything wonder car, the Jeep. Simple modifications were added, such as a tailgate, lower gearing, and a more robust top. Soon to hit the road were several proof of concept vehicles. By July of 1945, a fully-formed civilian Jeep was ready for mass production and dubbed the CJ-2A. Due to the ongoing Second World War, early manufacturing saw the military variants and civilian cars share production with many of the latter. They utilized the remaining stock of leftover components, such as engine blocks. Vehicles with these military production parts up until serial number 34,530—like the vehicle on offer—are referred to as “Very Early Civilian” Jeeps by enthusiasts.

THE MOTORCAR OFFERED

The current owner of this lovely green and yellow Jeep acquired the vehicle in running condition with its original engine, chassis, drivetrain, and body all present. Over the last two years, a restoration was conducted to bring this 4x4 back into proper shape. The chassis was refurbished and further components received additional attention. This included rebuilding the engine, rear differential, and transmission. Furthermore, the Jeep received an entirely new body; the original had unfortunately fatigued past the point of being able to be saved. Having received roughly \$50,000 worth of work, it should come as no surprise that this off-roader presents in wonderful condition. Inside, the black vinyl seats show very little wear and the black top is equally fresh.

Vintage Jeeps, such as this example, are immensely charming and are sure to provide its owner with plenty of waves and smiles from passersby. Now is an excellent opportunity to get your hands on an American legend.

\$25,000-35,000
WITHOUT RESERVE



51.

1994 MERCEDES-BENZ E500

VIN. WDBEA36E6RC154682

4,973cc DOHC V8 Engine

Electronic Port Fuel Injection

322bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ California car from new with long term enthusiast ownership
- ★ Sought after, updated E500 model
- ★ Fewer than 22,500 original miles
- ★ Incredibly preserved and maintained example
- ★ Unique Mercedes-Benz co-developed and built by Porsche



THE MOTORCAR OFFERED

First shown at the Paris Salon in 1990, the Mercedes-Benz's 500E sports saloon had been developed with assistance from Porsche. Indeed, it was hand built at Porsche's Zuffenhausen factory, and in recent years an example of the E500 Limited version has been on display in the new Porsche Museum in Zuffenhausen. The production process involved each and every 500E being transported back and forth between the Mercedes plant and Porsche's Rossle-Bau factory in Zuffenhausen; each car taking a full eighteen days to complete.

This ultimate 90s Q-ship was purchased brand new in 1994 by its first owner from W.I. Simonson Mercedes-Benz in Santa Monica, California. The car was ordered in a beautiful shade of Black Pearl Metallic over a grey leather interior. In accordance with the original

window sticker and dealer extras tag, before leaving the dealer, the car was outfitted with custom chrome wheels and had the lower portion of the body painted to match the rest of the car. The original owner took incredible care of the vehicle, only using it sparingly on weekends. After more than 20 years, the original owner finally parted ways with the car and sold it to his next door neighbor who had always lusted after the performance sedan.

Today, with fewer than 22,500 original miles, the car is in phenomenal condition. One would be hard pressed to tell this apart from a new car rolling off of the showroom floor. A look through the impressive service history shows that the vehicle was consistently and meticulously maintained throughout the years. Recently a full, comprehensive service was completed which included the distributor

caps and rotors, all air filters, rear hydraulic cells replaced, SLS system flushed, oil pan gasket replaced, transmission service, brake, and coolant flush, in addition to new tires being fitted. The car is sold with its original window sticker with dealer add-ons, all books, warranty card, Lo-jack booklet, radio card, the spare tire and tool roll (both original and unused) 4 original keys including an unused valet key still in its plastic, the original Mercedes-Benz cellular phone, and a clean CARFAX. Appealing to both Mercedes-Benz and Porsche enthusiasts, the 500E is a rising star, with this particular example being one of the brightest.

\$70,000 - 90,000
WITHOUT RESERVE



52.**1952 MERCEDES-BENZ 220 CABRIOLET B**

Chassis no. 187013 0593/52

Engine no. 180921 5505186 (see text)

2,195CC SOHC Inline 6-Cylinder Engine

Single Carburetor

86HP at 4,600 RPM

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

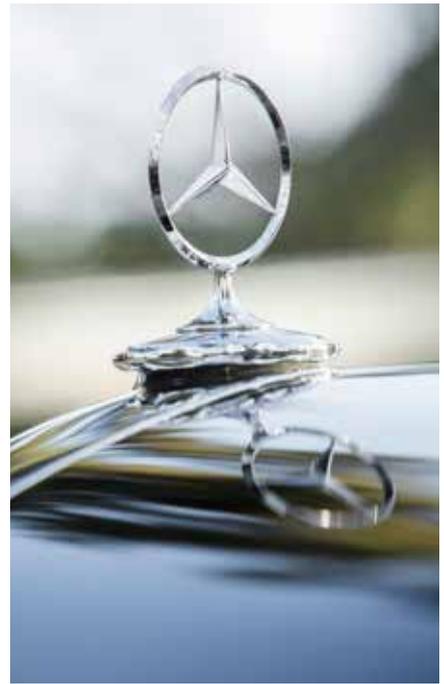
- ★ *Exquisite restoration to factory correct specifications*
- ★ *Equipped with fitted luggage neatly situated in the trunk*
- ★ *Elegant and luxurious Mercedes-Benz Cabriolet rarely seen in the US*
- ★ *Offered with large history and restoration file, and a copy of the factory built sheet*

**THE MERCEDES-BENZ 220**

Mercedes-Benz introduced the 220 Sedan at the Frankfurt Auto Show April of 1951. The successor to the 170 S, it contained a number of updates, the primary of which being a streamlining of the headlight fitment. They were now faired into the fenders with chrome trim atop. However, the most significant change in the car was under the bonnet, where a new 2.2-liter six-cylinder engine replaced the earlier four-cylinder engine used in the 170 S. Horsepower made a significant increase from 52 to 80, transforming the car into the autobahn cruiser that Mercedes-Benz had intended. *The Motor* magazine found that the new Mercedes-Benz offered “unique sensations by combining a smooth and comfortable suspension on degraded roads with a light and precise steering, a behavior without roll and an ability to be part of a trajectory that would do honor to a race car.”

The 220 lineup included a stylish Cabriolet that was produced from the beginning of the run to August of 1955—a total of 2,360 Cabriolets were built over a five-year run, of which just 596 were Cabriolet B's. More than 16,000 Mercedes-Benz 220s were sedans, but more discerning buyers also had the option of ordering a two-three seat Cabriolet A or a full four-seat Cabriolet B. These luxurious Cabriolet's featured dazzling leather interiors and dash in veneered wood, as well as bound Wilton carpet covering a large portion of lower interior.





THE MOTORCAR OFFERED

This luxurious and elegant Mercedes-Benz 220 Cabriolet was dispatched from the Sindelfingen-based Mercedes-Benz works on June 19, 1952 and sold to a European first owner. Reading over the copy of the cars factory built sheet on file, one will see that the 220 Cabriolet was finished in a grey exterior color, over a red leather interior, much as it appears today. The Mercedes-Benz 220 Cabriolet migrated to the United States later, where it received a comprehensive restoration in the hands of Mr. Barry Briskman in the mid-1990s. Since the restoration, the car has been owned by collectors and driven less than 2,600 kilometers. The extensive history and restoration file accompanying the Mercedes-Benz includes many photos of the work performed during the restoration, along with an abundance of receipts. The car was completely disassembled, and both

mechanical and cosmetic areas were refurbished. It should be noted, that the original engine was replaced at some point in time, but a correct unit is fitted in the car today.

Today, the stellar black exterior paint exhibits a deep shine, and the brightwork is in fantastic shape. The red leather interior is in exceptional condition, as is the gorgeous wood-trimmed cockpit. The engine bay and undercarriage are equally clean and detailed. This Cabriolet comes complete with a nice set of fitted luggage, tools, and the aforementioned extensive history file, including photo documentation of the restoration. Having seen limited use since its restoration by just two owners, this 1952

Mercedes-Benz 220 Cabriolet B would make an excellent candidate for the country's most prestigious concours events.

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



53.**1957 JAGUAR XK140 SE DROPHEAD COUPE**

Chassis no. A819231

Engine no. G9357-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

190bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Attractive Black over Red livery*
- ★ *Recently refurbished throughout*
- ★ *Accompanied by Jaguar Heritage Trust Certificate*
- ★ *Elegant Jaguar with adequate power*

**JAGUAR XK140**

The XK140 offered many new features and improvements over the stunning XK120, which stood the automotive world on its ear at its Earl's Court introduction in 1948. Introduced in late 1954, the XK140 was again offered in Fixed-head Coupe (FHC), Drop-head Coupe (DHC) and Roadster versions, all with a subtly restyled body. The new XK boasted a redesigned box-section frame with a suppler suspension that included larger torsion bars and anti-roll bars, improved brakes, and rack-and-pinion steering to replace the earlier recirculating-ball system. Perhaps most importantly for customers in the vital North American market, there was a larger and more comfortable cockpit.

This increased legroom, thanks to the engine and transmission assembly being moved forward by three inches, along with the firewall and instrument panel. Furthermore, the cowl

and steering wheel were both raised. The XK140 boasted better parking protection via larger, full-width bumpers with over-riders, again with the American buyer in mind.

Beneath its shapely bonnet and redesigned grille rested a more powerful 190bhp 3.4-liter twin-cam six with higher-lift camshafts and an improved ignition system. A four-speed manual transmission with electric overdrive allowed the fortunate driver to enjoy relaxed motoring. Although the XK140 was a few hundred pounds heavier than the XK120, it was also faster, with a top speed of about 130mph in standard form. A highly desirable option was the C-Type's higher-performance, larger-valved cylinder head, which gave an additional 20 horsepower, pushing output to about 210. That choice gave correspondingly quicker acceleration and a greater maximum speed. Almost 8900 units

were shipped from Coventry between 1954 and 1957, when the XK140 was superseded by the more muscular and luxurious XK150.





THE MOTORCAR OFFERED

Originally delivered in the classic combination of British Racing Green over Tan, this Jaguar XK140 Drophead Coupe now sports the handsome combination of Black over red leather hides. The car completed its build at the Browns Lane Jaguar plant on November 27, 1956 but was not dispatched until January 14, 1957. The new Jaguar had been ordered by Jaguar Cars of New York and sported a left-hand drive steering arrangement. The lucky first owner is recorded to have been a Mr. John Loeb.

Recently, the interior was subjected to a restoration, and subsequently, the whole treatment looks very tidy. The finer details inside include a Becker Europa radio, a Burlwood Veneer dash, and a period correct Moto-Lita steering wheel to further aid the driver in connecting to the road. Additional

work includes the installation of new body weather stripping, seals, and grommets. Mechanically, it is reported that the engine runs smooth thanks to properly tuned carburetors and a new exhaust manifold. Cosmetically, desirable slim XK120 bumpers adorn the exterior of the vehicle. Rounding off the fixings is a set of new Firestone whitewall tires.

A Jaguar Heritage Trust Certificate is offered with the car, as is a tool roll, jack, grease gun, and owner's manual. The XK140 sits in the sweet spot of the early XK line by benefiting from the technical developments, but not yet compromising on the body lines first seen on the XK120. A well-sorted example such as this should serve its next owner well over the coming years and will certainly be responsible for putting a smile on

many faces. Thanks to the powerful, 3.4-liter inline six twin-cam engine and overdrive transmission, these XK's are great cars for rallies and high-speed motoring, in such incredible style and luxury.

**\$90,000 - 120,000
WITHOUT RESERVE**



54.

1951 MASERATI A6G/2000 SPIDER Coachwork by Carrozzeria Frua

Chassis no. 2017
Engine no. 2013 (See text)

1,954cc SOHC All-Alloy 6-Cylinder Engine
Single Weber Carburetor
Approximately 110bhp at 5500rpm
4-Speed Manual Transmission
Front Independent Coil Spring Suspension
4-Wheel Aluminum Drum Brakes

- ★ *One of just three examples built with bespoke coachwork and features*
- ★ *Shown at Pebble Beach, Villa d'Este and Quail Concours*
- ★ *Researched and Documented by Dr. Adolfo Orsi*
- ★ *Sensational concours restoration by renowned Italian artisans*



THE MASERATI A6G

Industrialist Adolfo Orsi purchased the Officine Alfieri Maserati in 1937 thinking that he could take advantage of the promotion given by the victories on the track, to start producing road cars. When the factory was moved to Modena in the winter 1939/1940, he entrusted Ernesto Maserati the design of the A6 1500 which, delayed by the war years, saw the light only at the Geneva Motor Show in March 1947, when the Maserati brothers left Modena to return to Bologna, where they established the O.S.C.A.

The A6 1500 was named for Alfieri Maserati and its six cylinder configuration set the bar exceedingly high with its tubular chassis, 1.5 liter sohc engine and highly stylized coachwork. Pinin Farina crafted the svelte silhouette in lightweight aluminium featuring the distinctive Maserati grille and avant-garde door handles cached into the body.

At the Turin Motor Show in May 1950 Maserati unveiled a new Spider bodied by Turinese coachbuilder Pietro Frua. Maserati did not reveal that the new Spider (chassis #2015) was fitted with a 2 liter engine, in order to not penalize the sales of the last remaining 1.5 liter cars in stock. Nobody knew it at the time but this was the debut of the new A6G/2000, fitted with the enlarged 2.0 liter SOHC all-aluminium engine capable of producing 100 horsepower and peaking at 115 mph.

Maserati produced only a grand total of 16 A6G/2000 model – nine Coupe 2+2 by Pinin Farina, one Coupe bodied by Vignale and five bespoke Spiders plus a Coupe styled by Frua. This first group of three Frua spiders – chassis #2015, #2017 (presented here) and #2018 – were on the A6 1500 chassis with 10 cm

shortened wheel base, with semi-elliptical springs in the rear for accentuated agility and handling. All three cars featured a unique central headlight embedded into the front grille, plus a split windshield and many other bespoke details. The grille, with the additional central light, was similar to the front of the A6GCS "Monofaro". The two subsequent A6G/2000 Spiders by Frua were built on the heavier and longer wheelbase A6G/2000 chassis with two additional lights in the lateral grilles and one-piece windshield structure.

The Orsis were very impressed by Frua magistral interpretation and he became for years one of the preferred coachbuilders for new interpretation of Maserati image: it is worth to remember here other great interpretations Frua penned on A6GCS/53 and A6G/54 chassis, followed in 1963 by the Quattroporte and Mistral.







THE MOTORCAR OFFERED



Maserati A6G/2000 Chassis number 2017 is one of just three short-wheel base Frua Spiders built and as such is exceedingly rare, plus it comes with a well-documented and quite remarkable history. According to a thorough investigation by renowned Maserati historians Adolfo Orsi Jr., chassis 2017 was delivered to Carrozzeria Pietro Frua on July 24, 1950. Six months later it emerged with its new bespoke, hand-built Spider coachwork and it was returned to the Maserati factory to receive its final fit and finishes. Dressed in dark blue, the finished A6G/2000 was delivered to Maserati dealer Mimmo Dei of Rome on May 17, 1951 and immediately sold to its first caretaker, Luigi Trevisan, one of the many professionals working in the movie business. Almost exactly a year later, 2017 was acquired by Franco Di Stefano, also involved in the movie business, and resided in Rome for another two years.

Around 1957, the car was exported to the USA and records show that it was purchased by Gene Tice of Santa Monica, California in 1957. Mr. Tice retained the car for several years: at some point it was fitted with a Corvette V-8 engine, a common praxis in those years for rare, refined Italian sportscars. Then in the early 60's it appears the car was offered for sale and sold to Robert P. Yorba of Cambria, California, and was registered on California black plate 'OAZ 434' in Newport Beach, California.

According to Yorba's daughters, Robert raced the car in SCCA events across the USA, until it was eventually stored in Yorba's garage and dropped off the radar for some time until serendipity played its hand. Fast forward to October, 1997 - a group of European collectors were lunching in a Californian diner,





discussing their most recent automotive escapades. The waitress, Dee Dee, happened to overhear their conversation and announced that she was the owner of a rare Italian automobile. With predictable scepticism, the group enquired about the car and were told it was a Maserati. Amused and acutely sceptical still, the group asked to see the car and soon found themselves standing in the door of a one-car garage staring at the rear end of a Maserati A6G/2000 Frua Spider. Dee Dee Yorba explained that her father had purchased the car in the 60s and raced it until finally he retired and the car was stored in his single car garage and eventually inherited by his two daughters. Naturally the car enthusiasts attempted to purchase the Maserati but Dee Dee insisted she had to consult with her sister, who was somewhat unenthusiastic to part with her father's legacy.

The discovery of the A6G became the stuff of legend and was soon penned in *"Classic & Sports Car"* magazine along with the contact information of the Yorba family. Inundated with enquiries, the sisters remained stalwart until, after three years of negotiation, the car was sold in the year 2000 to its current owner – a prestigious collector of some of the rarest and most significant Maserati motorcars.

In December 2001, the A6G/2000 was shipped to Modena where it was assigned to Dr. Adolfo Orsi Jr., a venerable historian and expert on the Maserati brand, and nephew of the Maserati president, when the car was manufactured. After an historical research, he coordinated a first class no expense spared restoration, with the involvement of the best shops in Modena area: Carrozzeria Brandoli (for the body), Officine Candini (for the

mechanics), Carrozzeria Cremonini (for the paint) and Interni Maieli (for the upholstery).

At the same time the collector purchased the remains of chassis 2013 - the first A6G/2000 built with the Pinin Farina Coupe body and shown in the 1951 Turin Motor Show – with the express intent of using the engine for the Frua Spider. The engine no. 2013 was of noble roots, having raced in the 1948 Mille Miglia in an A6GCS "Monofaro" chassis #2004, driven by Amendola/Bai. The Maserati was running fourth in the race when a tragic accident cost Bai his life. The A6GCS was dismantled and its engine no. 2004 was fitted on the new Pinin Farina Coupe #2013, and renumbered accordingly. It should be noted, that it is believed the original engine no. 2017 is currently installed in an A61500 Pinin Farina in Italy.







MASERATI		AVVISO DI SPEDIZIONE	
Codice Cliente		No. Associazione	
COMMITTENTE		SIS. TAVELISE LINDI DI LINDI - ROMA	
DESTINATARIO		RISERVA	
INDIRIZZO DI SPEDIZIONE		VIA TRASCINI 38 - ROMA	
MEZZO DI SPEDIZIONE		SIG. DEL GUGLIELMO - ROMA	
OGGETTO DELLA CONSEGNA		PORTO	
<p>1 <u>APPARECCHIO MASERATI TIPO A6G 2000cc.</u> n. 2017 di motore n. 2017 di telajo, carrozzeria berlina, nuove in ordine di marcia completa di: 4 ruote misura 16x400 con ampie 4 coperture Pirelli di misura 550x16 e relative camere aria, astricione 71607 751221F-700C296-7160701 complete inoltre di: 1 borsa porta strumenti contenente: 1 astinetto 1 estrattore per mozz 1 serie di chiavi fissa 1 chiave per candela 1 chiave per girare 1 chiave a ruotino 1 cartello di sicure 6 candele -accrati 16718 1 ruota di scorta misura 16x400 con ampie 1 coperture Pirelli camera misura 550x16 astricione 800V160 e relative camere aria</p>			
<p>NOTE: Della vettura di cui sopra sono montati: n.1 carburatore Weber 40DC2 n.1272 n.2 candele -accrati 16718 la vettura è verniciata colore nero</p>			



Meanwhile, Orsi set about locating as many original parts as possible for the Frua Spider, including the housings for the original transmission and differential. Those parts which were impossible to source – such as the grille and bumpers which had been changed over the years - were remanufactured from molds of the original set of the Frua Coupé #2028, then in California. Every aspect of the A6G/2000 Frua Spider was addressed and completed factory correct and concours standards, the results of which are evident upon close and expert inspection.

The car emerged four and half years later, graced with a correct true blue-blooded A6G/2000 motor. The Maserati immediately won in 2006 the Trofeo Ruoteclassiche - the award for Best Restoration at the Concorso d'Eléganza Villa d'Este on the shores of Lake

Como. In the September 2006 issue of the Italian magazine "Automobilismo d'Epoca" a 16 page article was dedicated to the restoration of the car. In 2010 chassis 2017 was invited to the renowned Quail Concours – A Motorsports Gathering, and, competing against 45 cars, won Best in Class for Post-War Sports Cars, at the presence of Dee Dee and her sister. More recently the Frua Spider won third place in the Maserati Centennial Coachwork Class at Pebble Beach Concours d'Elégance in 2014.

This superb Maserati is accompanied by various documents, including copy of the original factory invoice dated May 17, 1951, listing all the extras which came with the car such as the tool kit, six extra spark plugs and five 16x400 wheels with Pirelli tires.

The exclusivity, extraordinary history, sublime condition and rarity of this 1951 Maserati A6G/2000 Frua Spider mark it as an international celebrity, and it would surely be welcomed again at the most prominent Concours d'Elégance or driving events around the globe. Thus, we are proud to present one of most beautiful and valuable jewels in the Italian automotive crown ever to be offered at auction.

\$2,800,000 - 3,400,000



55.**1968 SHELBY GT350 FASTBACK**

Chassis no. 8T02J19245302157

302ci OHV V8 Engine
 Single 4-Barrel Carburetor
 306bhp at 6,000rpm
 4-Speed Manual Transmission
 Front Independent Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- ★ *Striking Acapulco Blue GT350 Fastback*
- ★ *Offered with Marti Auto Works Deluxe Report*
- ★ *3-Pedals and 4-Speeds for ultimate control*
- ★ *Highly-optioned example*

**THE SHELBY MUSTANG**

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupe part way through the 1964 model year, catching the rest of the US auto industry off guard. 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 his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as 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 four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-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.

When the factory introduced a 390ci 'big-block' V8 option on the Mustang for 1967, Shelby went one better, installing Ford's 428ci (7.0-liter) Cobra Jet V8 to create the GT500, one of the great, iconic musclecars 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

The 1968 GT350 offered here is presented in the desirable Acapulco Blue exterior color, just as it sported when new in 1968. According to the comprehensive Marti Auto Works Deluxe report on file, this Shelby GT350 was completed as a Fastback model at the Metuchen plant in April of 1968. Contrasting the Acapulco blue exterior was a Saddle-colored interior with bucket seats, while the desirable 4-speed manual transmission was fitted to give the Shelby the best possible performance. The car's long list of options included the extra cooling package, visibility group, sport deck rear seats, power steering, power front disc brakes, tilt away steering column, AM radio, interior décor group, heavy duty battery and front and rear bumper guards. The car was one of just 1,053 Shelby GT350s produced in 1968, and just 48 of which were finished in the Acapulco Blue over Saddle livery.

Today this striking Shelby GT350 retains its original configuration, still sporting the desirable 4-speed manual transmission. Similarly, the interior and exterior retain the original livery, yet some tasteful mechanical and cosmetic performance upgrades have been added to aid drivability and give the car a little twist. Restoration work has been performed over the years, and the Shelby presents in beautiful condition throughout. This would be a splendid car to take on high-speed rallies such as the Copperstate or Texas 1000, and offers the next caretaker with plenty of performance and iconic styling. Offered here is a striking Shelby GT350 Fastback, which deserves serious consideration.

**\$80,000 - 110,000
WITHOUT RESERVE**



56.

1964 CITROËN DS 19 DÉCAPOTABLE

Coachwork By Henri Chapron

Chassis no. 4251004

2,500cc Citroën Inline 4-Cylinder Engine

Electronic Fuel Injection

Est. 180bhp at 5,800rpm

5-Speed Manual Transmission

4-Wheel Independent Hydraulic Suspension

4-Wheel Disc Brakes

- ★ *Desirable and rare, coach-built Citroën Cabriolet*
- ★ *Beautiful cosmetic and mechanical restoration*
- ★ *Upgraded with modern Citroën engine, although accompanied by the original type as well*
- ★ *Extremely elegant Henri Chapron design*



THE CITROËN DS

Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in present-day top-of-the-range models. Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate, and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. (Chapron's first convertibles had been produced independently

of Citroën, but the factory eventually gave the project its blessing). Despite a much-reduced demand for bespoke coachwork after WW2, Chapron survived thanks to his exemplary creations for Delahaye, Talbot and Salmson, switching to offering bespoke versions of unitary construction models when motor manufacturers began to abandon the traditional separate chassis frame. The arrival of the Citroën DS in 1955 presented Chapron with a fresh opportunity that would result in his name being forever linked with this remarkable model.

THE MOTORCAR OFFERED

Built in 1964, this stunning DS 19 Décapotable has been thoroughly restored both mechanically and cosmetically. The beautiful Chapron designed and built bodywork has been fully refinished in a lovely dark blue hue, which very elegantly sets off the chrome trim and brightwork. Inside, the cabin has been fully retrimmed in beige leather hides and matching brown luxurious carpets. The large single-spoke steering wheel gives one the idea that you are steering a flying-saucer, which the ride of these hydraulic-suspension and extremely smooth motorcars very well could be. The engine has been upgraded to a more modern Citroën unit, fitted with electronic fuel injection and ignition for better drivability, although an original type engine is indeed offered with the sale of the car.

\$150,000 - 200,000



57.**1966 ALFA ROMEO GIULIA 1300TI**

Chassis no. AR584945

Engine no. AR00539 09742

1,290cc DOHC Inline 4-Cylinder Engine

Solex Carburetor

78bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully well-reserved and highly original example
- ★ Factory Correct Grigio Graffite over Red livery
- ★ Charming and sporty Alfa Romeo Sport Sedan
- ★ Fun Italian motoring with room for four

**THE ALFA ROMEO GIULIA TI**

The Giulia TI (Turismo Internazionale) was Alfa Romeo's flagship high-performance saloon in the 1960s. Introduced in 1962, and outwardly almost indistinguishable from the outgoing 1.3-liter Giulietta, the Series 101 Giulia boasted a more powerful and much less fussy engine in addition to welcome improvements to the previously feeble heating arrangements. Despite their boxy, unitary construction body, the Giulietta and Giulia were paragons of aerodynamic efficiency and possessed a distinctly sporting nature.

THE MOTORCAR OFFERED

This charming 1966 Alfa Romeo Giulia 1300ti was originally delivered to Bologna, Italy on June 30, 1966 and registered to a gentleman by the name of Venturoli Antonio. The Giulia is believed to have resided in Italy until recently when it was imported to the US. Apart from one repaint in the factory Grigio Graffite color, the Alfa Romeo remains in lovely original condition. The original 105 series 15" steel wheels are wrapped in new Vredestein Sprint Classic tires, with the original spare tire (covered by original trunk mat) is situated in the trunk. The interior is like a time-capsule crafted by metal, wood and leatherette, and retains that certain smell of an Italian 1960s interior. The trim and glass are equally original, and the windshield even possesses a 1966 tax sticker. The Giulia maintains its original 1300cc twin cam inline-four, all-aluminum engine. Furthermore, the Giulia is offered with

the Carta Di Cicolazione detailing the original registration, as well as owner's manual, jack, trunk mat, spare tire, service guide, and various Italian maintenance records. As used in the recent Formula 1 movie *Rush*, where Niki Lauda's character drives one of these Sport Sedans in anger, these charming Alfa Romeo's offer great handling, charming looks, and room for four.

\$40,000 - 55,000
WITHOUT RESERVE



58.

1946 FIAT 1100C SPIDER

Coachwork by Carrozzeria Frua

Chassis no. 279906

Engine no. 306135

1089cc OHV Inline 4-Cylinder Engine

Single Weber Downdraft Carburetor

52bhp at 5,200rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Pietro Frua's First original design for his own company, One-Off*
- ★ *Debuted at 1947 Concorso di Como, (Coppa Villa d'Este) 2nd in Class*
- ★ *Hailed new direction in automotive design*
- ★ *Mille Miglia Storica 2016 and Concorso d'Eleganza Villa d'Este 2017 participant*
- ★ *Finalist, Octane 'Restoration of the Year' 2017*
- ★ *Pebble Beach Concours d'Elegance 2018*



THE FIAT FRUA SPIDER

There can only be one “first”. This sleek, dramatic two-place sports spider is the calling card of one of the most talented and prolific automotive designers of the 20th Century, Pietro Frua. Frua would go on to have a brilliant career in design, which lasted until his passing in 1983. Frua was perhaps best known for his work on Maserati chassis from the ‘50s through the ‘70s but he also worked to create memorable styling for AC, Glas, BMW, Fiat, Monteverdi and Lancia among others.

Born in Turin, Italy in 1913, Frua was hired, when still a teenager, by the well-established Stabilimenti Farina coachbuilding firm as a draftsman in 1930. His talent was such that he quickly rose to become Director of Styling by the time he was 22. He left Stabilimenti Farina to open his own studio in 1938, but

had a very slow start during which he found work creating appliances and children’s cars while doing minor repair and modification work on existing vehicles.

At the end of World War II, in 1944, Frua purchased a factory that had been heavily damaged by bombing and prepared to launch his business in the manner he had envisioned—with complete cars of his own design and built by his team of craftsmen.

Aiming to put his marker down as a force to be reckoned with in the promising post-war marketplace, Frua looked to have a show-stopping car ready for the first Italian concours events to be held in 1947. Both because of financial constraints and to appeal to the widest possible potential audience, Frua chose to clothe a Fiat chassis for his debut.

The Fiat 1100 was introduced in 1937 and built until 1953. Designed by noted engineer Dante Giacosa, it was a comfortable family car powered by an inline 4-cylinder engine of 1089cc displacement, and for the period, its comfort, handling, and performance were prodigious. It featured rear wheel drive with a 4-speed gearbox and unusually for a modestly priced car of the time was built with independent front suspension with a leaf sprung live rear axle.

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





The chassis of this Fiat 1100C was sold by the factory to Carrozzeria Balbo in the middle of June 1946 and transferred to Pietro Frua shortly thereafter. The completed car was delivered new to Luigi Critterio on September 3, 1946 and sold to Gino Bubbolini on September 28th.

For some reason, a late entry prevented it from being considered for judging at the 1947 Concorso held in June at the Royal Gardens in Turin, Italy. Its first "official" outing would be in September 1947 at the Concorso di Como Coppa Villa d'Este. This was the first postwar concours event on Lake Como, taking up the mantle of the pre-war Concorso Villa d'Este.

The Frua Fiat was entered by Alvis DePasquale, a Fiat dealer, as entry #10. Pietro Frua achieved his goal in capturing the

attention of both the public and the press with his ultra-modern spider. Favorable mention was made of the 1100C Spider in the leading Italian motoring magazines, *Auto Italiana* and *MotorItalia*. Writing in Issue #3 1947 of the latter, correspondent Stefano Bricarelli stated, "The sobriety of the original and most modern line, of this two-seater sport by the Carrozzeria Frua on the Fiat 1100C has been much admired by connoisseurs, both in Turin and in Como."

That despite the observation that almost all the cars present on Como had been seen in Torino- except that in the case of the Frua Fiat, "...although presented late in Turin and excluded from the rankings - that the two seater sports of Frua on the 1100C in our opinion tells a new story in terms of sobriety and modernity of line." Frua had achieved

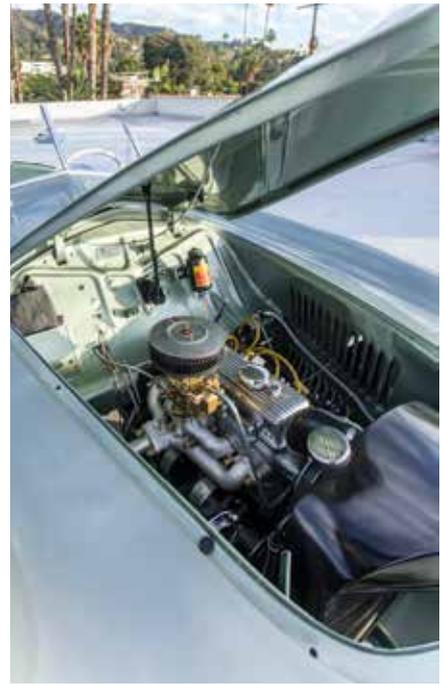
with this car what Christian Dior had done in fashion at the same time- created a truly "New Look".

Entry #10 took home a Second Prize of Merit in Group B at Como. In August 1948, the owner took out a loan against the car with Arturo Caron, which was redeemed the following year, and the Fiat was sold to Mr. Tagliabue of Milan. In 1950, Mr. Tagliabue sold the car to Mr. Monti of Pavia, at which time the registration was changed from MI 99124 to PV 31663, which the car retains to this day.

Mr. Monti sold the car in 1983 for Mr. Safranez also of Pavia and to Mr. Petrilli of Rome in 2010. He sold the car to Auto Classic, a dealer in Torino, in 2013. Daniele Turrisi, a dealer and restorer in Bergamo Italy then acquired the 1100C and with him and







Concorso di Como Coppa Villa d'Este, 1947.



Concorso d'Eleganza Villa d'Este, 2017.

American classic car consultant and historian Donald Osborne it participated in the Gara Storica di Piacenza in the Spring of 2015. Osborne sourced the car for the current owner from Turrisi in the Fall of that year.

It was entered and ran in the Mille Miglia Storica of 2016, as number 144. Immediately following the event it began a restoration at Carrozzeria Gatti Luciano of Bergamo, Italy. Following much detailed historical research it was a great stroke of fortune to discover sections of the original light green metallic paint underneath the red it had worn for many decades.

With its original colors and specifications restored to those of the car's appearance at the Concorso di Como in 1947, it made its return to Lake Como at the 2017

Concorso d'Eleganza Villa d'Este on the 70th anniversary of its world debut at the Concorso on the lake.

Subsequently, the Fiat 1100C Frua Spider was invited to be shown at the Concours of Elegance Hampton Court Palace in September 2017 at which time it was nominated as a candidate for "Restoration of the Year" by *Octane Magazine*. In March 2018 the car was invited to Japan for the 2018 Concorso d'Eleganza Kyoto, where it was awarded Best in Class, "Early Cars to 1951" and was Best of Show finalist. In August of 2018, it was shown at the Pebble Beach Concours d'Elegance, where it impressed in Class O-1 Postwar Touring.

With a fully known provenance from new and a world-class restoration, this very special

automobile's new owner may choose to use it for further concours outings, or, riding on the restored period Fergat sport wheels with which it ran the Mille Miglia Storica return to vintage rally and touring events. Of course it can also be amply enjoyed on spirited drives through the countryside.

But perhaps the greatest thrill of ownership might come from simply possessing something no one else in the world has- a unique piece of automotive history, the first creation to wear the name of Pietro Frua.

\$650,000 - 850,000



59.**1974 JAGUAR E-TYPE SERIES III V12 ROADSTER**

Chassis no. UE1S26058

5,343cc SOHC V12 Engine
 4 Zenith-Stromberg Carburetors
 264bhp at 5,750rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Rare manual transmission example of the V12 E-Type
- ★ The final evolution of the legendary E-Type
- ★ In single-family ownership since the 1980s
- ★ A striking example of a British motoring icon

**THE JAGUAR E-TYPE SERIES III**

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

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

2-plus-2 models were produced, Jaguar's preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

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

THE MOTORCAR OFFERED

This lovely Series III E-Type Roadster was purchased by the late Dr. Peter D. Williamson in the 1980s and has remained in the Williamson family until now. Dr. Williamson was best known for his very impressive Bugatti Collection, housing some of the finest works from the French marque, including an Atlantic. Presented in lovely Old English White over Red leather interior, this is a rare manual-transmission equipped example. The thrill of manipulating the torquey five-plus liter V12 via throttle and clutch is a sensation unique to these final evolution E-Types, themselves the ultimate evolution of the original E-Type design that dated back to 1961. One of the last of the breed, this E-Type is sure to provide many thrills for its next keeper.

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



60.

Without Reserve

1968 MERCEDES-BENZ 280SL

Chassis no. 113.044-12-001588
Engine no. 130.980-12-023131

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

- ★ Wonderful Dark Green over Dark Green color scheme
- ★ Includes both hard 'Pagoda' top and folding soft top
- ★ Complete with owner's manuals, documentation, and data card
- ★ Perennially popular



THE MERCEDES-BENZ 280SL

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 discs all around. 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

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\$75,000 - 100,000
WITHOUT RESERVE



61.Ω

1955 MORETTI 1200 SPORT SPIDER

Coachwork by Michelotti

Chassis no. 5007

Engine no. 5007

1204cc Twin-Cam Inline 4-Cylinder

2 Weber DCO 38 Carburetors

4-Speed Manual Transmission

4-Wheel Hydraulic Aluminum Drum Brakes

- ★ *Sole Moretti example displaying this Michelotti coachwork*
- ★ *Just 3 owners from new*
- ★ *Rotisserie restoration to original build specification*
- ★ *FIA and FIVA Passport holder*



THE MORETTI 1200 SPORT SPIDER

Giovanni Moretti began his career in the 1920's as a mechanic repairing and selling motorcycles in Turin. His mechanical interests quickly elevated him into building his own motorcycles, and later, complete cars.

Moretti found quick success as he produced innovative designs across a portfolio that covered small city runabouts, commercial vehicles and even open-wheeled racing cars.

At the end of the 1950's, however, Moretti found himself unable to compete with the major auto manufacturers and he stopped making entire vehicles himself, concentrating on making Moretti versions of mainstream models. Unfortunately, this business model would prove a detriment to the business, coming to a complete close in 1989.

Throughout Moretti's years as an auto

manufacturer, there is one model that highlights the brand's golden years, when it made a significant contribution to Italian motoring history, which is the Moretti 1200 Sport Spider. The Sport Spider was equipped with a 1200cc version of Moretti's then state-of-the-art lightweight, twin-cam engine. For the coachwork, Moretti contracted Giovanni Michelotti, a prolific designer, to represent a creation of his life's passion.

Michelotti was known for bringing Latin flair to the UK, designing the TR4, Stag, Spitfire and Herald for Triumph – some of the best loved British cars of the 1960's and 1970's. In Italy though, he was already a giant of car design, working with coachbuilders such as Bertone, Pininfarina, Vignale and Ghia on cars like the Ferrari 166 and 212 Inter, the Maserati 3500GT and the Lancia Aurelia.

THE MOTORCAR OFFERED

This Moretti 1200 Sport Spider was completed early in 1955, wearing coachwork designed by Michelotti and beautifully finished in light blue exterior paint over blue leather interior. Copies of the original engineering drawings for chassis 5007 are dated September 2, 1954, supporting the timeline for this Moretti's completion.

One of just two examples built with similar coachwork, and the sole example in left hand drive configuration, chassis 5007 was first displayed on the Moretti stand at the International Motor Show in Brussels, Belgium in 1955. This open top Moretti was on display with several Moretti vehicles, as seen in period photos of the Motor Show. One photo even shows chassis 5007 being admired by His Royal Highness King Boudewijn of Belgium. King Boudewijn was pictured in front of the





Moretti stand with several of his guests and guards.

After the conclusion of the Brussels Motorshow in 1955, 5007 was sold to a Belgian collector. Photo evidence tracing ownership history shows chassis 5007 at the VII Tour de Belgique Rally in 1955. It was entered by the team of Mr. Pennartz and Yves Mathieu. The picture shows the car with starting number 78 with Pennartz behind the steering wheel and Yves Mathieu standing on the right side of the car. The Moretti had Belgian license plate 6-T-116 visible and looks to have been pictured in front of a garage in Liege.

The Moretti then remained in Belgium until 1962, when it was purchased by Mr. Berkhout, the Dutch owner of the ENAG cars-

workshops in Voorburg, Holland. Mr. Berkhout imported the car into Holland and in July 1962 the car was road-registered in Holland with the plate GK-99-46. When Mr. Berkhout bought the car, its original blue color had been painted over in a red finish, but still had the original blue interior. Mr. Berkhout himself was quite a strong-build man and could not fit easily into the nimble Italian sports car, so his son, Pieter Berkhout, would drive the Moretti regularly on behalf of his father. In one specific instance, Pieter recalls driving this rare car in 1963 over the frozen Ysselmeer Lake in Holland, which was an event organized by local automotive enthusiasts.

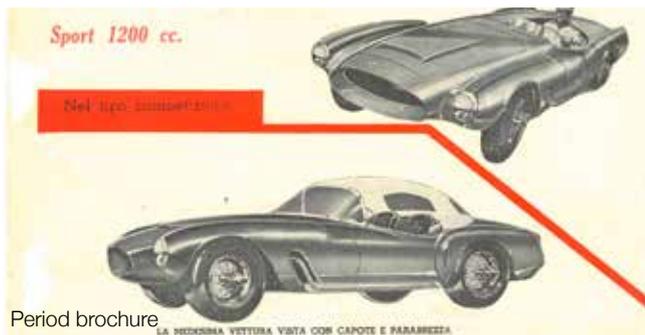
Photos in the vehicle's history file show this Moretti with Pieter Berkhout during the 1963 winter trails at the Dutch frozen Ysselmeer Lake. Mr. Pieter Berkhout was even able to

provide the present owner of the car with a short black-and-white movie taken from 1963 drive over the frozen lake. Later in Mr. Berkhout's ownership, there was an engine failure in the Moretti. Instead of rebuilding the engine, it was replaced by a Fiat 1100 Engine and gearbox

In 1965 the car was sold to another local Dutch enthusiast in The Hague by the name of Mr. Hans Oosterbaan. Mr. Oosterbaan was a passionate Moretti enthusiast, also owning a rare Moretti 1200 Vignale Coupe. In the 1990's, Mr. Oosterbaan began a restoration on the Moretti 1200 Sport Spider. A photo in the history file shows the car unrestored in Mr. Oosterbaan's warehouse before the project began. He contracted a befriended mechanic in England to take on the restoration project. Work progressed slowly, and regretfully, Hans







Oosterbaan had to stop the project before it was properly finished. When the car returned to Holland, it was decided that it would be better to sell the project in unfinished condition so that the next owner could properly look after the rare Italian car. Mr. Oosterbaan kept the car until 2000, when it transferred ownership to the 3rd, and current, owner.

The sale of chassis 5007 turned out to be a very positive situation for all parties as the new owner was a classic car restorer. The buyer was able to see through the unfinished project and recognize that this car deserved a lot of effort, investigating, and a thorough restoration. After purchasing, the current owner also managed to locate and buy this Moretti's original engine that had been separated from the car after its

failure under Mr. Berkhout's ownership. The original engine no. 5007 was purchased from Rajsrijkse Motorrevisie Bedrijf, before being reunited with the car, and installed by Dijkhof Autorestauroaties.

With direction of today's seller, the Moretti began a 12-year restoration. The car was completely dismantled and received a rotisserie restoration. Hundreds of hours were spent in research alone, referencing other Moretti owners and experts to track the history of 5007 and bring the car back to its former glory, as seen at the Brussels Motor Show in 1955.

After finishing the restoration, contact was made with the Dutch authorities to claim the original period registration number GK-99-46 back for this car. To obtain the original

registration, the car was heavily scrutinized to verify its authenticity before being approved to wear its original registration.

Presented today as it left the Moretti factory, this stunning example is complete with a thorough dossier that outlines the car's history from new. There is rapidly growing international interest in the delightful variety of high-performance competition cars produced by Italy's myriad small-quantity specialist motor manufacturers during the 1940s, '50s and '60s. With the inclusion of the FIVA passport an FIA historic certification, this incredibly rare Moretti is an immediate entry into major international Concours and rally events.

\$750,000 - 850,000



62.**c1966 SHELBY GT350SR FASTBACK**

Unique Performance VIN. CSC65330F21SR0001
Chassis no. 5F09C658967

High-performance OHV V8 Engine
Electronic Fuel Injection
Est. 450bhp at 6,000rpm
5-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Disc Brakes

- ★ *One of very few Shelby GT350SR Restomods built by Unique Performance*
- ★ *High-performance engine, transmission, suspension and brakes*
- ★ *Extremely fast on track or closed course*
- ★ *Striking Guardsman Blue with Shelby Performance stripe*

**THE UNIQUE PERFORMANCE GT350SR**

Unveiled at the 2003 SEMA show in Las Vegas by none other than the man himself Mr. Carroll Shelby, the GT350SR was manufactured under license from Shelby American, Inc. by Unique Performance in Farmer's Branch, Texas, and like the original GT350, it was designed to outperform practically any other car on the road. Unique Performance has a long history of building exceptional restomod-type, high-performance creations of famous American pony and muscle cars, and the GT350SR was assembled with much knowledge and professionalism.

THE MOTORCAR OFFERED

Based on what appears to be a 1965 model-year Mustang Fastback and Finished in striking Guardsman Blue with the iconic Shelby stripe down the center, the potent GT350SR looks as fast as it is to drive. 5-spoke alloy wheels are shod on Goodyear Eagle GT II tires, and high-performance disc brakes are fitted in each corner. The hot motor is trimmed with electronic fuel injection and MSD ignition. A Tremec TKO 5-speed and Currie 9-inch differential put the power to the ground, which there's plenty of! The GT350SR capitalizes on modern suspension development up front with TCP power rack-and-pinion steering, Unique Performance's own coil-over design with QA1 adjustable gas shocks, Baer Tracker adjustable bump steer tie rods and shock tower brace. Behind the aluminum wheels are Baer 12-inch cross-drilled slotted 4-wheel disc brakes using PBR

2-piston front and single-piston rear calipers. The GT350SR's interior is classic Shelby: a

wood-rimmed steering wheel, Mustang-style shifter, white-faced Auto Meter gauges with a 160 MPH speedometer and Mr. Carroll Shelby's autograph on the glovebox door. The well-bolstered custom bucket seats are embroidered with Shelby's autograph and offer 5-point safety harnesses, and Old Air Hurricane climate control adds a measure of comfort. Of course, the secret to Shelby's timeless formula is that it adds up to more than the sum of its parts. Here is a chance to acquire one of these limited-run, GT350SR Fastback's, a rare opportunity indeed.

**\$125,000 - 175,000
WITHOUT RESERVE**



63.**1959 DEVIN SPORTS RACER**

Chassis no. 22

389ci OHV Pontiac V8 Engine

3 Single-Barrel Carburetors

Est. 225bhp at 5,000rpm

4-Speed Manual Transmission

Front Suspension by ChassisWorks

Austin-Healey Rear Axle

Willwood Disc Brakes

Without Reserve

- ★ *Fitted with potent Pontiac powertrain*
- ★ *Offered with much paraphernalia*
- ★ *Devin special fitted Austin-Healey chassis with many upgrades.*
- ★ *Sporting and fast sports racing special*

**DEVIN ENTERPRISES**

Bill Devin was a pioneering California exotic car dealer and sports car racer. In 1955, he took an impression from a friend's Ermini Roadster that was bodied by Carrozzeria Scaglietti. Soon, he began selling a fiberglass replica with similarities in styling to that of some of the finest Italian coachwork designs. Apart from the appealing shape and reasonable price, two things distinguished the Devin bodies: The wide range of sizes of bodies available, but also that these could be assembled in a variety of ways to create one of 27 possible sizes for a customer's fiberglass body. This allowed the company to produce a recognizable Devin body that would fit a wide variety of chassis, from the tiny Crosley, through the British MGs, Triumphs and Austin-Healeys right up to some American car frames. The other feature that made the Devin bodies popular was the high

quality of the finish. Devin used fiberglass cloth for the outer layer of their bodywork rather than the coarser glass mat often used by other manufacturers, which produced a very smooth surface finish on the bodies. Later, kits could be bought that included a Devin-designed ladder frame as an option along with the body. In the Fifties, dozens of sports/racing and street-legal two-seaters were built using Devin bodies, including Dean Moon's bright yellow "Moonbeam" Bonneville land speed record car, A.K. Miller's various Pikes Peak Hillclimb racers and the three famous Echidna road racers.

THE MOTORCAR OFFERED

This Devin-bodied Special was created on an Austin-Healey chassis frame, while utilizing a front-end by ChassisWorks featuring rack-and-pinion steering. It runs a potent Pontiac 389ci OHV engine, being fed by triple carburetors. Willwood disc brakes is fitted for excellent stopping power, and a 4-speed manual gearbox transforms the power to speed. Finished in a striking red and silver livery, the sporting cockpit is adorned by a classic wood-rimmed steering wheel to hang onto through those tight corners. The Devin Special is offered with a comprehensive history file, containing much period paraphernalia including sales brochures, and many receipts and records.

\$50,000 - 70,000
WITHOUT RESERVE



64.

1993 BUGATTI EB110 GT

VIN. ZA9AB01E0PCD39033

3,498cc DOHC Quad-Turbocharged V-12 Engine
552bhp at 8,000rpm
6-speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes
Carbon-Fiber Monocoque Chassis
Aluminum Bodywork

- ★ Offered on a US Title with recent \$30,000 service
- ★ The 1993 Frankfurt International Motor show car
- ★ Recently featured and driven on Jay Leno's Garage
- ★ The bridge between pre-war and post-war Bugatti
- ★ One of only 139 EB110s constructed



THE BUGATTI EB110

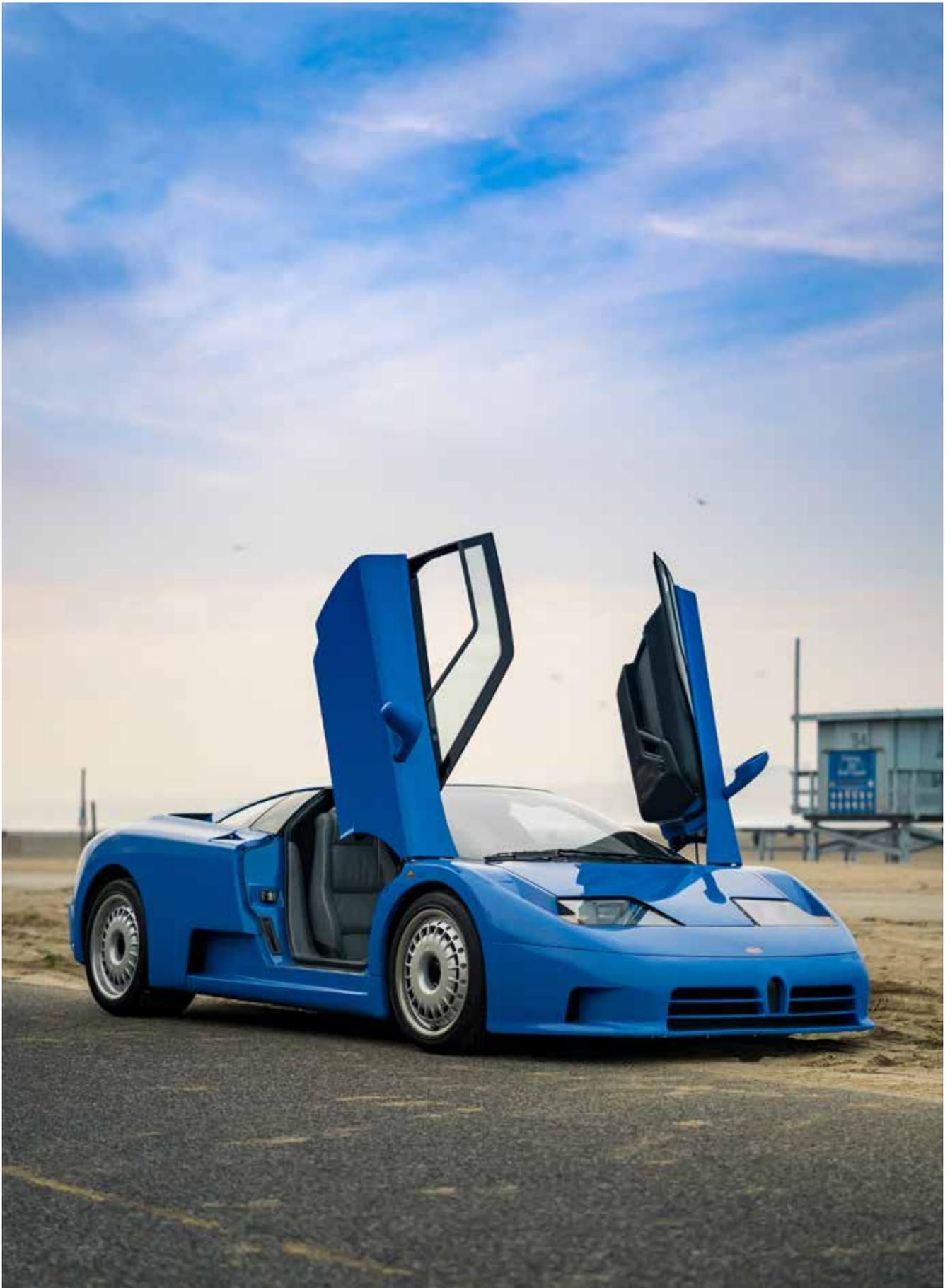
Forty years after the death of Ettore Bugatti in 1947, the once legendary moribund brand, one of the most famous in the history of the automobile, was bought by the ambitious Italian businessman Romano Artioli, whose aim was to resurrect Bugatti as a state-of-the-art supercar. Artioli chooses Modena, the city of Ferrari, Lamborghini, and Maserati to build its modern factory who's first finished series car was released in 1992. Called EB 110 (for its debut 110 years after the birth of Ettore), it was the first new Bugatti since 1950. Everything on the car was designed from a blank sheet of paper, the Bugatti EB110 was the first production car in the world to utilize carbon chassis. Not only was it lighter than an alloy chassis, but it was also twice as strong. French space and airplane specialist, Aerospatiale built the chassis for the EB's. The body was done in aluminum to save weight

and ending up weighing in at only 3400lbs - for a V12, 4WD supercar this is an accomplishment in itself. It was crucial for Artioli that the EB's would be built just like Ettore would have done, and therefore weight, drivability, and performance were some of the keywords all through the process.

The Bugatti EB 110 was designed by none other than the engineer Paolo Stanzani and the stylist Marcello Gandini, co-creators of some of the world most iconic cars. Under the bodywork, it added five valves per cylinder, four turbos, a six-speed gearbox, and four-wheel drive! Despite its complexity, the EB 110 worked well on the road with its compact dimensions combined with four-wheel drive giving it exceptional agility, excellent grip and a good balance in all circumstances. The 3.5-liter V12 engine developed over 550hp,

with a top speed of 340 kilometers an hour, a figure recorded on Italy's Nardo test track, which put the EB 110 on top as one of the worlds fastest. Unfortunately for Artioli and his associates, the EB 110 was launched just at the time of the recession of the early 1990s and the company went into liquidation in 1994. It is estimated that only 139 of these exotic cars were built, Michael Schumacher being probably the best known of its owners.







THE MOTORCAR OFFERED

Production of this supercar began in May 1993 and was completed at the beautiful Campogalliano based factory by the end of that July. The official delivery was scheduled for August 30th, 1993 to a German customer, Mr. Walter Eder; though apparently the delivery was slightly delayed due to an elderly lady causing minor damage to the front of the EB110 with her microcar. The factory easily remedied the situation and re-finished the front wing before the car was delivered. According to the Bugatti EB 110 register, the factory or the local German Bugatti distributor borrowed chassis 033GT for the Frankfurt International motor show in September 1993. The car was exhibited on the Bugatti stand, next to the EB112 39001 and of the Supersport SS39005 prototype. In July 1997, the car was acquired by Alberto Di Garnerone with only 9,000 kilometers (copy of sales

contract and Italian registration document are on file). After 15 years in Italy, the Bugatti was sold in August 2012 with 14,900 kilometers. The car would be kept in the South of France where it was serviced at P3 Automobiles before the owner took the Bugatti to Scandinavia in February 2013. Under the Scandinavian ownership, the Bugatti has lived as a centerpiece in an extensive collection and has been serviced and preserved in ideal conditions. The most recent service was just completed in 2018 (service receipts on file).

Now nearly 30 years later, the EB110 is recognized as one of the world's most sought-after supercars. Everything on the EB110 was engineered and tested extensively, they are built to last and offer great usability and reliability. As with all true Bugatti's the EB110 is accepted and

welcomed by the Bugatti Club of America for a number of exclusive tours and rallies. 2019 marks 110 years for Bugatti as a car manufacturer; among the many celebrations that will take place around the iconic brand, Jay Leno is going to be celebrating in January with a full episode of Jay Lenos Garage dedicated to the EB110, where he does an extensive review and drive with this very car. In the spring of 2019, an EB110 rally with Bugatti-owners from all over the world is taking place in Italy, and chassis 033GT is already signed up for the event and can be taken there if the new owner wishes to partake in the incredible event.

At the time of cataloging, the current odometer reading is that of only 10,800 miles (17,200km). With its exceptional and iconic livery, thorough service history, and fantastic





provenance, this is a phenomenal example of the seldom seen Bugatti. Chassis 033 GT is offered on a US title and is accompanied by its books, toolkit, and service receipts, including the recent 2018 service of nearly \$30,000. With only 139 EB110s having been produced over the model run, they are one of the world's rarest and most desirable supercars. As their popularity continues to increase, so does the support network for the cars through both Bugatti and marque specialists. Whether a Bugatti collector or supercar connoisseur, an EB110 is a must have; with the extreme rarity and exceptionalism of 033GT, one would be hard pressed to find a better example.

\$800,000 - 1,000,000



65.**1963 VOLKSWAGEN TYPE 2 MICROBUS DELUXE**

Chassis no. 995774

Engine no. 7043990

1,584cc ohv, Air-Cooled Single Port Flat 4-Cylinder Engine

Single Solex PICT I Carburetor

39bhp at 3,000rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

Torsion Bar Independent Front and Rear Suspension

- ★ *Immaculately restored to original build specification*
- ★ *Complete with original sales documentation*
- ★ *Fully documented rotisserie restoration, Genuine 23-window 'Samba'*
- ★ *Highly desirable Samba Microbus*

**THE VOLKSWAGEN TYPE 2 MICROBUS**

As readily recognizable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. The Volkswagen Type 2 arrived in 1950. 1963 was the last year VW produced the 23 Window Microbus and has always been held in high regard among VW enthusiasts around the world as the top of the line model known as the "Sondermodell", meaning "Special Edition" in German and more commonly known as the Samba!

THE MOTORCAR OFFERED

This 1963 Volkswagen 23 window deluxe microbus is one of the best restored examples to ever be publicly offered. This bus was purchased new from the Pfister Volkswagen dealership in Wuerzburg, Germany on September 19th, 1962, just two days after it left the factory. Sold to American serviceman Sgt. Dwaine Roberts for 8,867 Deutsche Marks, the original invoice seen in the vehicle's history folder outlines the terms of sale, listing the bus in Sondermodell specification. Sergeant Roberts would enjoy the bus in Germany before transporting it to Texas with him upon his return stateside. After 7 years of ownership the bus was sold to a fellow soldier, Thomas Smith, who purchased it from Sgt. Roberts in 1969. A Bill of Sale shows the conditions between Sgt. Roberts and Mr. Smith, trading the bus for \$650 US dollars on May 5th, 1969 in Fort Hood, Texas.

It's unclear exactly when Mr. Smith sold the bus but a photo album in the vehicle's dossier shows the condition of the bus as it sat in 1988. The bus passed through the hands of several owners in the 1990s and 2000s until it was purchased by the current owner in 2012. Having access to thorough documentation of the bus's history, the current seller began a nearly four-year restoration to resurrect the bus back to its original state.

Today, this stunning example reflects the efforts of a complete rotisserie restoration, referencing the original invoice, historic photos, and the Volkswagen Birth Certificate to direct the project.

Presented as it was delivered new in 1962, it is beautifully painted in a two-tone combination of Sealing Wax Red and Beige





Gray over Silver White and Basalt Gray interior. Years were spent sourcing NOS parts throughout the bus in addition to the numerous components that were original to the body and interior. From the Sigla glass to the last KMAX bolt, no detail was overlooked while returning this bus to its factory delivered specification.

A highlighted list of original-to-this-bus or NOS parts sourced include an original AM radio, headlights, seat kick panels, deluxe trim, speedometer, NOS indicators/blinkers, windshield wipers, fuel gauge and clock, coat hooks, cargo assist strap, middle seat grab bars, engine vent trim, tail lights, and vent window latches.

As is the story with almost every early Volkswagen bus, the original engine had

been replaced at some point in its history. In an attempt to further the authenticity of this Volkswagen, the current owner sourced an engine that was manufactured the same month as the original motor. After a tear down and complete rebuild, the 40 HP, 1.2L engine was finally mated to the bus in 2018.

Optimizing the meaning of Concours level restoration, this "Samba" is complete with a comprehensive history file of original sales documents, The VW Museum birth certificate, 1988 photo album, fully documented restoration, and all of the trophies won at Concours events since the completion of its restoration.

A truly magnificent representation of an automotive icon, this Volkswagen 23 Window bus is a must have for any serious automotive

collector, whether highly curated Volkswagen collection or an automotive enthusiast wanting to own a significant relic of automotive culture and engineering.

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



66.

1971 LAMBORGHINI MIURA SV

Coachwork By Bertone - Design By Gandini

Chassis no. 4976
Engine no. 30692 (See text)

3,929cc DOHC Split-Sump V12 Engine
4 Triple-choke Weber Carburetors
385bhp at 7,850rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Less than 18,300 miles from new and in singular ownership since 1973*
- ★ *One of just 13 factory split-sump, US-specification examples produced*
- ★ *Arguably the most collectible Lamborghini model to date*
- ★ *A rare find, in highly original and unmolested condition*



THE LAMBORGHINI MIURA

One glance at the stunning Miura and you cannot help but think of Rossano Brazzi gliding through the Alpine passes in the opening sequences of the famed British heist movie, *The Italian Job*. You'll probably find yourself humming Matt Monro's, "On Days Like These," too. From the engine sound, to the voluptuous shape, from the fact that you're seated virtually horizontally in an airplane like cockpit, cocooned in leather ahead of the bullish twelve cylinders, it is an entirely sensory experience to own and to drive a Lamborghini Miura. One that few cars built then, or now, can compete with. This particular example, one of the definitive "Spinto Veloce," or SV versions, presents the concept at its zenith.

Lamborghini's rise in the automobile business to the birth of the Miura was stratospheric. Many automakers started out making bicycles at the turn of the century and had decades of experience in the industry, by contrast this was only the third model that the company built, and the second all new design. Amazingly, its styling prototype was seen less than eighteen months after his first car had debuted.

Ferruccio Lamborghini, was the son of grape farmers in the Emilia-Romagna region of Italy, and he must have taken his inspirations from this, beginning his industrial career with building tractors. As this business developed, he later manufactured oil heaters and air conditioning equipment. But in 1963, he took a turn down a new avenue, and formed Automobili Ferruccio Lamborghini SpA to

build high-end sports cars. It is said that while he had owned several Ferraris, he felt that he could build a better high-performance car. To do so, he purchased a factory at Sant'Agata Bolognese, near Modena, and hired a cadre of engineering talent.

His first production car was the 350GT, launched at the March 1964 Geneva Motor Show. Initially designed by Giotto Bizzarrini, its engine was a four-cam V-12 of 3,464 cc. However, Bizzarrini had designed it as a racing engine, and Lamborghini was adamant about producing a road car. Thus, it fell to Lamborghini's chief engineer Giampaolo Dallara to civilize it for the street. Dallara converted it to wet-sump operation, reduced the compression, revised the cam profiles and changed the racing carburetors to conventional side-draft 40 DCOE Webers.





Bodies were made by Touring in Milan, using their Superleggera tubular birdcage technique to mount aluminum panels. Chassis and bodies were mated at Touring, then transported to Lamborghini's facilities at Sant'Agata Bolognese for final assembly.

Soon after 350GTs were rolling out of the factory, Lamborghini raised the stakes in the most dramatic fashion at the 1965 Turin Motor Show. It was here that the Miura project was first seen. The world was in raptures over the new design—Lamborghini included—and what some considered to be no more than a styling exercise, he quickly channeled their efforts into and turned into a reality. By the time of the Geneva Salon the following year, the first completed car was ready for unveiling to a stunned press and public.

Also designed by Giampaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupe coachwork styled by Bertone's Marcello Gandini. Like the contemporary 400GT, the Miura used the 4.0-liter version of Lamborghini's Giotto Bizzarrini-designed alloy four-cam V12. With 350bhp available, the Miura was capable of shattering performance, a top speed of 180mph being claimed with production examples independently tested at more than 170. Mr.Lamborghini - a bullfight enthusiast - names the car after the iconic spanish bull, Miura.

Over its six-year production run, the car was honed to perfection. Initial development concentrated on chassis strengthening, improvements being consolidated in the more

powerful "S" version announced in 1968. This process of making the Miura faster, yet more durable, reached its peak in 1971 with the arrival of the "SV." Apart from the deletion of its distinctive "eyelash" headlight embellishments and changes to the rear lights, the body remained largely unaltered apart from slightly flared wheel arches accommodating wider tires. In addition, there were cosmetic changes to the interior and a more powerful (385bhp) engine, not to mention a significant improvement in build quality. These end-of-the-run and fully developed definitive "Spinto Veloce" or SV versions, remain the most sought-after models of the now-legendary Miura, and arguably the most collectible Lamborghini produced to date.





The Miura SV owner for 44-plus years, posing proudly with the car in the 1970s.



THE MOTORCAR OFFERED

Lamborghini is said to have stated that from the outset the SV was to be strictly for VIP clients, not to mention by special order only. In the end this accounted for a tally of just 142 automobiles, putting its rarity quotient right up there with some of the most collectible cars. A mere twenty-one were delivered to the US—of which just thirteen were factory-equipped with the ultimate split-sump equipped engine. Such low production figures have always made these cars an exceedingly rare commodity in the US.

The spectacular example offered here, chassis no. 4976, is indeed one of these rare and most desirable, split-sump, US-market specification models. According to factory records on file, 4976 was completed to Miura SV specifications at the Sant'Agata Lamborghini works during the fall and winter

of 1971 and '72. Destined for the US market, the SV was finished in the elegant *Argento Indianapolis Metallizzato* (Silver Metallic) exterior color—a color in which just three Miura SV's were painted from new. The lower trim panel and the iconic alloy wheels were finished in a neatly contrasting, soft gold metallic color. The interior was trimmed in black leather over grey carpets, all of which remains intact and original in the car today, oozing with lovely patina. The optional extras installed on 4976 at the factory were seat belts, hexagonal wheel nuts, a radio with tape player, and the Borletti Air Conditioning system. All these desirable extras are still in situ on the car today. Factory records further note a first test drive on the *Tangenziale* motorway in Northern Sant'Agata was in very foggy weather, and that the finished Miura SV

chassis no. 4976 was dispatched on February 28, 1972.

Chassis no. 4976 was soon after shipped off to the United States, where Lamborghini's USA concessionaire Modena Racing Company and Mr. Alfredo Pedretti would take delivery of the brand-new Supercar that Summer. During the following six to nine months, the engine was replaced with that of sister-car, Lamborghini Miura SV chassis no. 4992. This engine no. 30692—just six digits off engine no. 30698 which the SV sported in the first few months—remains in 4976 today. In April of 1973, just over a year after the new Miura SV was completed at the factory, it joined the exceptional collection of the consignor and singular owner of 45 years, of whom Bonhams is extremely honored to have been chosen to handle the sale of the car.





Lovely Kodachrome photos of the Miura SV and the pioneering-collection of the consignor were taken in the 1970s, already including a Mercedes-Benz 300SL Gullwing and Roadster, Ferrari 275 GTB/4 and other, to-be, highly collectible motorcars. Letters in the history file between the consignor and Lamborghini S.p.A, reveal his interest in the purchase of an early Countach LP400 *Periscopio*, although he would retain the Miura SV, as that car's design was timeless. Indeed, he was right!

Apart from a 1979 repaint in a color much like the factory Miura SV color Blue Notte, 4976 remains in remarkably original and unmolested condition, with just over 18,200 miles recorded since new. The interior remains original, and ancillaries and options remain intact and on the car. A close inspection of the

car's chassis tub and body panels further reveals an original and undamaged car. The Bertone body number is found on the chassis tub, front and rear clips, both door handles, each of the six louvers over the engine compartment, and even on the trim panels. The glass has the correct stamps on it, and the chassis tag and stamped chassis number on the front cross member remain original and unaltered. This is without question a time-capsule Miura SV, emerging out of 45-year ownership. Benefitting from the ultimate and highly-desirable SV specification, factory split-sump engine, and US delivery since new (one of just thirteen) the sale of this most-collectible Lamborghini represents a very rare opportunity.

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



67.

1965 ASTON MARTIN DB5 SPORTS SALOON

Coachwork By Touring

Chassis no. DB5/1998/R

Engine no. 400/187

3,995cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

282bhp at 5,500rpm

5-Speed Manual Transmission (see text)

Independent Front Suspension, Live Rear Axle with Coil Springs

4-Wheel Disc Brakes

- ★ Truly iconic model; James Bond's preferred Aston Martin
- ★ Offered with copy of factory build sheet and extensive maintenance records
- ★ Restored and uprated by Beachum of New Zealand
- ★ UK delivery example



THE ASTON MARTIN DB5

“Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototype which ran in the 1962 and 1963 Le Mans 24-Hour races.” – *Autocar*, May 21st, 1965.

The DB5 was introduced in July 1963 and represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-liter version of the (previously) 3.7-liter six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors, the ‘400’ engine produced 282bhp at 5,500rpm and was

mated to a four-speed/overdrive gearbox. Outwardly there was little to distinguish the DB5 from the final Series 5 DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. The DB5’s superb performance – 0-60mph in 7.1 seconds and a top speed of 148mph – ranked it amongst the world’s fastest cars.

Beyond all independent expressions of its beauty and performance, which were well founded, the DB5 was endorsed by the most famous of all Secret Service agents, James Bond. From its debut in *Goldfinger* in 1964, the model has commanded iconic

status throughout the world, whether as seen through images of the suave Sean Connery leaning against a DB5 on a Swiss mountain pass, or children’s toys that would jettison Mr. Bond’s captor, seemingly no age group is immune to its charms, quite simply the DB5 is part of our culture.





THE MOTORCAR OFFERED

This DB5 is a great looking example of the marque and model. Currently finished in the iconic James Bond preferred hue of Silver Birch, this Aston Martin has enjoyed many decades of active maintenance and enjoyment as documented by its four decades worth of receipts in two huge binders.

As verified by its factory order, the car was originally sold new in the UK, to Crabtree & Nicol in Sheffield, England, with its delivery date being March 3rd, 1965. Leaving the factory in the color scheme of Dubonnet over Grey Connolly hides, the first owner was an enthusiast caretaker. Factory notes indicate that on April 27, 1966, just over a year after the car was first delivered, the DB5 returned to the factory works for engine repairs, clutch replacement, brake service and chassis lubrication with the mileage noted as 19,497

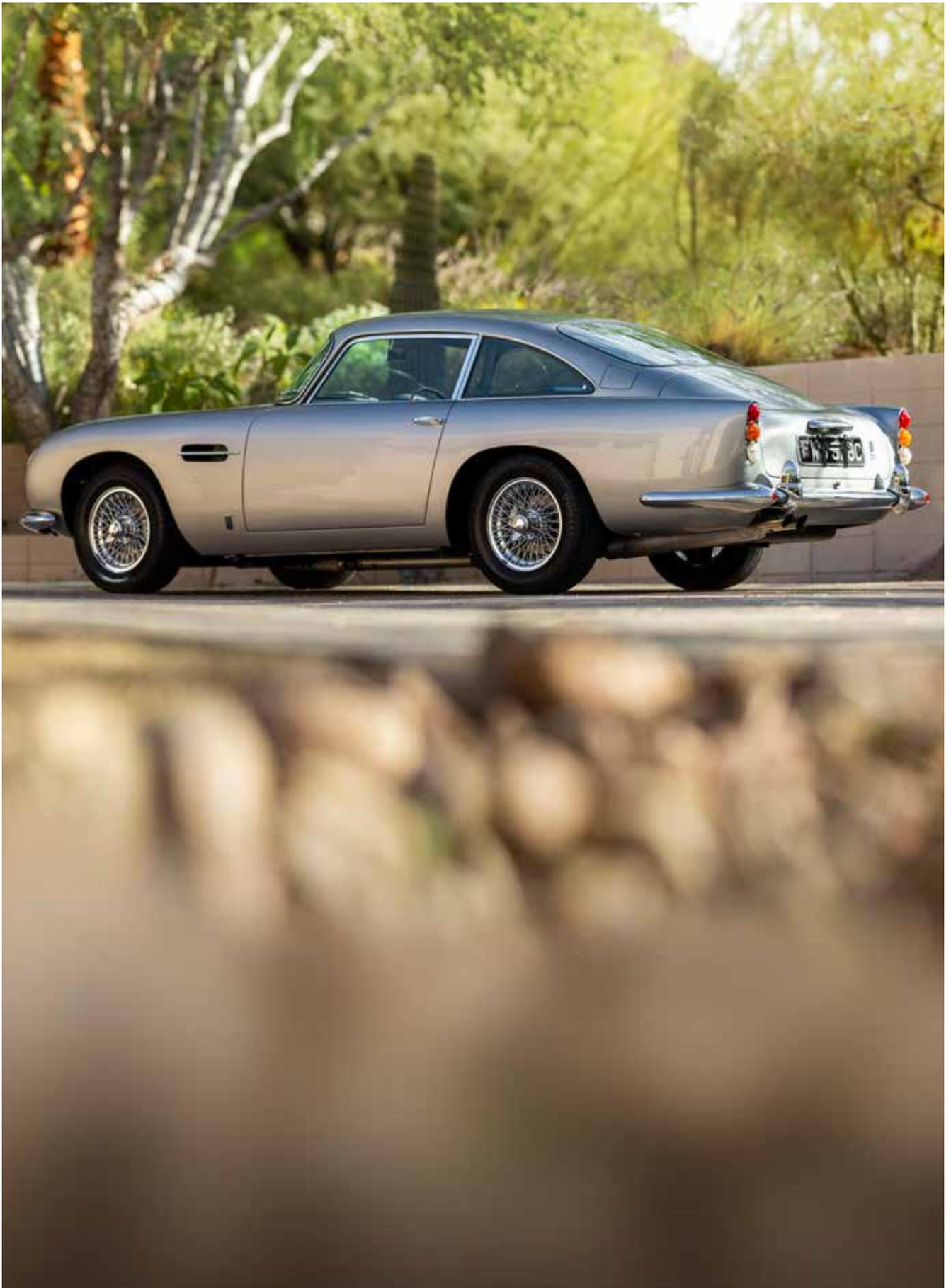
miles. Little is known about the history of the car from 1966 until 1978 as the thick service history file commences with receipts starting in July of 1978 under the ownership of David Welch of New Jersey.

In 1979, the DB5 returned to the U.K. with A.J. Breakspear, Esq of Bath taking ownership of the car for a brief time before selling it to A.R.J. Dyas, Esq. of London. Dyas would own the car for three years, doing a major rebuild of the engine and interior in 1980, before selling it to a Mr. B. Simonile of Birmingham in 1983. Keeping the DB5 for only two more years, it later found its way to John R. Anson, Esq, also of Birmingham. In 1988, an inspection of the car found corrosion on the chassis, doors, and other places. Mechanically sound but cosmetically tired, 1998/R was thoroughly restored in a process

that was extensively documented in photos that accompany the car. Completed in 1990, the car received a top market appraisal of £75,000.

In the late 1990s, the car was sent to world-renowned Aston Martin specialist Beachum in New Zealand for another overhaul and mechanical upgrades. Further documented in an additional set of photos, the entire drivetrain was rebuilt, the transmission was replaced with a more modern, all-synchromesh unit with an eye toward ease of use and reliability for touring, air-conditioning was fitted along with power steering, additional soundproofing, central locking, and much more. In September 2002, the DB5 traded hands again and was air-freighted back to the US for the first time in over two decades.







Remaining on the East Coast for over a decade after its return stateside, the current owner acquired the car about five years ago. Seeking a DB5 that would be quick, reliable, and fun, the Beachum upgrades on this example made it the perfect machine for its new keeper. Shown across the country at everywhere from the Vintage Weekend at the Ocean Reef Club in Key Largo, FL to the Quail: A Motorsports Gathering in Carmel, CA, the car made a splash where ever it went. With its uprated drivetrain, air conditioning, and many discretely added comfort features, it is the perfect, all-weather tourer.

Today, presenting very well, with a driving experience to match, this Bond-like DB5 is ready to tackle its next mission. It wears Dunlop wire wheels, with Borrani knock off hubs while included with it are a proper

restored DB5 jack, owners' manual and tool kit, as well as copious documentation including a copy of its factory buildsheet, a thick file of receipts going back to 1978, over two decades of old UK MOTs, and multiple photo albums documenting the major restorations carried out over the years.

One of the truly iconic cars of all time, this is a fine way to sample the legendary DB5..

\$700,000 - 800,000



68.**1967 PORSCHE 912 COUPE**

Chassis no. 463123

Engine no. 756114

1,582cc OHV Air-cooled Opposed 4-Cylinder Engine

2 Solex Downdraft Carburetors

102hp at 5,800rpm

5-Speed Manual Transmission

Independent Front and Rear Suspension

4-Wheel Hydraulic Disc Brakes

- ★ *Matching Numbers*
- ★ *Presented in factory correct Polo Red*
- ★ *Documented restoration*
- ★ *A fine entry into the Porsche world*

**THE PORSCHE 912**

The Porsche 912, like the Cayenne decades later, is frequently credited with having saved the German automaker during a period of financial uncertainty, as the then-new and much costlier six-cylinder 911 was viewed with some skepticism by marque loyalists. In the half-century since its introduction, however, the four-cylinder 912 has won an appreciative and loyal audience, given its slightly better chassis balance, pleasant road manners, relative ease and lower cost of maintenance. The early (1966-1969) 912s handily outsold their 911 siblings; 28,333 four-cylinder coupes were produced, along with just 2562 Targas, and the retail price was a major factor.

THE MOTORCAR OFFERED

Manufactured in the summer of 1967, this sporty Porsche 912 left the factory wearing delightful Polo Red paint with a black leatherette interior- the same scheme still found on the car today, albeit with some additional sporting elements. More importantly, however, are the matching numbers engine and transmission found beneath the sheet metal.

Benefiting from extended West Coast ownership, the car had remained in a good state of affairs for decades and many original components have remained with the car such as the Bosch Distributor, steering wheel, and gauges along with factory coating still to be found on the suspension and jack points. Even so, a restoration was conducted and the Porsche Experts at Gaswerks went to work sorting the car out top to bottom. Adding

to the 912's already stout handling is a suite of upgrades including a lower ride height, new suspension bushings, and 15-inch steel wheels which further add to the competition look. The vehicle is reported to be in fine running order all around and is sure to provide its next owner with thrill filled excursions down twisty back roads. Furthermore, a COA, owner's manual, tools, and jack will be provided upon sale.

As their desirability grows over the passing years, superb examples such as this make for fantastic additions to any growing collection. A supremely well sorted 912 such as this should not be passed up.

\$70,000 - 90,000
WITHOUT RESERVE



69.

1960 CADILLAC ELDORADO BIARRITZ CONVERTIBLE

Design by Bill Mitchell

Chassis no. 60E061134

390ci OHV V8 Engine

Triple 2-Barrel Carburetors

345bhp at 4,800rpm

Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Lovely presentation inside and out, with many original finishes intact*
- ★ *Exclusive and luxurious Eldorado Biarritz with list price of staggering \$7,401 from new*
- ★ *Striking Rose Metallic over White interior*
- ★ *Extreme and elegant Convertible penned by Bill Mitchell*



THE GRAND CADILLACS

With their jet fighter styling, glitzy chrome trim, color-matched interiors, and jukebox instrumentation, Cadillacs of the late '50s/early '60s epitomize an era when nothing succeeded like excess. Their over-the-top tail fins remain controversial even today. By the late 1950s, Cadillacs incorporated new X-braced tubular chassis frames that increased structural rigidity, while making possible lower body lines without loss of interior space. Although hardly any larger than before, these restyled and low-slung Caddies looked bigger, which was all that mattered. They also sported fashionable tail fins. General Motors' chief stylist, Harley Earl, had introduced fins on the 1948 Cadillacs, and the device would reach its zenith in 1959 before fading away.

For 1960, the fins were toned down just a little and the overall look was slightly more restrained. Base model Series 6200 cars came with power steering, power brakes, and automatic transmission as standard. The DeVille Series 6300 offered power windows and seats. To this already superb level of equipment, the Eldorado/Biarritz Series 6400 added a heater, fog lamps, Eldorado (345bhp) engine, remote control trunk lock, radio with antenna and rear speaker, power vent windows, six-way power seat, air suspension, electric door locks, license frames, and whitewall tires. The Eldorado Biarritz Convertible was one of the most expensive cars of its day and sold in commensurately low numbers, just 1,285 being made out of a total Cadillac production of 142,184 units in the 1960 model year.

THE MOTORCAR OFFERED

Offered here is a spectacular example of the luxurious top-notch Eldorado line, in the most desirable style 60-64E Biarritz Convertible version available from Cadillac. Named after the posh French Atlantic coastal town of Biarritz, the car cost a staggering \$7,401 from new. Offered from a prominent Wester US-based collection, this prominent Cadillac has been kept in a heated and dehumidified collection facility, and presents beautifully throughout. Finished in Rose Metallic with off-white leather interior, it boasts the ultimate of Americana styling and luxury. The odometer reading just over 32,700 miles—if original—and many of the car's finishes appear to be unrestored and preserved.

\$90,000 - 120,000
WITHOUT RESERVE



70.**1988 LAMBORGHINI JALPA**

Coachwork by Bertone

VIN. ZA9JB00A8JLA12381

Engine no. L353/71 12379

3,485cc DOHC V8 Engine

4 Twin-choke Weber Carburetors

255bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ US-delivery car produced in the final production year
- ★ Largely original and well-kept condition throughout
- ★ Just over 25,000 Kms (16,000 miles) recorded on the odometer
- ★ Era-evoking Marcelo Gandini designed Bertone coachwork

**THE LAMBORGHINI JALPA**

In the early 1970s Ferrari, Maserati, and Lamborghini all brought out new, smaller cars both to compete with each other and to deal with the nemesis Porsche 911. Lamborghini's first was the Uracco P250 produced in 1972. Later, the Targa-roofed Silhouette debuted at Geneva in 1976. Five years later, both Uracco and Silhouette were supplanted by the Targa-roofed Jalpa, with a fine 3,485cc 4-cam V-8 that produced 250hp—even in smog-limited US form. More importantly for US drivers, it put out some 235lbs-ft of torque. *Road & Track* magazine called it “one of the most exciting cars to drive we’ve come across in recent years” and commended its Marcelo Gandini designed Bertone coachwork and the interior.

THE MOTORCAR OFFERED

This striking 1988 Lamborghini Jalpa was completed in the rare model's final production year and was delivered new to the US market. The car's first owner was a doctor, who took delivery through Motor Coach Lamborghini of Baltimore, Maryland. She used the car sparingly and sold it in the early 1990s, with very few miles recorded on the odometer, to an enthusiast from Michigan, who would keep the car until 1999. During this period, the car was looked after by a Michigan-based specialist shop, Rallye Imports. The most recent owner has taken equally good care of the rare Italian sports car, as is evident when inspecting the car today. The largely original black exterior paint and inviting light tan leather interior suits the Bertone-designed Lamborghini very well. The era-evoking, O.Z. alloy wheels—made specially for Lamborghini—show incredibly well. Showing

just over 25,000 kilometers (less than 16,000 miles) on the odometer since new, this well-kept and largely original Lamborghini Jalpa is a fine example of the rare breed. A superb machine to show at the popular RADwood events around the country, this is a name-brand sportscar from an era which is prone to gain in popularity in coming years.

\$65,000 - 85,000
WITHOUT RESERVE



71.

1975 PORSCHE 914 1.8

Chassis no. 2900966

1,795cc OHV Air-Cooled Opposed 4-Cylinder Engine
1 Downdraft Carburetor
95bhp at 4,900rpm
5-Speed Manual Transmission
Independent Front and Rear Suspension
4-Wheel Hydraulic Disc Brakes

Without Reserve

- ★ Three owners from new
- ★ 50,000 miles – believed to be from new
- ★ \$14,000 in recent paint and body work
- ★ Affordable entry into the world of air-cooled Porsches



THE PORSCHE 914

Porsche's strong historical links with Volkswagen we reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabrück. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411 while the 914/6 was powered by the Porsche 911T's 2.0-liter six. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox.

THE MOTORCAR OFFERED

This lovely 914 has been in the care of only three, desert-state domiciled owners since new. Finished in its original color scheme of Scarlet Red (color code L31M) over black vinyl, the penultimate owner of the car—a dedicated Porsche enthusiast—took great care to ensure that this well-loved car remained as original as possible. Showing fewer than 50,000 miles, which are believed to be from new, the paint and plastic exterior light lenses were said to have been a bit faded, so the decision was made to carefully repaint the car while retaining as much of the original interior and trim as possible. During the vigilant prep-work for the paintjob, the car was found to be a good, dry example with no apparent rust, as one would expect from a car that enjoyed a life in the desert. A receipt on file shows that repaint and additional related work cost about \$14,000.

Nicely presented today, the lovely, newer paint matches well with the interior that has been well preserved and is understood to be largely original. Still fitted with its original engine and 5-speed manual transmission, it reported by the owner to drive well.

914s are very enjoyable machines and offer excellent bang-for-the-buck, and this gorgeous example is worth close examination.

\$20,000 - 25,000
WITHOUT RESERVE



72.**1958 PORSCHE 356A T2 1600 SPEEDSTER**

Coachwork by Reutter

Chassis no. 84082

Engine no. 67551* (See text)

1,582cc OHV Flat 4-Cylinder Engine

2 Carburetors

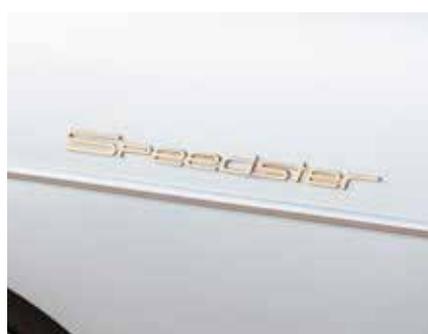
60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Fantastic, seldom seen livery*
- ★ *Ultra-desirable T2 Speedster*
- ★ *Long-term, 45-year enthusiast ownership*
- ★ *356 styling at its finest*
- ★ *Accompanied by restoration receipts, tools, books, and COA*

**THE PORSCHE 356 SPEEDSTER**

Constant development saw the 356's engine enlarged first to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. A cabriolet followed hot on the heels of the original 356 Coupe and then in 1952 a trial batch of 15 roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model. The roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954. The Speedster's inspiration is also credited to John von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built Coupe in the late 1940s to create a lightweight competition car. Explaining such a car's appeal Neumann once said: 'Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow

over the door and the girls can see them in the car.' Plus ça change...

Instantly recognizable by virtue of its low, wraparound windscreen, its smaller and entirely retractable top, lower door waistline and twin bucket seats (all of which served to emphasize its sporting image), the Speedster was, in effect, an 'economy' model from Porsche intended to compete with the less-expensive British sports cars. The Speedster was powered initially by the 1.5-liter version of Porsche's horizontally opposed four, gaining the new 1.6-liter, 60bhp engine with the introduction of the improved 356A for 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant 100mph was possible. Combined with its renowned handling characteristics, the Speedster

became an instant success in the burgeoning American sports car racing scene.

Testing the Speedster alongside its Coupe sibling in 1956, *Road & Track* magazine wrote: "A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupe."

Its combination of style, performance and value for money made the Speedster deservedly popular. Today the model, arguably the most handsome of the 356 variants, enjoys iconic status.





THE MOTORCAR OFFERED

This sporting 1958 356A T2 1600 Speedster is finished in its original livery; a desirable shade of Silver Metallic (5706) over an unusually rare green leatherette interior. The stunning combination is a must see. According to a copy of the Porsche issued Certificate of Authenticity, the new Speedster was built on November 11th, 1957, and optioned with sealed beam headlights, speedometer in miles, and USA bumpers.

The consignor purchased the speedster in Phoenix, Arizona, in 1974 from a gentleman who had just relocated from California. At the time of purchase, the car was wearing black paint over a black interior. After a number of years, the consignor decided to treat the car to an extensive restoration. The car was disassembled and stripped before being brought back to its original shade of

Silver Metallic. The interior was completely re-trimmed in the original shade of green and a new black top was fitted. The mechanics were also gone through and the engine was disassembled and rebuilt. The engine and chassis tub wear the correct numbers which match the COA however, the number appears as though they may have been re-stamped at some point.

A superb example of one of the most iconic and desirable sports cars ever produced, this Speedster is ready to be used and enjoyed by its next owner. The Speedster is offered with its Porsche-issued Certificate of Authenticity, photographs and receipts from the restoration, a tool kit, jack, an owner's manual, and an aftermarket removable hardtop. While examples of Porsche's legendary Speedster can be found, it is not often that they come

from such lovingly long term ownership in such a special color combination.

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



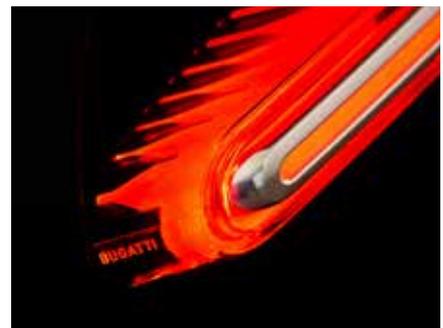
73.

2018 BUGATTI CHIRON

VIN. VF9SP3V3XJM795072

7,933cc Quad-Turbocharged W16 Engine
Duplex 32-Point Electronic Fuel Injection
1,500bhp at 6,700rpm
7-Speed Twin-Clutch Manual Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes
All-Wheel Drive

- ★ *The epitome of hypercar achievement*
- ★ *1 of only 500 to be built over the model run*
- ★ *Only 365 delivery miles*
- ★ *Considered by many to be the ultimate road-going machine*



THE BUGATTI CHIRON

In the spring of 2000, Dr. Ferdinand Piëch, then chairman of the Volkswagen Group, stood before industry notables at the Geneva Auto Salon, and in reserved, yet convincing tones, pronounced that subsidiary Bugatti would produce a supercar — armed with 1,000 horsepower and assigned the goal of accelerating from 0 to 60mph in less than three seconds, reaching speeds over 250 mph, and cossetting the occupants in comfort and luxury.

Applause, and some amused barks, greeted Piëch's remarks — only a few production cars of the day could exceed even 600 horsepower — but no one dared doubt the man who had engineered the all-conquering Porsche 917 racecar, for years the fastest machine on pavement. Piëch's legendary mania for perfection meant that Bugatti would

be free to utilize every resource in its quest. Five years later, Piëch's promise was fulfilled by the Bugatti Veyron, which astonished the automotive world with a 1,001bhp quad-turbo 16-valve engine that elevated the mid-engine two-seater into the realm of the hypercar.

Piëch's plan, of course, included further development of the Veyron, which culminated in the 1,183bhp Super Sport setting a land-speed record of 267.8mph. The success of these thrusts into the future of the automobile only fed the fires that had forged the Veyron, and the result is the spectacular motorcar offered today, the Bugatti Chiron.

Named after Louis Chiron, a legendary Bugatti driver, the Chiron shares much with its forerunner, including the carbon-fiber structure, Haldex all-wheel drive, independent

suspension with limited slip differentials at each axle, and W16 quad-turbo engine. Bugatti learned much from the Veyron's ten-year production run, from countless hours of testing and development, and from customer feedback, that the Chiron is vastly improved in every dynamic measure: stability at high speed, road-holding, passenger comfort, ease of driving, and, in the most telling area for a hypercar, power delivery.

It would take several volumes of dense *engineerese* to fully explore the Chiron's technology. A few examples of this progress include a monocoque structure that's 8-percent stiffer than the Veyron's, putting it on par, says Bugatti, with the chassis of an LMP1 endurance racer; a new adaptive suspension system; active underbody aerodynamics; a stiffer and wider carbon-fiber





chassis; the largest clutches ever fitted to a production car; and a superior wheel and tire setup.

The longer, lower, and wider Chiron also sports a new look, dominated on each side by the Bugatti “C,” which forms historic ties to such classic Bugattis as the Type 57SC Atlantic. However, more than simply a visual homage, the two are principally large intake scoops for engine cooling, a striking example of the Chiron’s design philosophy: “Form follows performance.” Another, less apparent melding of design and function are two inlets inboard of the front headlamp arrays that channel air to the massive front brakes. Numerous other visible and hidden technical tricks serve to keep the Chiron firmly planted at the same time its mechanicals are treated to conditions favorable for survival in

the face of the scorching performance and heat generated by the midship-mounted powerplant.

The most powerful Bugatti engine ever, the Chiron’s revised W16 is rated at 1,500PS (1,479bhp) along with a spine-tingling 1,600Nm (1,180 lbs./ft) of torque, which is delivered in an almost flat curve from 2,000-6,000rpm on the way to its peak at 6,600rpm. The power gains come from increased boost pressures from four larger turbos, two on each bank of cylinders and now configured to run sequentially. The two smaller units work alone from 2,000rpm to 3,800rpm, when the other two larger turbos begin to contribute forced induction. More air needs more fuel, which is supplied by 32 revised Duplex injectors, and more power needs more cooling, which is more than adequately

supplied by a total of ten radiators circulating almost 50-liters of coolant between them. Moreover, the Chiron’s exterior was, from the start, specially designed to optimize air intake for the cooling systems as well as to increase downforce and reduce lift.

The engine itself — four banks of four cylinders around a common crankshaft — received so many upgrades that 95 percent of the parts have new numbers. The internals, including titanium con-rods, are lighter and stronger, the crankshaft is new, and a weight-saving regimen led to use of carbon fiber for the chain housing, intake tube, and improved charge air cooling system. At the back is a new, less restrictive titanium exhaust system with six tailpipes. Two of the pipes exit downward on the left and right sides of the car, creating a diffuser that increases downforce at speed.





Bugatti says the revised W16 can propel the Chiron from 0 to 60mph in 2.4 seconds, 0 to 124mph in 6.5 seconds, and 0 to 186mph in just 13.6 seconds. It also recently set a world record for a run from 0mph to 249mph and back to 0mph in just 42 seconds. Credit the new, huge carbon-ceramic brakes for this amazing feat. Though Bugatti lost the 254mph top-speed record it had earned with the Veyron, factory representatives insist a new attempt will be made with the Chiron. Unofficial guesstimates put the car's top speed at well over 280mph, above the current restricted 261mph of the production car, but getting tires to stay together at such a high speed is a serious technical challenge.

Unlike the Veyron, which used Michelin's PAX wheel and tire system, the Chiron sports conventional rims and tires — that is, if being

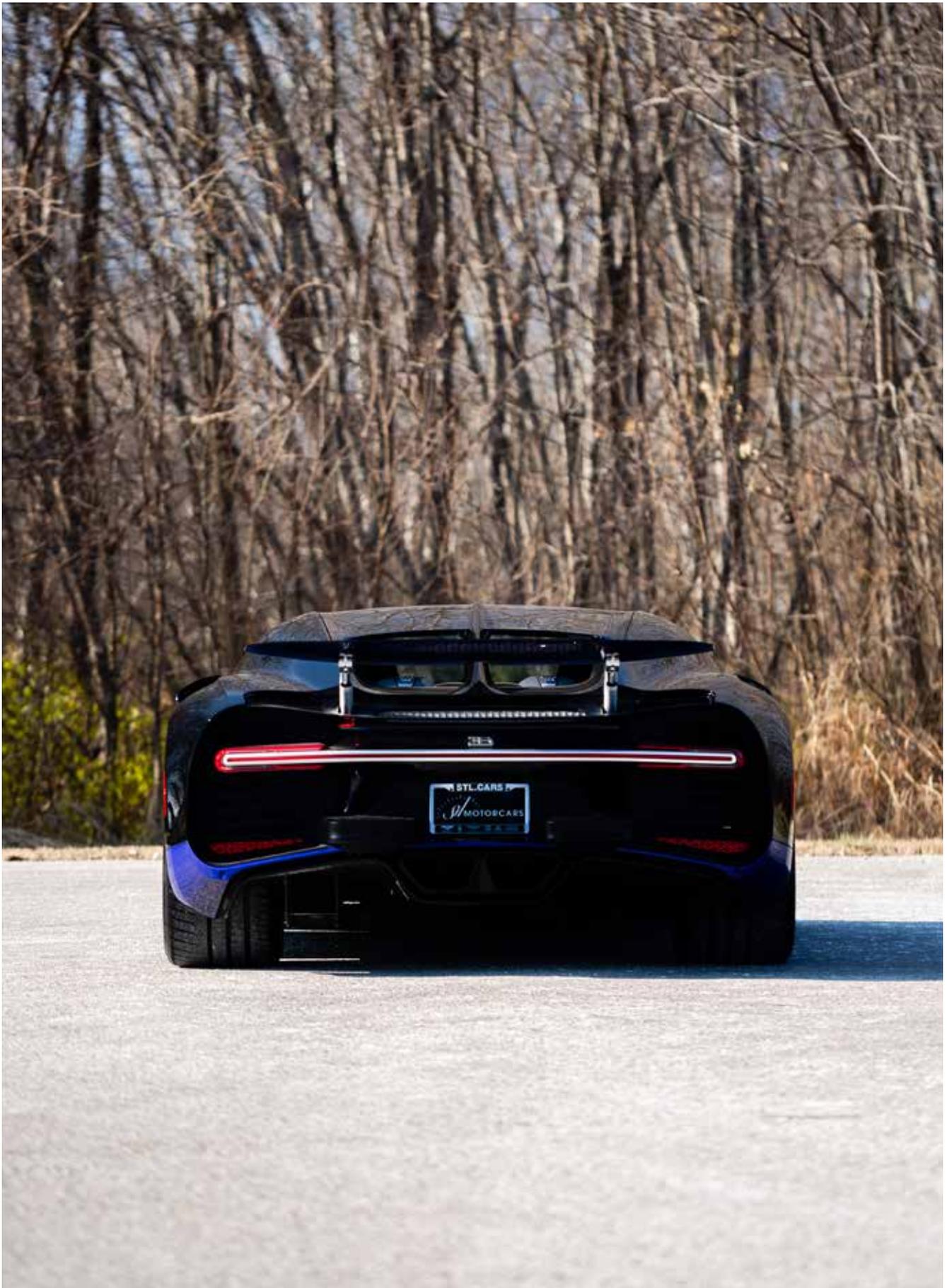
rated to run 261 mph can be considered conventional. Wheel size is up an inch on each axle over the Veyron, and Michelin again is the tire of choice — hand-built Michelin Pilot Sport Cup 2s, 285/30R20s up front and 355/25R21s in the back, with larger contact patches than before (Bugatti test driver Andy Wallace has said that Michelin is working on an uprated version for the attempt to reclaim the top-speed crown.) The brief calling for better handling includes a new ZF electronic steering rack and external reservoir Sachs shocks.

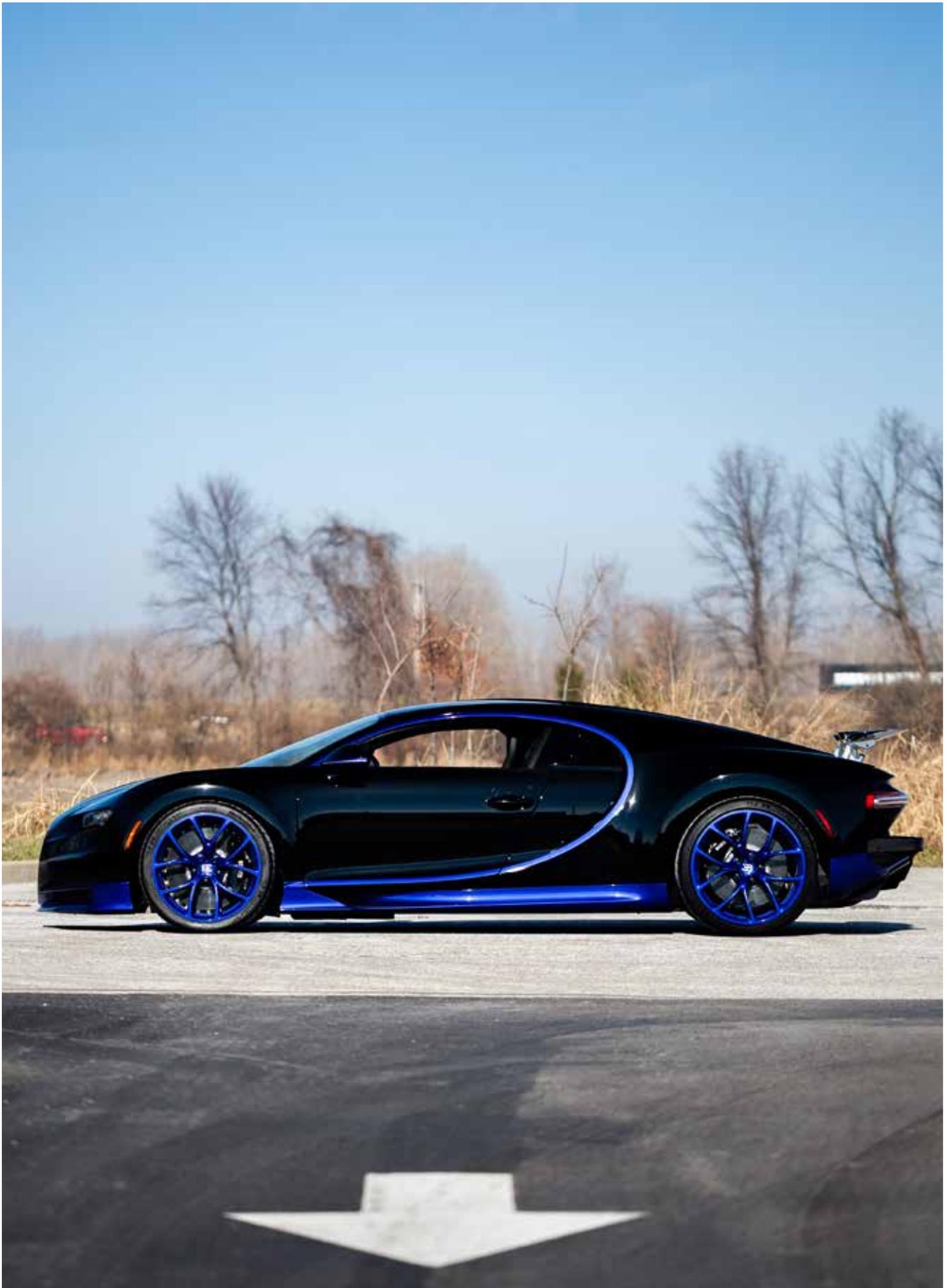
The cockpit is a handsome amalgam of functionality and luxury, formed from carbon fiber, fine leather and aluminum. Distinctive elements include the unique lighting strip that runs down the middle of the roof, echoing the exterior's two "C" shapes and the character line that bisects the top of the car and divides

the rear window into separate panes; a steering wheel carved from a single chunk of aluminum; a large analog speedometer (300mph top end; 500km/h in Europe); three high-resolution screens; and a series of vertically placed knobs in the center stack that control various systems controls and readouts.

Driving the Chiron is best described as "There's nothing else like it." Imagine running faster than a prototype racer on Le Man's Mulsanne Straight but comforted by a/c and a terrific stereo. Test driver Andy Wallace reports that the Chiron is still accelerating strongly when the engine hits the limiter at 261mph. Most of us would be happy exploring the Chiron's top speed in "nanny mode," a mere 236mph. At that speed, says one Bugatti executive, "You can make an abrupt lane change...and the car reacts immediately. You feel your cheeks being pulled out when you do."







74.**1963 JAGUAR E-TYPE SERIES I 3.8 ROADSTER**

Chassis no. 880027

Engine no. RA7406-9 (see text)

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Beautiful Opalescent Silver-Blue paint with Dark Blue interior
- ★ Fitted with upgraded synchromesh transmission
- ★ Stunning Series I E-Type Roadster ready to be shown at Concours events or driven on rallies
- ★ Accompanied by Jaguar Heritage Trust Certificate, service manual and tool kit

**THE JAGUAR E-TYPE**

In 1958, Jaguar technical director, William Heynes, and designer, Malcolm Sayer, convinced their boss, Sir William Lyons, that a new production sports model was needed. Thus, the E-Type was born; one of Jaguar's longest-running and most revered models. The engine and transmission aside, the production E-Type was all new. It combined a multi-tube front chassis with a monocoque center section. At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin-cam engine was fed through three SU side draft carbs and developed 265bhp. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane works on August 26, 1963, this lovely Series I 3.8-Liter Roadster was finished in the splendid color scheme of Opalescent Silver-Blue exterior over Dark Blue hides, a livery still seen on the car today. Destined for the United States, the original owner is regrettably unknown with current records. It is reported, however, that the car entered a period of long-term ownership beginning in 1988 and continuing until 2005. Residing under the hood is an alternative engine block, but what is believed to be the original cylinder head is still fixed atop the cylinders. For the benefit of the operator, the original moss box has been replaced with a newer synchromesh 4-speed which allows much greater smoothness between speeds. More recently, the vehicle received a fresh coat of paint in its correct factory delivered color. Furthermore,

mechanical odds and ends received attention, and with a new exhaust system, this Jaguar really purrs.

The head-turning presence of the E-Type is undeniable. For nearly 60 years this Jaguar has endured as one of the most coveted automobiles by enthusiasts the world over and its staying power amongst collectors ensures their value for many more decades to come. Do not miss the opportunity to get behind the wheel of a stunning classic like the one presented before you.

\$175,000 - 225,000
WITHOUT RESERVE



75.

1961 MERCEDES-BENZ 190SL

Chassis no. 121040.10.017684
Engine no. 121921.10.017822

1,897cc SOHC 4-Cylinder Engine
2 Solex Carburetors
105bhp at 5,700rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

Without Reserve

- ★ Beautifully restored example of the classic 190SL
- ★ Tasteful and period-correct Slate Grey over Red livery
- ★ Equipped with fitted luggage, tools and owner's manual
- ★ Ready for concours judging or collector car tours



THE MERCEDES-BENZ 190SL

In 1954, Mercedes-Benz displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop. This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL "Gullwing." While the 190SL features a carbureted 1.9 liter inline 4-cylinder engine compared to the 300SL's direct-injected 3-liter slant six, they share basic engine design, suspension system, and level of detail and craftsmanship that defines Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, was paired with dual Solex carburetors and produced 105 horsepower. This powerplant was mated to a fully synchronized 4-speed transmission that sent power to the rear swing axles. The 190SL implemented the same suspension

systems as the 300SL, affording it confident handling and drivability.

While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success—selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important part of the culture of small roadsters in the 1950s, as it demonstrated how luxurious the platform could be.

THE MOTORCAR OFFERED

This spectacular example of the classic 190SL was completed at the Stuttgart-based Mercedes-Benz plant during spring of 1961, and most likely destined for the US market. The car was purchased by the consignee from what is said to have been the second owner, whom the car had been with for over 40 years. A comprehensive restoration has been performed in the period-correct livery of Slate Grey over a delightful red leather interior, and the car has been equipped with matching fitted luggage in the trunk. This beautiful 190SL is offered with owner's manual and tools, and is ready for touring or concours events.

**\$140,000 - 170,000
WITHOUT RESERVE**



76.

1937 JAGUAR SS 100 2.5 LITER ROADSTER

Chassis no. 18072

Engine no. 252608

2,663cc OHV Inline 6-cylinder Engine

Twin SU Carburetors

100bhp at 4,500 rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ *Desirable and rare example of Jaguar's first sports car*
- ★ *Retains matching-numbers chassis, engine and bodywork*
- ★ *In recent ownership several decades*
- ★ *Eligible for some of the most exclusive driving and concours events*



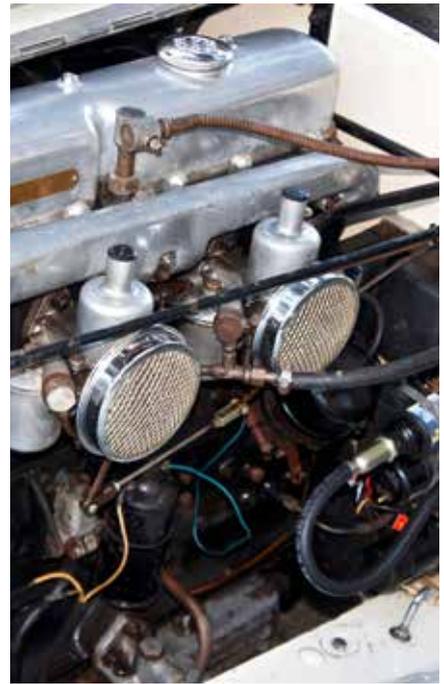
THE JAGUAR SS100

By the time the SS90 sports car arrived in 1935, William Heynes had joined Jaguar as Chief Engineer. Based on a shortened SS1 chassis, re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90mph, the SS90 was handicapped by the limitations of its sidevalve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake. Launched in 1936 alongside the 2½-Liter saloon, the SS100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard six which, equipped with Weslake's

overhead-valve cylinder head and breathing through twin SU carburetors, now produced 104bhp.

Although a fine touring car, the SS100 was marketed as primarily for competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½-Liter and 116 of the later 3½-Liter cars had been made by the time SS 100 production was prematurely ended by the outbreak of war.





THE MOTORCAR OFFERED

Chassis number 18072 was completed at the works in March of 1937, finished in Lavender Grey over blue trim. The car was supplied new in via Henlys, London to its first owner, Mr. E.C. B. Jenkins. It remains unclear for exactly how long the sporting Jaguar remained in the UK, but by the 1970s, the car was found in the hands of Jaguar enthusiast and collector, Mr. Robert Morand. Mr. Morand had over 60 cars and was really a true collector of motorcars early on. As he sadly passed away, the SS100 was inherited by his son, who has kept it until recently.

Today this sporting Jaguar is finished in a classic Old English White exterior color, while the airplane-like cockpit is trimmed in red hides. The car has resided in the mild California climate for more than 40 year. Very importantly, the car retains its

original chassis, engine and body, and would be a spectacular base of a car to further refurbish or treat to a full restoration. With prices of the contemporary BMW 328 Roadster and Alfa Romeo 6C 1750 selling for far bigger figures, these sporting and extremely good-looking Jaguars offer great bang for your buck. Supporting the car's provenance, accompanying documentation includes various cuttings and photographs, a Jaguar Daimler Heritage Trust Certificate, side curtains in spectacular condition, and an original hand book and parts book.

The SS100 was one of the fastest and best-handling sports cars of its day, as its competition record both before and after the war bears witness to. Representing a rare opportunity to acquire a matching-numbers example of the model that can be said to

have started the Jaguar legend, '18072' is eligible for a wide variety of the most prestigious historic motor sport events..

\$330,000 - 370,000

Please note this car is titled under model year 1939.



77.**1953 MORGAN +4 ROADSTER**

Chassis no. P2693
 Engine no. V591ME

1,991cc OHV Inline 4-Cylinder Engine
 Single Carburetor
 90bhp at 5,000rpm
 5-Speed Manual Transmission
 Front Independent Suspension - Live Rear Axle
 4-Wheel Drum Brakes

- ★ *Expertly restored by Huber Restorations*
- ★ *Desirable early "Flat-Radiator" example of the classic Morgan sports car*
- ★ *Striking color combination*
- ★ *Eligible for many rallies and tours*

**THE MORGAN MOTOR COMPANY**

Morgan has long been a niche manufacturer—always producing cars that were a little different from the norm. From their early Vee-twin engined three wheelers to the four-wheeled models such as the car offered here, the common thread has been fun, sporting motoring in the old British tradition, for a relatively modest outlay. Those basic characteristics have ensured the brand's enduring appeal.

Morgan's first four-seater, four-wheeled sports car—the Standard 10-engined 4/4—appeared in 1937, forming the mainstay of production up to 1950. It was then superseded by the larger and more powerful Standard Vanguard-engined Plus Four. With 70% more power than the 4/4 courtesy of the 2,088cc Vanguard engine, the +4 represented a major step forward in the evolution of the

Morgan sports car. Although the traditional chassis layout was retained—what else would one expect from Morgan?—it did undergo extensive alteration, growing in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4. The new cars soon proved popular and were even successful in competition, the company winning the team award at the RAC International Rally in 1951.

THE MOTORCAR OFFERED

This lovely Morgan +4 Roadster features the early, flat-radiator design, of which very few remain in existence today. The car has been expertly restored by Tulsa, OK based Huber Restorations, and presents beautifully throughout. The striking color combination of a creamy yellow body contrasted by British Racing Green fenders and a Biscuit-colored interior suits the classic British sports car very well, and a 5-speed transmission has been installed for drivability. The wooden dashboard is adorned by elegant Smith instruments, and a Brooklands steering wheel is fitted to hang onto on those twisty backroads. This is a fine example that would make for thoroughly enjoyable summer motoring.

\$50,000 - 70,000
WITHOUT RESERVE



78.

1971 PORSCHE 911T 2.2 TARGA

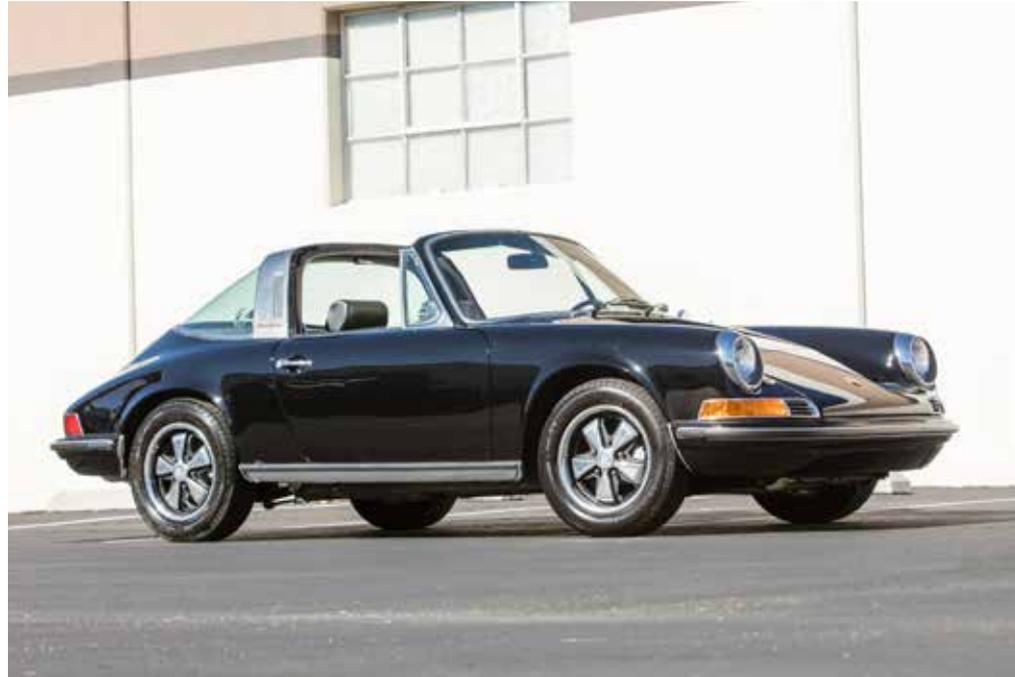
Chassis no. 9111111776

Engine no. 6116493

2,195cc SOHC Flat 6-Cylinder Engine
Dual Weber Carburetors
125bhp at 5,800rpm
5-speed Manual Transmission
4-wheel Independent Suspension
4-wheel Ventilated Disc Brakes

Without Reserve

- ★ Complete restoration finished in March 2018
- ★ Known ownership history from new
- ★ Beautifully optioned classic Targa
- ★ US car from new



THE PORSCHE 911

The 911T had been introduced as a new base model in 1967, initially with the 2-liter engine in 110bhp form before gaining the 2.2-liter unit, along with the rest of the range, in 1969. Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s. Tenacious adhesion, responsive steering, superb brakes, and meticulous finish were just some of the virtues praised by Motor magazine in its test of a Porsche 911T in 1973.

THE MOTORCAR OFFERED

With known ownership history from new, this Porsche 911T Targa was delivered in black over a black leather interior. Residing in Florida for its first 30 years of ownership, this 911T spent the following 20 years with a Porsche technician who regularly drove and maintained the car. Factory options for this 911T included Fuchs deep 6 alloy wheels, Blaupunkt radio, and factory air conditioning. Additionally, the car was delivered with velour carpeting, gold Porsche and model name script, alloy door sill covers, chrome rocker parts, S rubber on bumpers and doors, S instrumentation, and a leather steering wheel.

This 911T has benefited from a full restoration that was completed in March 2018. The body was stripped to bare metal and resprayed, noting that structurally, all body panels and

the floor are original to the car. The engine and gearbox were also gone through, adding a Carrera oil fed chain tensioner into the engine during its rebuild. Included in the sale are the Porsche manuals, Porsche COA, tool kit, and jack and fitted luggage.

Today, this 911T Targa shows in immaculate condition, having recently received \$10,000 in mechanical work and care in September 2018. Bulletproof reliability combined with classic good looks and a thrilling driving experience make this 911T Targa a fabulous addition to any motoring enthusiast's collection.

\$90,000 - 110,000
WITHOUT RESERVE



79.**1958 ALFA ROMEO GIULIETTA SPRINT**

Coachwork by Bertone

Chassis no. AR1493*07867

Engine no. AR00536*16316

1,570cc DOHC Inline 4-Cylinder Engine

2 Weber 40 DCOE Carburetors

Approx. 150bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ *Comprehensive, nut-and-bolt \$100,000+ restoration comprehensive restoration*
- ★ *California Mille, Rolex Monterey Reunion, and SVRA National Vintage Championships participant*
- ★ *A true do-it-all vintage gem*
- ★ *Expertly maintained by respected specialists*
- ★ *California road registered*

**THE ALFA ROMEO GIULIETTA**

With the introduction of the Bertone-styled Giulietta Sprint in 1954, Alfa Romeo established the 'small car, big performance' formula which would characterize the Milanese marque's finest offerings from then on. The Giulietta's arrival caused a sensation; demand outstripped supply at first, causing Alfa to rethink its production strategy and become, for the first time, a high-volume manufacturer.

Alfa's classic twin-cam four became 1,290cc for the 750-Series Giulietta, gaining an alloy cylinder block in the process. The original Sprint Coupé was soon joined by Berlina (saloon) and Spider (open) versions, and then in 1957 by the first of the new 101-Series cars. The Giulietta family's success surprised even Alfa themselves; production targets were revised upwards, and to satisfy demands for

increased performance, upgraded 'Veloce' versions of the Sprint and Spider were introduced. In 750-Series form, the Veloce versions of both Sprint and Spider came with an up-rated engine equipped with Weber carburetors and producing 96bhp, making them the fastest of the mainstream production Giuliettas. The combination of a rev-happy engine, fine-handling, responsive chassis and excellent brakes make the Giulietta Sprint a driver's car par excellence and explains why these stylish Alfas continue to attract the discerning enthusiast. Between 1956 and 1962, 3,058 examples of the Bertone-bodied Giulietta Sprint Veloce were built, and today these rare models are highly prized by Alfa Romeo connoisseurs

THE MOTORCAR OFFERED

Bonhams is thrilled to offer this outstanding, professionally prepared 1958 Alfa Romeo Giulietta Sprint, which has been restored to Veloce specification. The Italian thoroughbred has been the recipient of an extensive multi-year, nut-and-bolt restoration at the hands of respected experts, leaving the car in phenomenal condition.

Unable to find a classic that would allow him to partake in every aspect of the vintage hobby from racing and rallies to shows and Sunday morning cruises, the consignor set out to build this multifaceted dream car. After finding a worthy candidate, the extensive build began. The restoration included a bare-metal, ground-up reconstruction of the car and all the mechanicals. The work was completed by the well-known vintage racing specialist, Scott Rubin, and has been fully





sorted and maintained by McGee Motorsports at Sears Point Sonoma Raceway. Restored to a period-correct racing livery, the car is finished in light metallic blue with a dark burgundy over grey interior, with correct dash and instrumentation. The drivetrain is built to the 1962 SCCA rules, with a 1.6-liter aluminum dual cam engine fed by 40 DCOE Weber carburetors. Power is routed to the period aluminum TZ type wheels through a 5-speed Alfa transmission. The undercarriage is immaculate with period-correct Girling front disc brakes and Koni shocks. While maintaining the original Alfa racing character, the Sprint meets current competition safety standards with a fully integrated roll cage, 3-zone fire system, 6-point Schroth racing harnesses, competition seats (in period style), fuel cell, and exterior electric cut-off.

Receipts for the incredible build are on file, totaling more than \$100,000.

With true dual-purpose provenance, the car qualifies for premier vintage racing events in addition to rallies and tours, with its current 2018 California registration and vintage yellow plates. The Alfa has quite an impressive resume with experience at the California Mille (participant in 2011), as well as the most prestigious vintage racing venues, such as the Rolex Monterey Reunion (Participant in 2011 & 2014), Sonoma Historics, CSRG David Love Memorial, and the SVRA National Vintage Championships at COTA in 2017. The car meets the qualification standards for SVRA "Gold Medallion" status, which includes automatic entry into all national SVRA vintage events.

This outstanding Giulietta Sprint is one of the finest, and certainly the most eligible examples available anywhere. The incredible dual-purpose usability of the car is as astounding as the build itself. This Alfa is a real Gem that deserves the continued enjoyment of a fellow enthusiast.

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



80.**1965 LAND ROVER SERIES IIA 88" HARDTOP**

Chassis no. 244/25054-C

2,2286cc Inline 4-Cylinder Engine

Single Downdraft Carburetor

77bhp

4-Speed, 3-4 Synchronized, Manual Transmission

2-Speed Hi-LO Transfer Case

Front and Rear Live Axle Suspension

4-Wheel Drum Brakes

★*Left Hand Drive North American Export*★*Preservation Marine Blue Example*★*For an arbiter of taste looking to live 'the lifestyle'*★*Quite possibly the best 4x4xFar***THE MOTORCAR OFFERED**

This Land Rover, built in late 1965, is a very original, unrestored and solid example. The Marine Blue paint over its aluminum skinned exterior shows a magnificent patina, and the interior appears to be entirely original. Plaid blankets cover what is left of the elephant hide vinyl seats while the rear seats remain original and intact. Fitted inside the roof top is a storage compartment with a radio and speaker as well as a rifle rack in the rear window with white paint appearing mostly original. Matching body numbers are visible on the door tops and bulkhead areas. The engine is believed to be original, though no engine number is provided on the Heritage Certificate.

As the story goes, the previous owner purchased the Rover while shooting the set of a film on location in Montana in 1967 and returned to Southern California with it not

long after. Last registered in the mid-1980s, a friend of the seller found the Rover from a Southern California estate where it had been parked under a cover. The Rover was then returned to the road after a thorough servicing of required components and a fresh set of period correct tires. Since then, the seller has accumulated 5000 miles of very enjoyable driving. The vehicle proved to be quite reliable on a long run up Pacific Coast Highway to Monterey for car week last year and on the dirt back roads of local mountains. As a daily commuter or just for fun with the windscreen down, a certain amount of attention is gained when driving this Rover. It is very well liked and appreciated by other drivers and people about, always seeming to start stop light conversations and car show friendships whenever its out.

Included with the Rover are several original,

used or new components, including some original tools, a used overdrive unit, which can be installed for higher speed highway cruising

This is an outstanding opportunity to obtain a delightful and useable preservation example of what is perhaps the best 4x4xFar with a perfect patina and a great candidate for the Copperstate Overland Rally event.

\$25,000 - 35,000
WITHOUT RESERVE



81.**1965 MERCEDES-BENZ 230SL**

Chassis no. 113042.10.012834

Engine no. 127981.10.010659

2,308cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

150bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- ★ *Beautifully restored 230SL Pagoda in elegant livery*
- ★ *Fitted with desirable manual-shift transmission and Becker Radio*
- ★ *Timeless Paul Bracq design on a high-quality classic Mercedes-Benz*
- ★ *Offered with factory Hard Top*

**THE MERCEDES-BENZ 230SL**

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

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

THE MOTORCAR OFFERED

This elegant "Pagoda" 230SL was completed at the Stuttgart-based Mercedes-Benz plant in the latter part of 1965. The new Roadster is believed to have been equipped for the sports car hungry US market, as being fitted with the desirable 4-speed manual transmission and left-hand drive steering arrangement from new. The elegant livery of Dark Blue over a light Ivory interior is further believed to have been the car's original livery and ideally suits the classy Mercedes-Benz. A stylish Becker Europa is appropriately fitted in the dash, and the factory hard top remains with the car. This beautiful first-generation Pagoda would make a great addition to any collection. It has recently been serviced and is ready for spirited drives or concours displays.

\$75,000 - 100,000
WITHOUT RESERVE



82.**1959 FIAT-ABARTH BERLINA 750 DERIVAZIONE**

Chassis no. 737815

4-Cylinder Engine
 Single Carburetor
 4-Speed Manual Transmission
 4-Wheel Hydraulic Drum Brakes

- ★ Letter of authenticity from noted Abarth expert, Dr. Steven Knee
- ★ Restored by specialists
- ★ Fresh engine ready to run
- ★ Many original Abarth items retained

**THE MOTORCAR OFFERED**

Produced from 1956 to 1959, the Fiat Abarth Derivazione was the first steel-bodied Fiat sedan modified by Abarth. The cars hail from the same period as the famed Fiat-Abarth 750 Zagato "Double Boule". Abarth modified the Derivazione with more powerful engines, a larger radiator, close gear ratios, steel slotted 12-inch wheels, Jager Tachometer, 90mph speedometer, and Abarth badging. Customers could option their car with a supplemental water radiator and engine cover hood props if so desired.

Abarth did not stamp the Derivazione chassis with Abarth serial numbers like the later TC series, but thankfully this car is accompanied by a letter of authenticity from noted Abarth expert, Dr. Steven Knee. The original letter of authenticity accompanies the car, giving its owner real peace of mind. The Derivazione is

said to possess its original Abarth tachometer, Abarth wheels, holes for the hood props, studs for the auxiliary radiator, and the correct Abarth badging with appropriate patina. In 2001, the car was restored by Reborn Racers. During the restoration, the suspension was lowered, new Konis were fitted, the brakes upgraded, a braced interior roll-over bar and modern competition racing seat, and a modern racing tachometer added. The original, cloth Fiat driver's seat was retained and will accompany the car. The engine is a fresh, zero time 903 Fiat unit that has not been raced since it was installed in 2017.

Authentic Abarth Berlina Derivazione are seldom seen; few if any authentic examples are as properly built and ready for action as this. With its letter of authenticity from a noted expert, original Abarth items, and fresh

engine, this restored Fiat Abarth Derivazione is ready to provide its next owner with years of enjoyment.

\$15,000 - 25,000
WITHOUT RESERVE



83.**1983 DODGE SHELBY CHARGER**

VIN. 1B3BZ6485DD170629

2,213cc SOHC Inline 4-Cylinder Engine
 Single Carburetor
 107bhp at 5,600 rpm
 5-Speed Manual Transmission

Front MacPherson Strut with Semi-Trailing Arm Rear Suspension
 Front Ventilated Discs with Drum Rear Brakes

Without Reserve

- ★ From the personal collection of Carroll Shelby
- ★ Only 3,005 original miles from new
- ★ The first of the Shelby Mopars
- ★ Brilliant Santa Fe Blue Paint with matching interior

**CARROLL SHELBY'S CHARGER**

In 1983, Carroll Shelby and the Lee Iacocca would renew their storied partnership, this time within the MOPAR family. The very first product of this reunion would be a performance tuned variant of the Omni based Charger model. Shelby's first effort on the ubiquitous Chrysler 2.2 inline 4-cylinder involved increasing the compression ratio to 9.6:1 and installing a more aggressive camshaft. A modest increase of 13hp brought the grand total to 107hp and 127lb-ft of torque. Also aiding in the quickness endeavor was a close ratio 5-speed transaxle and a top gear ratio of 2.78. Lastly, a free-flowing exhaust system provided the coupe with a more aggressive growl. The consequence of these upgrades was a sub 10 second 0-60 time, an impressive statistic for the era, and a top speed of 117mph.

Despite all of this attention being spent under the hood, the real focus of the project was placed on making the vehicle handle with greatly increased precision and response. The difference behind the wheel was immediately noticeable thanks to a faster 14:1 power steering system. The suspension was treated to shorter stiffer springs all around that lowered the car roughly an inch. Low profile 195 section Goodyear Eagle GT tires provided increased grip and vented front disc brakes thoroughly reigned in the added speed.

The exterior was also graced with a brand new body kit. A functional front air dam, ground effect skirts and ducktail spoiler all aided increasing the aerodynamic balance of the sporty coupe. Beyond those additions the vehicle was instantly recognizable as a Shelby owing to decals and special paint options.

The Charger presented here is Carroll Shelby's personal car that has been part of his collection since new. Having covered just over 3,005 miles, it is in "time capsule" like condition. In addition to living in Carroll's personal collection, the car has also spent a number of years on display in the Shelby Museum. The car is accompanied by its original window sticker and a Shelby vehicle authenticity certificate certifying that it is in fact Carroll's personal car. The Shelby Charger was the first Shelby produced vehicle since the 1970 Shelby GT350/500. This Shelby Charger is without doubt, the finest example extant.

\$15,000 - 20,000
WITHOUT RESERVE



84.Ω

1931 BUGATTI TYPE 46 'SUPERPROFILÉE' COUPE
Coachwork in the style of Gangloff, by Ashton Keynes

Chassis no. 46491

Engine no. 345345

5,359cc SOHC Inline 8-Cylinder Engine

Single Smith Multi-Jet Carburetor

140bhp at 3,500rpm

3-Speed Manual Transmission

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

4-Wheel Cabled-Operated Drum Brakes

- ★ Stunning creation of one of the most iconic Bugatti designs
- ★ Concours restoration completed in the UK
- ★ One of the legendary luxury Bugatti models
- ★ Unseen/shown in the USA
- ★ One of two chassis purchased from Roland Bugatti by Richard Baudens in the 1950s



THE TYPE 46 BUGATTI

Bugatti's 'piece de resistance' for 1929 was not a Grand Prix racing car but a sensational eight-cylinder, 5.3-liter luxury car chassis designed to take the finest and most sumptuously equipped coachwork, providing the ultimate in flexible motoring with exceptional road manners. This was the Type 46 which earned the sobriquet 'La Petite Royale'. Not that there was much petite about the 5,350cc engine or the substantial chassis which weighed some 1,150kg, however the car shared many similarities with the Royale, including the three-speed gearbox in the rear axle and the long stroke engine, (130mm), of the later Royales. Of the larger Bugattis the Type 46 ranks most highly and offered impressive top gear flexibility. At a time of world recession, it found a ready market with production numbers exceeding 400, unlike the hugely expensive Type 41 Royale which was really an anachronism at a time of world-wide financial crisis.

Road tested by *The Motor* magazine in 1930, the Type 46 was described in the following glowing terms: "A really solidly built, beautifully sprung, comfortable saloon car with exceptionally rapid acceleration through its speed range; that is the 32.5hp or "5-liter" Bugatti. It combines the luxury of a large limousine, the flexibility and top gear performance of a thoroughbred town carriage with the perfect road holding, the speed and acceleration of the best type of sports model..... It will creep through traffic at 3 or 4mph in top gear, will climb practically any main road hill without there being any need to change down, and will accelerate, whenever the opportunity occurs, with surprising rapidity".





THE MOTORCAR OFFERED

One of the most outlandish design studies of its day, Bugatti's aerodynamic coupe, which was christened the 'Superprofilée' was the latest development in the design traits that were coming from the Molsheim works in the late 1920s and start of the 1930s. Jean Bugatti had wisely employed the talented designer Joseph Walter to assist with their coachwork, and between them they developed a style which is now synonymous with the marque. Their influence would start to be seen from the late Type 40 models, with the arched side panels, and is of course evident across the Type 57 factory body range. Along the journey, as with all designers, they would create artwork and the occasional real-life model before rolling this out perhaps in a more practical form on the production cars. And, so is the case with Superprofilée and the less severe

Semi-Profilée bodywork. The latter, in a more toned-down form, would of course go into production as the Ventoux Coupe on the subsequent Type 57. While, the Superprofilée style, which was first seen publicly on a Twin Cam Type 50 at the Paris Salon in 1932, does not appear to have become a production designation.

In terms of the statement made by these two profile body styles, it is a true icon of design of which there are very few survivors of the genus, those include a Semi-Profilée in the Louwman Collection, and the sole Superprofilée naturally resides in the Cité de l'Automobile, Musée National de l'Automobile, Collection Schlumpf, in France. The latter has proven to be an irresistible inspiration for others to mirror this striking piece of design. Copy being the sincerest

form of flattery... this is one such example.

Most intriguingly, 46491 has a direct connection to the Schlumpf car. It is understood to never received coachwork in period, instead, it was one of a handful of Bugatti rolling chassis which would have languished around the works in the immediate post war era and was one of four which are understood to have been transferred to Ettore's son, Roland Bugatti. In the American Bugatti Club journal, *Pur Sang* Vol. 21, No. 3. Fall 1980, Andy Rheault wrote publishing a series of letters from Don Stanford to Russ Sceli in 1952, which refers to these cars as such: 'Richard Baudens' 'is a close friend of Roland Bugatti, Le Maestro's son' 'the Baudens-Bugatti friendship has resulted in a situation you won't believe, but here it is: Long ago, Baudens discovered a couple of brand new Bugatti chassis in





Roland's garage and it turned out that there had once been four of 'em; Le Patron's last works, still (these two) in their original crates, 5-liter Bugatti engines complete and never yet turned over' 'Anyway—Roland Bugatti sold the last two crated chassis to Baudens, who shipped them to his garage in Paris, where they are today'.

Those two referred to are 46482 and this car 46491, the former would come to the States, and pass to Eri Richardson, who discovered the sole surviving Superprofilée body and matched it to that chassis in the late 1950s. That car is the subject of a number of articles entitled 'the last new Bugatti in the world,' and post Richardson moved on to noted Bugattiste Andy Rheault, who sold it to Fritz Schlumpf. Meanwhile, by elimination, 46491 is the other car referred to, which Don lists

in 1952 as being 'definitely and finally not for sale, since Richard Baudens is going to have a body built for it'.

From Baudens this chassis now passed to Michael Glass in the UK and remained there for a number of years, 46491 was still in the UK in the 1980s where it was later acquired by arch car dealer Charles Howard, and then landed with the present owner nearly 25 years ago. A fastidious and passionate collector of French automobiles, he was inspired to recreate this mythical body style. To begin with the ideal was to build a semi-profilee, but as the project developed, the more avant garde Superprofilée became the desired conclusion.

Over the course of more than 10 years, the journey evolved, restoration was begun





at Barrie Price's workshops and then transferred to Keith Bowley's renowned Ashton Keynes house in the British Cotswolds area. A color choice of black over blue was made, similar to 46482 and accentuating the car's lines.

The result as evidenced on these pages is stunning rendition of the stylized aerodynamic bodywork penned by Bugatti and Walter. Intriguingly, the coachwork that it wears today is not only to a period style, but also the first and only coachwork that chassis 46491 has ever worn. Once complete its use has been modest, with the occasional display outing including twice at the much-lauded Salon Privé event in 2009 and 2010.

Bugatti's majestic Type 46 is a much coveted and Grand Dame automobile of the brand, and in this form, it is also one of the most of its day. To date, the car has not been shown publicly at any USA Concours events, and is yet to be toured.

\$750,000 - 1,000,000



85.**1988 FERRARI TESTAROSSA**

Design By Pininfarina

VIN. ZFFSG17AXJ0076899

Engine no. F113A040*12*138*

4,942cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

385bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Ferrari Classiche Certified*
- ★ *Exceptionally well preserved and original example*
- ★ *Major Service performed by Ferrari of Denver just weeks ago*
- ★ *Desirable Livery*
- ★ *Offered with books, and records*

**THE FERRARI TESTAROSSA**

It is hard to imagine the 1980's without the Ferrari Testarossa coming to mind. Its dramatic figure, led by design chief Leonardo Fioravanti of Pininfarina, combined both form and function credited to his in-depth knowledge of aerodynamics. The side strakes, which have become the most distinctive feature of the vehicle, are a prime example of Fioravanti's influence, as the side mounted radiators provided more efficient cooling to the large 4.9-liter flat-12. As the flagship Ferrari of its day, the performance on offer was truly impressive. A commendable 385 horsepower propelled the supercar to 60mph in just 5.3 seconds and to a top speed of 180mph. Thanks to the low center of gravity and prime weight distribution afforded by its midship flat-12, handling was equally remarkable.

THE MOTORCAR OFFERED

This sinister Nero over Beige Ferrari Testarossa was first delivered to the Sportcar Exchange Inc. in June 1988. Today, the car has traveled less than 20,000 original miles and as a result, is in fantastic condition. The laser straight body wears its Nero paint beautifully, possessing a deep mirror-like finish. The interior is also in beautiful condition. The leather, dash, and carpets are all in great shape, showing only minimal wear. Mechanically, having just received a major service at Ferrari of Denver, the car is spot on. In 2016, the Testarossa went through the rigorous Ferrari Classiche certification program, where it was found to be an exceptional example. The car is certified as having all of its original equipment, including the engine and gearbox, and is certified as having no evidence of ever being in an accident or having any repairs carried out,

which is further backed by the Carfax report. The car is accompanied by the Ferrari Classiche Certification with the red book, in addition to the receipts for the major service that was just performed, a clean Carfax report, and its original books and manuals.

This 12-cylinder icon presents an excellent opportunity to acquire a Ferrari Classiche certified, recently serviced, Ferrari Testarossa finished in a rare and stunning color combination. If your collection is void of a Testarossa, you should be in search of one, and you would be hard pressed to find a better example.

\$100,000 - 125,000
WITHOUT RESERVE



86.

1991 ALPINA Z1

VIN. WAPRLE0001C260063

2,651cc SOHC Inline 6-Cylinder Engine
 Bosch Motronic Fuel Injection
 200bhp at 5,800rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve

- ★ Only 12,160 km recorded from new
- ★ One of 66 Alpina Z1 models ever produced
- ★ Meticulously cared for, presenting in showroom condition
- ★ Recipient of Michelin Choice Award at Legends of The Autobahn



THE ALPINA 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 that made for a very stiff chassis. Molded plastic panels clothed the galvanized steel chassis, which was braced by a molded composite under-tray. The body panels were easily removed, and it was even suggested that owners might want to buy a second set in an alternative color. Unusually, the electrically operated doors dropped into the body sides to provide access; to date, the BMW Z1 remains the only convertible car to employ this technology.

Alpina's conversions for BMWs frequently involve extensive changes to the standard bodywork in pursuit of increased aerodynamic

downforce, but happily in the Z1's case these bolt-on additions were not deemed necessary. When it came to producing their special version, Alpina had relatively little to do, so effective was BMW's original conception. Instead, Alpina focused its attention on giving the Z1 a much-needed power increase, dropping in its tuned 2,651cc version of the M20 producing 200bhp. With an additional 30 horsepower on tap, the RLE raced to 100km/h (62mph) in 7.1 seconds on its way to a top speed of around 230km/h (142mph). Changes to the suspension were minimal, while there was little to distinguish the car from the standard Z1 apart from its Alpina 17" alloy wheels and Alpina steering wheel.

THE MOTORCAR OFFERED

This particular Z1 is number 63 of 66 built. Having covered just over 12,000km since new, this no-stories example presents in exquisite condition with all modifications made to the Z1 by Alpina in nearly-new appearance throughout. The iconic Alpina gold striping runs the length of the red car while the interior is lined in camouflage-and-grey leather.

More recently, this Z1 was displayed at the Legends of The Autobahn in Monterey where it received the Michelin Choice Award for excellence. The car comes with the special Alpina Roadstar Edition Book issued for the owner of the car signed by Mr. Burkard Bovensiepen, the owner of Alpina himself with the serial number of the car.

\$140,000 - 180,000
WITHOUT RESERVE



87.**1993 PORSCHE 928 GTS**

VIN. WP0AA2929PS820156

5,397cc DOHC 32 Valve V8 Engine
 Electronic Fuel Injection
 350bhp at 6,500rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Über rare and desirable manual transmission 928 GTS*
- ★ *Believed 1 of 1 color combination*
- ★ *Offered with history file and factory accompaniments*
- ★ *The last and ultimate iteration of the Porsche 928*

**THE PORSCHE 928**

Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an up-market replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish hatchback body featured aluminum doors, bonnet and front wings in the interests of weight saving, while ingenious impact-resistant 'bumpers' made of color-matched plastic were incorporated into the nose and tail. The V8 engine - Porsche's first - displaced 4.5 liters and produced 234bhp. A 5-speed transaxle gearbox or 3-speed automatic were the transmission options. In 1983 the 928S with its 4.7-liter engine arrived and then in 1987 the model was further revised and restyled, becoming the 928 S4. Its engine producing 320bhp courtesy of twin-cam, 16-valve cylinder heads and enlargement

to 4,957cc, the S4 enjoyed a welcome top speed boost to 160mph.

In 1989 Porsche moved the game on with the even more powerful 928 GT, which with a top speed of around 170mph was the Stuttgart firm's fastest production car at that time, before launching the model's ultimate incarnation: the 928 GTS. Introduced at the Frankfurt Motor Show in 1991, the final iteration GTS was made available to North America in spring of '92 as a '93 model. In this form the 928, now boasting a 5.4-liter engine producing all of 345bhp, lasted in production until the model's deletion in 1995. Porsche has not made anything like it since and today this appreciating modern classic enjoys an enthusiastic following worldwide.





THE MOTORCAR OFFERED

This outstanding example of Stuttgart's highest performing 928 was special ordered in October of 1992 from Holbert Porsche in Warrington, PA and delivered the following July. Chassis PS820156 was exquisitely finished in unique 1993 model year-only code L231 Metallic Wimbledon Green metallic paint. Inside, this 928 has a remarkably rare full Olive Green, to-sample, leather interior with supple, lumbar-supported and heated full position seats uniquely contrasted by red leather piping. It is believed that this is not only the sole North American Wimbledon Green 928 GTS but the only to sport this exquisite interior. The original owner, surely a lover of green, further optioned the 928 with code XK7, an exclusive color-matched green gear lever as well as a dealer-tequipment green leather luggage cover. In addition to the one-off color scheme and well-trimmed interior, the

car was optioned with added air conditioning in the rear cabin, an AM/FM CD-2 stereo, a power sunroof, rim caps with painted crests, sport shocks and a manual transmission, one of only 54 for the year, in lieu of the traditional automatic.

This ultimate 928 would remain in its home state of Pennsylvania with its first 2 owners until 2009. Before leaving the Keystone state, the GTS would make one final visit to the selling dealer, Holbert Porsche, where it was treated to an extensive \$8,000 mechanical service, replacing components including the ever-important timing belt. Having covered less than 53,000 from new and always being cared for by true enthusiasts, PS820156 is in incredible condition. Included with the GTS are its factory accompaniments: books, manuals, tools, and compressor,

in addition to service receipts and a COA. When considering this car's ultra-desirable specification, likely one-of-one color combination and incredible condition, it becomes clear that this is one of the finest 928 GTSs to come to market and deserves serious consideration.

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



88.Ω

1963 PORSCHE 356 CARRERA 2 GS CABRIOLET

Coachwork by Reutter

Chassis no. 158183

Engine no. 97243

1,966cc DOHC Flat 4-Cylinder Engine
Dual Solex 40P11-4 Downdraft Carburetors
130bhp at 6,200rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Annular Disc Brakes

- ★ *Selling after 30 years of single ownership*
- ★ *Exquisite, highly-original example of the top-of-the-line 356 Carrera 2*
- ★ *One of just 64 Carrera 2 Cabriolets produced*
- ★ *Fully documented ownership history from new*



THE CARRERA 2 GS 2000

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.

While following the basic configuration of the standard Porsche engine, the Carrera engine differed in almost every other detail by use of dual-cam valve actuation, twin distributor ignition, two twin-throat carburetors, and dry sump lubrication. The exotic four-cam engine was mated to a fully synchronized four-speed manual transaxle, with model-specific annular disc brakes at all four corners. Top speed

was a lofty for the time 125 mph. That was in addition to the further improvements and enhancements the company imparted on the significantly revised B models.

The fastest and most expensive Porsche road car of its day, the 356 B 2000 GS Carrera 2 Cabriolet cost about \$6,200, a 50% price increase over the pushrod-engine model. Most of the cost was due to the complex Type 587/1 four-cam engine, which took nearly 100 hours to assemble. Out of more than 70,00 examples of the 356 before the 911 succeeded it, only about 64 Carrera 2's CABS in total are believed to have been made for 1963 and 1964, making this model one of the rarest at the time, and certainly amongst the most exclusive and desirable today.

Tested at various races during development, the high-performance dual-cam engine was also evaluated by the Porsche staff in their personal 356 examples. Eventually determining that the 356-based road car was the most opportune platform for this Type 547/1 engine, Porsche used the 1961 Frankfurt auto show to debut the Carrera, which was named for the famously grueling Mexican road race at which Porsche had dominated the 2-liter class. Initially available in Coupe, Convertible, and Speedster body styles, the Carrera grew in luxury over the years, somewhat obscuring its original performance mandate.





In September of 1961, Porsche addressed this perception by introducing an updated version of the Carrera that was exclusively available as a Coupe. The original dual-cam motor design was endowed with even more power by enlarging displacement to two liters, and reclassified as the Type 587/1, resulting in the fastest Porsche road car to date. Recognizing that the pure torque might be a handful for inexperienced customers, Porsche outfitted the new Carrera with disc brakes all around, and it was the first Porsche road car to be so equipped.

Introduced for the 1962 model-year as the Carrera 2, the internally coded GS 2000 wore Reutter's twin rear-grille T-6 body style and could have been mistaken for a standard pushrod 356B were it not for the dual exhausts that emerged from a distinctive apron under the rear bumper valance. Approximately 310 examples of the Carrera 2 were made in total. Claiming rarity, unprecedented performance, and identity as the most developed generation of the 356-based Carrera, the Carrera 2 has grown to be one of the most desirable of the vintage Porsche road cars, a veritable cornerstone of the Stuttgart legend.





THE MOTORCAR OFFERED

This 1963 Porsche Carrera 2 Cabriolet, chassis no. 1588183, was completed in April of 1963, leaving the Porsche factory painted in Signal Red over black leather interior and a black soft top. The car was delivered that same month to its first owner, a firm named Hallreiter & Vieten, in Germany. This Carrera 2 remained in Germany when purchased by its second owner, Fa. H.A Jansen, in 1965. Under the ownership of H.A Jansen, the car was regularly serviced and maintained by the Porsche dealer as documented on the Kardex. Fa H.A Jansen would sell the open-topped Carrera 2 to Werner Kuhn, Mönchengladbach, Germany, on August 1, 1972. According to records noted on the German registration document, Mr. Kuhn owned the car through August 1978, until selling to Mr. Walter Gratemar of Holland in April 1986. During Mr. Gratemar's ownership,

the body of this Carrera 2 was stripped to bare metal and refinished. The history file for this car includes detailed photos documenting the paint removal and refinish. Today's seller purchased the car from Mr. Walter Gratemar in April 1989, where the car has since remained in his private collection in Denmark, being regularly driven on tours and international driving events.

When purchased in 1989, the 4-cam engine originally installed in the car had been removed and replaced, albeit, with a correct type 587/1 engine. This prompted the current owner to research and locate the original, numbers matching engine (#97243) found in Belgium. Once purchased, the engine was rebuilt by Carrera specialist Armin Baumann before being mounted on an engine stand and kept on display with the car. The

engine remained as a display piece until it was reinstalled into the car in April of 2017, returning the car to its numbers matching configuration. Before reinstallation though, the engine underwent a technical inspection with German Carrera Specialist Karl Hloch to verify the engine was in operable condition after years of display.

In addition to having its original engine reinstalled in 2017, this Carrera 2 was sent to 356 Specialist Hapke Original Restauration in Leverkusen, Germany, to receive mechanical attention, where all major wear components in need of maintenance were either refurbished or replaced. Invoices in the vehicle's history file outline the work completed to the car, including front suspension and steering replacement parts, rear axle shafts and front kingpin replacement, new oil lines, and





the replacement of ancillary mechanical components throughout the car.

Selling after 30 years of single ownership, this particular 356 Carrera 2 Cabriolet with little more than 100,000 km on the clock and fitted with matching numbers engine, presents in thoroughly stunning condition with absolutely no deviation from its original specification. The leather interior, square-weave carpeting, floor mats, and soft top remain original and untouched after years of meticulous maintenance. The car even wears original trim and brightwork. Documented with a Kardex, original German "Pappbrief" registration, photos of the repaint in 1986, and the installation of its original engine, this beautiful Carrera 2 abounds in classic details like the original wood-rimmed steering wheel, teardrop tail lamps, chrome wheels

with Stuttgart-badged center caps, and the distinguishing rear exhaust apron. It is a wonderfully presented and highly original example of a venerable Stuttgart classic that warrants consideration by any serious Porsche connoisseur.

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



89.**1938 MERCEDES-BENZ TYPE 230B CABRIOLET B**

Chassis no. 405661

Engine no. 405661

2,229cc Inline 6-Cylinder Engine

55bhp

Single Solex Carburetor

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic-Assisted Drum Brakes

- ★ *Original engine and chassis with matching serial numbers*
- ★ *Two-door, four-seat convertible body*
- ★ *Still-fresh older restoration*
- ★ *In sound running order*

**CAR TITLE**

Mercedes-Benz was barely ten years old when its fourth-generation midsize car, known internally as the W143, was introduced at the Berlin auto show. Despite its youth, the company had already established a strong tradition of technical excellence and a clear design lineage for its upscale midsize automobiles.

Beginning with the first W 02 of 1926, the cars had undergone steady development, first under the technical direction of Ferdinand Porsche and Hans Nibel, and from 1928 with Nibel flying solo as head of design and engineering. After Nibel's death in November 1934, Mercedes' factory racing driver and team leader Max Sailer took over the design office, developing the W 143 for its February 1937 debut. Sailer recognized the value of a recognizable brand identity, and his work

built on what Nibel had accomplished. With its four-wheel independent suspension and hydraulic drum brakes, his W143 modernized Nibel's work both aesthetically and technically, particularly following a round of updates that followed the car's initial release.

Principally, the updates extended the car's box-frame chassis from 106.3 to 120 inches, which improved both ride quality and appearance. The bodywork was lengthened to suit, from 173.2 to 180.3 inches, giving the car a roomier body and a more elegant, upscale look. At the same time, its less-upright, more rakishly canted grille and rounder, more fully enclosing front fenders modernized the car with functional aerodynamics. And where the early cars' four-speed transmissions were synchronized only on the top two gears, the updated cars

received fully synchronized transmissions.

The W143 was powered by Mercedes' 2,229cc inline six-cylinder gasoline engine, which gave the car its Type 230 model name. With 55 horsepower, the engine was powerful enough to propel the standard Type 230 sedan to an autobahn-appropriate top speed of 72 mph, arrested when needed by four-wheel hydraulically assisted drum brakes.

The W143 Type 230 was offered in a wide variety of body styles, from two- and four-door sedans to six-seat Pullmans, Landaulets and Touring models. For those who enjoyed riding in open air, Mercedes offered three Cabriolets: the 2/3 seat A, the two-door/four-seat B, and the four-door/four-seat D.





THE MOTORCAR OFFERED

The 1938 Type 230 offered here is a two-door Cabriolet B, perhaps the most attractive yet practical convertible configuration. Its rear-hinged doors provide easy ingress or egress to both rows of seating, and its spacious passenger compartment offers plenty of legroom front and rear.

We are advised that a restoration was completed in Germany in circa 2000 to correct specifications. The original engine of this 3,410-lb. Cabriolet was rebuilt to deliver its full 55 horsepower, and all other mechanical and ancillary components were refurbished to as-new condition. The car was returned to its original dark blue and cream paintwork, the convertible top replaced by new blue canvas. Within the cabin, the carpeting and leather upholstery were replaced by new materials that replicate the

original deep red wool and leather. Set against the dark wood of the dash and door trim and the beautifully patina'd gauge cluster, the effect is both striking and tasteful.

With the exception of the cosmetic items noted above, the car is in remarkably original condition 80 years after it left the Mercedes workshops in Stuttgart. Imported to the U.S. in the late 1990s, the car remained with one Southern California owner until October 2016, when it was sold to another Mercedes collector in Southern California. A solid and attractive example of a prewar Mercedes automobile, the car is now ready to be driven and appreciated by its next owner.

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



90.**1951 CROSELY CD FOUR SUPER CONVERTIBLE**

Chassis no. CD 304956

Engine no. 118505

44ci OHV Inline 4-Cylinder Engine

Tillotson Single-Barrel Carburetor

26.5bhp at 5,400rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ Beautifully restored example
- ★ Charming Convertible, ideal commuter at the Beach or Ranch
- ★ Pint-Size Atomic Age styling
- ★ Fitted with Crosley radio

**THE CROSELY SUPER CONVERTIBLE**

Upon finding himself atop a substantial radio manufacturing and broadcasting empire, Powel Crosley Jr. endeavored to fulfill a lifelong interest in Automobile production. With prior experience originally building auto parts and accessories, the move was not quite a leap at first glance, and by 1939, the first Crosley compact car left its factory in Cincinnati, Ohio. Despite their meager dimensions, many notable innovations found themselves as features in the lineup. These included: the first American cars with 4-wheel caliper type disc brakes, the first mass American produced Overhead Camshaft engine, and the distinction of coining the term, "Sports Utility."

THE MOTORCAR OFFERED

The known history of this compact begins in 2003, when a collector purchased the car from an estate. Just three years later, the Crosley was obtained by its current owner. Wonderful bright red paint and a black leather interior make for a classic open top combination. Both present in fine condition, as a restoration was completed just a year ago. Some details of the work include a brake system adjustment, full carburetor rebuild, installation of fuel hardlines, an oil service, and lastly, a new battery. Furthermore, records on file indicate a full engine rebuild occurring in 2001. The car is reported to run just as good as it looks with a smooth engine and a tight, direct gearbox transferring power to the drive wheels. With a peppy 4-cylinder motor, convertible top, and minimal weight, this Crosley is sure to provide its next owner with many miles of happy motoring. It would be an ideal commuter in the Hamptons, or to travel from the yacht to the beach house.

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



91.

1983 TOYOTA FJ45 TROOPY

Chassis no. FJ45941877

Engine no. 2F772122

4,230cc OHV Inline 6-Cylinder Engine

Single Carburetor

135bhp at 3,600rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Front Disc - Rear Drum Brakes

- ★ *Exquisite frame off nut-and-bolt restoration by marque experts*
- ★ *Finished in striking and desirable livery*
- ★ *Great candidate for the Copperstate Overland Off-Road Rally*
- ★ *Rarely seen Troopy model*



THE MOTORCAR OFFERED

The Toyota Land Cruiser, in its many sizes and configurations has had a long and successful history of reliable service through the most rugged of conditions. Patterned after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars. Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Offered here is a rarely seen and extremely desirable, left-hand drive example of the FJ45 'Troopy.' The consignor was fortunate enough to acquire the vehicle nearly 3 years ago from its

long-term owner. Having been maintained by a Toyota enthusiast for the entirety of its life, the highly original and unmolested truck was in exceptional condition. Despite the Troopys well-preserved state, due to the rarity of the vehicle, the consignor decided to invest in a full frame-off, rotisserie nut-and-bolt restoration, which is documented heavily in the trucks history file. From bumper to bumper, every aspect of the Troopy was meticulously brought back to better than new condition.

The exterior was brought down to bare metal and refinished in Toyotas eye-catching shade of yellow. Mechanically, the original 2f engine was fully restored to the original specifications and received an OEM clutch, power steering system, factory exhaust system, and the OEM Japanese axels were fully serviced and re-

sealed. The front disc and rear drum brakes were fully rebuilt. The truck rides on a new Old Man Emu suspension and OEM Toyota Land Cruiser bead lock wheels wrapped in new BF Goodrich Mud Terrain KM2 tires. Inside received new OEM replica upholstery, a new headliner, custom-made floor mats, and a new Nostalgic AC unit.

Accompanying the vehicle is extensive photo documentation of the world-class restoration. With room for plenty of friends to hit the road or trail, this sought after FJ45 Troopy, restored with no expense spared by one of the most respected marque experts in the business, is a top example of the vintage Toyota Land Cruiser that would be the envy of the crowd at any show or off-road event.

\$60,000 - 85,000
WITHOUT RESERVE



92.**1969 MERCEDES-BENZ 280SL**

Chassis no. 113044.12.009753

Engine no. 130983.12.006164

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Lovely example of the well-built and fully evolved Pagoda*
- ★ *Timeless Paul Bracq styling with adequate six-cylinder power*
- ★ *Beautifully restored in an elegant color scheme*
- ★ *Offered with books, manuals and tools*

**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 “Pagoda” was a stunning Paul Bracq designed two-seat convertible that followed Mercedes’ new design language, featuring crisp lines and upright headlights. 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-Benz introduced the third and final iteration of the “Pagoda,” the 280SL, and it then became apparent that some cars do not change, they just get better. After testing a 280SL in 1968, *Road & Track*, concluded that “the Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the

same as ever, just better.” “For those who value engineering, finesse and high-quality construction, it’s alone in the field,” enthused the highly respected American motoring magazine. Furthermore, 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).”

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. Credited to their robust inline-six and their luxurious interior, they are wonderful cars to be driven and enjoyed.

THE MOTORCAR OFFERED

The stunning car on offer was completed at the Mercedes-Benz works during the spring of 1969 and is finished in the classic Fire Engine Red (DB534) exterior color, over a Black MB-TeX interior, neatly matched with grey German square-weave carpeting. The car is equipped with Frigiking air conditioning, which makes it a great candidate for rallies and tours in hot climates, along with the classic Becker Europa radio adorning the dashboard. Specialist shops have maintained and restored the Pagoda as needed over the years, and the cars history file includes records from this work, books and tools. Upon a recent road test, this 280SL performed as well as it presents, and gives one a feeling of quality craftsmanship.

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



93.

1959 CHEVROLET CORVETTE

Chassis no. J59S100875

283ci OHV V8 Engine
Single 4-Barrel Carburetor

230bhp at 4,800rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Just three owners from new
- ★ Attractive Roman Red over Black interior
- ★ Plenty of V8 grunt and desirable 4-speed manual shift
- ★ An American Icon



THE CHEVROLET CORVETTE

When Chevrolet introduced the Corvette in 1953, it had that dream car allure, but what was missing was some moxie—the Blue Flame Six paired to a Powerglide automatic was hardly sports car material. An infusion of V-8 power and three-speed manual for 1955 bolstered things considerably and helped give the Corvette a stay of execution. With a redesign and fuel injection over the next two years, the Corvette gave America its sports car contender.

A heavy 1958 facelift made for a flashier, yet more capable Corvette. It grew nine inches in length, and the dashboard was redesigned to put all the instruments in front of the driver. For 1959, the hood louvers and chrome trunk lid spears were removed for a cleaner look outside. Inside, repositioned armrests and redesigned seats made the Corvette a better

driver's car. A new performance upgrade for 1959 was the RPO 686 sintered-metallic brake linings, which smoothed out braking performance and required less warming up for peak performance.

Performance for 1959 was light-years ahead of the Corvette from a few years before. *Road & Track* tested the 290-hp fuel injected motor with 4.11 gears and achieved 0-60 in 6.8 second and 14.9 seconds at 96mph in the quarter mile—performance that wasn't common in Detroit's sedans for a few more years.

THE MOTORCAR OFFERED

Bonhams is pleased to offer this wonderful 1959 Corvette from its long-term prominent Los Angeles-based collector. Finished in the classic color of Roman Red with an optional white two-tone scheme, the Black interior provides a nice contrast to the exterior scheme. Beyond the exterior paint options, this Corvette is fitted with a 4-speed manual transmission and a Wonderbar radio that allows the driver to listen to the best airwaves, while enjoying the V8's deep rumble. Benefitting from just three enthusiast owners over the course of its life, this Corvette has been thoroughly cared for, with stacks of invoices on file to serve as evidence. A fine example of this icon, this is surely not one to pass up on.

\$110,000 - 130,000
WITHOUT RESERVE



94.**1999 SHELBY SERIES 1**

VIN. 5CXSA1819XL000043

244ci DOHC Oldsmobile L47 Aurora V8
 Computer Controlled Fuel Injection
 Est. 600bhp at 6,500rpm
 6-Speed ZF Manual Transmission
 4-Wheel Double Wishbone Independent Suspension
 4-Wheel Disc Brakes

- ★ 1 owner from new with less than 15,000 miles
- ★ 1 of very few examples fitted with a supercharger
- ★ Number 43 of only 249 Series 1s Built - CSX5043
- ★ The spiritual successor Carroll Shelby's Cobra and the only car he designed from the ground up

**THE SHELBY SERIES 1**

Carroll Shelby is an automotive legend who needs no introduction. His formative creations in the 1960s that injected greater power into existing platforms such as the V8-powered AC Ace that became the Cobra and the performance enhanced Ford Mustangs that became GT350s and GT500s cemented the Texan and former chicken farmer as one of the greatest car builders in history. After remaining quiet on the sidelines for quite some time, in the early 1980s Shelby began working with Chrysler before deciding to design his first all-new car from the ground up.

With development beginning in 1994 and a proposed release date of 1998, Shelby set out to create an enviable machine that would provide performance capable of trouncing the fastest cars coming from Europe—just as he had done decades earlier. Beginning with a chassis of extruded and formed 6061

aluminum, it was clothed with a skin of aluminum and carbon-fiber underpinned by bonded aluminum honeycomb for added stiffness and Kevlar floor panels for lightness. Under the hood sat an Oldsmobile Aurora-derived V8 attached to a ZF 6-speed manual gearbox from a Corvette. Altogether, the car weighed in at just 2,650 pounds and rocketed to 60mph in just 4.4 seconds while the buttoned down chassis and suspension allowed it to turn 0.92 g on the skid pad. In the end, production delays and compromises forced upon the car to meet EPA and DOT standards for 1999 pushed

the delivery date a year back, the weight up a few hundred pounds, and the price up to \$181,824—nearly double the initial estimate. The car would last only one model year with a mere 249 rolling off the production line. Over a

decade and a half hence, it remains as Carroll Shelby's last home-grown sport scar and the only one he created from soup-to-nuts.





THE MOTORCAR OFFERED

This Shelby Series 1, which carries the Shelby serial number CSX5043, was the 43rd Series 1 to roll off the production line, as evidenced by the plaque placed in full view on the dash. CSX5043 was gifted to the CEO of Carroll Shelby Licensing by Carroll Shelby himself, and has been under his ownership for the entirety of the vehicle's life. CSX5043 is finished in Centennial Silver with Garnet Red racing stripes. Inside the carbon fiber trimmed interior, racing style Carroll Shelby bucket seats with a 4-point belt system ensures the occupants are strapped in for a wild ride. The car is also fitted with a unique roll bar, which Carroll's personal car also had, giving its pilot a bit of added security. With the addition of forced induction, and a special tune for the Shelby CEO, power was reportedly increased to a seriously impressive 600hp and the 0-60 time was dropped to 3.2 seconds. It

is believed that fewer than 12% of Series 1s were fitted with the supercharger which carried a cost of over \$20,000. To cope with all of the forced induction power, the car was fitted with a beefed up 4-piston 4-wheel disc brake setup. To this day, the Series 1 still offers supercar performance. The utilization of advanced materials and resulting performance figures truly put the Series 1 ahead of curve and is sure to go down in history as one of the greats. Having covered fewer than 15,000 miles, the car is fantastic condition. When considering CSX5043s rarity and incredible provenance, it quickly becomes a must have for any Shelby Collector.

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



95.**1989 NISSAN SKYLINE R32 GT-R**

Chassis no. BNR32-002354

2,568cc DOHC Twin-Turbo Inline 6
 ECCS Multi-Point Electronic Fuel Injection
 276bhp at 6,800rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Power-Assisted Disc Brakes

- ★ *A beautifully kept, unmolested example*
- ★ *Less than 24,000 km from new*
- ★ *Japan's 'Forbidden Fruit' supercar now on American shores*
- ★ *The iconic "Godzilla" GT-R*

**THE NISSAN SKYLINE**

Routinely voted by the classic car magazines as one of the greatest Japanese cars of all time, Nissan's high-tech Skyline GT-R burst onto the motoring scene in 1989 to universal acclaim. Built specifically to contest Group A, the original R32 GT-R Skyline dominated the Australian racing scene, earning the nickname 'Godzilla' and ultimately, banishment from the ATCC. Debuting at Mallala in June 1990, the R32 race program was run by Gibson Motorsport and from the outset it was clear the car had the potential to be a race winner but it wasn't until 1991 that everything came together for the team and drivers Jim Richards and Mark Skaife crushed the opposition, including a win at the all-important Bathurst enduro. Despite increased minimum weight and reduced boost bar for 1992, the Skyline continued its winning ways, famously scoring a repeat win at Bathurst in the toughest

condition - and a hostile reception from the crowd when Richards and Skaife took the podium.

In road going form, the R32 was powered by a twin-turbo in-line six allied with a sophisticated 4WD system and HICAS all-wheel steering, the R32 was a devastating road car. Unofficially the Skyline held the lap record on the legendary Nurburgring Nordschleife.

THE MOTORCAR OFFERED

This beautifully well-kept R32 GT-R was imported to the US direct from Japan in 2016 before being purchased by the current owner, a Vancouver based private collector. The first-year R32 offered here is a completely stock example with less than 24,000 original kilometers. It presents in exceptional original condition with a Gunmetal Grey Metallic finish and in right hand drive configuration.

The BNR32 is without a doubt an icon of its generation and as the import exclusion has recently expired, the GT-R's are becoming legal within the US. While many are entering the market, very few examples have never been modified. This original, low-mileage GT-R is an exceptional example for any collection of important modern performance automobiles.

\$65,000 - 85,000
WITHOUT RESERVE



96.

1967 FIAT-ABARTH 1000TC BERLINA CORSA

Chassis no. 100D 2179468

Engine no. A112A2 000 0143367

1,050cc OHV Abarth Inline 4-Cylinder Engine
 Single Twin-choke Weber Carburetor
 Approximately 110bhp at 7,500rpm
 5-Speed Manual Abarth Close-ratio Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ "Giant Killer" 1000TC with period-correct Abarth performance parts
- ★ Vintage raced in North America with great success
- ★ A true crowd pleaser on any track
- ★ Thrilling little pocket-rocket and reminder of Carlo Abarth's extraordinary genius



THE FIAT-ABARTH "GIANT KILLERS"

The Abarth reputation as a "giant killer" was cemented on the racetracks, rallies, and hill climbs of Europe and America. Solidified when the funny-looking, but potent, little FIAT sedans stormed to class wins and group championships in event after event. The 850TC, for "Turismo Competizione," boasted an 847cc Abarth tuned engine. Then came the 850TC *Nürburgring Corsa* with additional power and the large front-mounted radiator. This, combined with the propped-open rear engine lid, gave this series of cars their very distinctive look. Next up was a further development of the block to 982cc, which gave birth to the 1000TC. Running against the Mini Coopers in the D Sedan class, they proved a formidable adversary. In fact, they ended up being banned from SCCA competition, such was their record!

THE MOTORCAR OFFERED

The 1967 FIAT-Abarth TC Berlina Corsa offered here was discovered by a previous owner in 1997 sitting in a back yard in Paso Robles, California. Part of an estate being liquidated, it was missing its engine and wheels, and parts were scattered about. A two-year search ensued to locate appropriate parts to begin a rebuild, aided by information from Al Cosentino, a noted authority who was once an Abarth importer and racer. The car was fitted with a high performance 1050cc Abarth engine, said to deliver an astounding 110bhp. It puts that power down through a 5-speed close-ratio Abarth transaxle with limited slip differential. An Abarth remote oil filter works with the front-mounted oil cooler and Abarth radiator to keep things cool at speed, and Girling disc brakes haul it down when needed. Koni shocks and Campagnolo Abarth wheels (6-inch in the front and 8-inch

in rear) keep things nailed down around corners, as does the evolutionary rear engine hatch, which acts as a fixed spoiler.

Sitting behind the wheel, the period instruments can be seen in the factory binnacle, while a few additional modern gauges to monitor all engine systems have been sensitively mounted. Having raced at VARA events at Las Vegas and Buttonwillow, as well as in HSR events at Las Vegas and Phoenix, this FIAT-Abarth proved itself a potent racing weapon. This thrilling little pocket rocket is a reminder of Carlo Abarth's extraordinary genius.

\$40,000 - 50,000
WITHOUT RESERVE



97.**1976 CADILLAC ELDORADO CONVERTIBLE**

Chassis no. 6L67S6Q258404

Engine no. 402803

500ci OHV V-8 Engine

Single 4-Barrel Carburetor

190bhp at 3,600rpm

3-Speed Turbo Hydra-Matic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Original "Time-capsule" condition and less than 2,150 miles from new
- ★ Striking Greenbrier Firemist over White livery
- ★ Desirable final-year Cadillac Eldorado Convertible
- ★ Offered with original window sticker and much documentation

**THE CADILLAC ELDORADO**

When Cadillac announced that 1976 would be the last year of the Convertible Cadillacs, there was an instant increase in demand, and production went up by 156% compared to the year before. The Convertible was reintroduced in 1984, but it never became the same automotive powerhouse as the final year of the original Eldorado Convertibles.

The perfect long-hood/short deck proportions belie the Eldorado's 224-inch length, and under the car's massive hood is an equally-massive 500ci V-8 that powers the last year Cadillac Convertibles. GM's innovative front-wheel drive system, which paired a classic Hydra-Matic TH400 transmission with a planetary gearbox, turned out to be sturdy enough to drive the 12,500lb GMC Motorhome of 1973-1978.

THE MOTORCAR OFFERED

An iconic '70s design combined with a massive power plant, the "time-capsule" Cadillac offered here is an extremely original and fastidiously well-kept example of the final year of the Eldorado Convertible. Produced at the Detroit-based Cadillac plant in April of 1976, the car has covered just 2,125 miles from new at the time of cataloguing and remains in factory original condition inside and out. The Eldorado joined the consignor's collection about 5 years ago, at which time it had just 746 miles on the odometer. The Cadillac is said to have remained with the original owner up until around that time. The car's original Greenbrier Firemist exterior color presents beautifully today, as does the white interior and green carpets. The impressive history file accompanying the sale of the car

contains the original window sticker, owner's manuals, convertible top cover and parade boot, and the original keys.

Highly optioned and luxurious in every way, this spectacular survivor Cadillac Eldorado could possibly be the lowest mile example in existence, and the exciting livery makes it stand out even more. Undoubtedly, this is an excellent chance to acquire one of the very best examples of an iconic American 1970s model.

\$35,000 - 50,000
WITHOUT RESERVE



98.**1999 FERRARI 360 MODENA**

Design by Pininfarina

VIN. ZFFYS51A4X0116590

3,586cc DOHC 40-Valve V8 Engine
 Electronic Fuel Injection
 400bhp at 8,500rpm
 6-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve

- ★ *Classic Rosso Corsa over tan color scheme*
- ★ *Sporty and desirable 6-speed manual transmission*
- ★ *Innovative aluminum monocoque chassis construction*
- ★ *Elegant and clean Pininfarina-designed Ferrari*

**THE FERRARI 360**

Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360, Ferrari and its partner Pininfarina succeeded in doing just that; the new car attracting superlatives that put even its illustrious predecessor in the shade. Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5- to 3.6-liters for the 360, producing 400bhp. Mounted longitudinally behind the similarly disposed engine, the 360's six-speed gearbox could be ordered with the F1-inspired paddle-operated gear change pioneered on the F355.

THE MOTORCAR OFFERED

This stunning 360 Modena was completed at the Ferrari factory in May of 1999. Finished in the classic Ferrari color scheme of Rosso Corsa over tan hides, the car was fitted with the desirable gated 6-speed manual transmission. The car's first owner was a Mr. Michael W. Khalil of Thornhill, Ontario, Canada, who took delivery of the sporty Coupe in August of 1999. The car would migrate to America about a year later, and in 2002 was purchased by the consignor, a prominent sports car collector from Minnesota. Around this time, he had the odometer changed from kilometer to miles by an authorized Ferrari dealer, while the car's original kilometer reading was transferred over to the new miles per hour figure to ensure the original mileage of the car was retained.

Today, the striking 360 Modena presents in original and well-kept condition, with less than 9,400 miles recorded on the odometer. The clean Pininfarina-designed bodywork displays excellent fit and finish, and the luxurious leather interior shows just very light signs of use. Shod on newer Michelin Pilot Sport tires, the red stick-shift Ferrari looks just right. Complete with its original books in leather pouch, tools, and car cover, this 360 is primed for open road enjoyment.

\$60,000 - 90,000
WITHOUT RESERVE



99.

1968 FORD MUSTANG SHELBY GT500 "GREEN HORNET" RE-CREATION

Chassis no. 8R01C156337-CSS011

428ci OHV V8 Engine
4-Barrel Holley 700 Carburetor
400bhp at 6,000rpm
3-Speed Automatic Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Disc Brakes

- ★ *From the care of the Carroll Shelby Foundation*
- ★ *Faithful re-creation of the legendary Green Hornet*
- ★ *Complete nut-and-bolt restoration by marque experts*
- ★ *The ultimate in provenance and ownership history*



THE SHELBY MUSTANG

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. 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 his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as 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.

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 four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option.

The running gear was up-rated appropriately to cope with the GT350's increased performance. However, 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.

When the factory introduced a 390ci "big-block" V8 option on the Mustang for 1967, Shelby went one better, installing Ford's 428ci (7.0-liter) Cobra Jet V8 to create the GT500, 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

This incredible “Green Hornet” re-creation was built by Legendary G.T., an authorized builder of classic Shelby Mustang re-creations. The car is built as a tribute to Shelby’s original “Green Hornet” test car that his team used to design everything from an independent rear suspension to electronic fuel injection.

The car began life on April 2, 1968 as a C-code hardtop that was fitted with the rare and desirable California Special option. In 2005, the car was acquired in La Mirada, California by Legendary G.T. In need of some love, Legendary decided to embark on a complete nut-and-bolt restoration of the rare California Special. Rather than returning the car to its stock configuration, along with the help of Carroll Shelby himself, the decision was made to turn the car into a faithful re-creation of the original Green Hornet.

Beginning with an original Shelby 428ci V-8 engine, which is documented by a certificate of authenticity signed by Carroll Shelby, the extensive build began. The 428 was fitted with an original Cobra Jet manifold exhaust system, a Shelby intake, water pump, valve covers, Cobra air cleaner, and a Holly 700 carburetor with high volume fuel pump. Mated to the monstrous engine is a C-6 automatic transmission with an external cooler, which sends power to the 9-inch Currie rear end, spinning the Shelby 10-spoke wheels wrapped in Goodyear GTII rubber. Inside, the car received an OEM deluxe interior clad in two-tone gold and black with an original 68’ Cobra steering wheel. A set of customized legendary Autometer gauges keeps the pilot in tune with the powerplant. After the build was completed, the car was donated to the Carroll Shelby Foundation, where it has

remained under the care of Carroll Shelby and his team. This California special based, Shelby Green Hornet re-creation is listed in the SAAC world registry, presenting an incredible opportunity for a Shelby enthusiast. With only one Green Hornet having been built in period, this example is the closest thing that you can get to the original. Having been built by the best in the business with the assistance of Carroll Shelby himself, this incredible Shelby is not to be missed.

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



100.**1965 CHEVROLET CORVETTE 327/365HP
"FUELIE" ROADSTER**

Chassis no. 194675S109990
Engine no. S109990 F0206HN

327ci OHV V8 Engine
Rochester Fuel Injection
375bhp at 6,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel disc brakes

- ★ *Known history from new*
- ★ *Factory delivered Glen Green over Saddle leather*
- ★ *Powerful V8 engine*
- ★ *One of the finest pieces of mid-century American design*
- ★ *Matching numbers example*

**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. 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.

It is very hard to argue with the attraction of the Stingray Corvette. There is nothing subtle about these extremely powerful and loud cars, and in the subsequent forty years until today.





THE MOTORCAR OFFERED

This amazing example of the '65 'Vette must surely be one of the best on the planet! In the subtle, tasteful scheme of Glen Green, with a Saddle leather interior, and known as the 'Dobbins' car, it has a history that stretches back to day one, from which time it has always been coveted. On file is the original '1965 Corvette Owners Guide', which includes its original delivery details and even the credit card plate. This rarely found supporting documentation denotes the Corvette to have been sold new through Book Chevrolet of Pittsburgh, and has the dealer copy of its build, noting the color scheme, inclusion of a hardtop, the full drivetrain details of its 375hp motor, the 4 speed stick shift transmission and posi-traction rear end, as well as ancillaries of no glare mirrors, back up lamps and more. These are further supported by the window sticker for the car.

Subsequent custodians are charted through copies of titles/registrations which list Donald Leaverton as the owner up to February 1974, then Robert J Wallace of Virginia Beach, Virginia, to 1982, then Jerome Powers, and William Tannhaeuser of Milwaukee, before arriving with Dr. Murrell Dobbins. In 1989, the car was submitted by Dobbins to the NCRS and received a Top Flight award. Quite literally 'the man that wrote the book' Dobbins placed his by then well known 'Vette on the cover his publication, 'Fact Book of the 1963-1967 Stingray' too.

From Dobbins the car would eventually pass to its last but one owner, and from there the romance continues with a showing at The Quail – A Motorsports Gathering in 2015, which ultimately lead to the car arriving on the radar of passionate motoring journalist

Winston Goodfellow. In an amusing piece in *Octane Magazine* entitled 'The price of a Dream', he would subsequently recount his desire to get one of these cars and how he fell in love with this one.

The current owner eventually persuaded Goodfellow to part with the car and has enjoyed it through the past year. Viewed simply as a car of any era, or make, it is an extraordinarily original and appealing example, the fact that it is a Corvette and a fuelie at that, that carries such great history is exceedingly rare and well worth close inspection. By any measure, it's a great example of this iconic car.

**\$115,000 - 135,000
WITHOUT RESERVE**



101.

1965 FERRARI 330GT 2+2 COUPE

Coachwork by Pininfarina

Chassis no. 330GT5401

Engine no. 5401

3,967cc SOHC V12 Engine

3 Weber Carburetors

300bhp at 7,000rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ *Delivered new to Italy*
- ★ *Documented by its Massini report*
- ★ *Recent comprehensive mechanical service*
- ★ *Elegant Bleu Sera and Beige color combination*



THE FERRARI 330 GT 2+2

By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250 GTE 2+2 - was based on the highly successful 250 GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and Italy's foremost carrozzeria succeeded brilliantly.

The 250 GTE provided the basis for its replacement: the 330 GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting of a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330 GT's tubular chassis was 50mm longer in the wheelbase

than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear. Nevertheless, Ferrari had not lost sight of the requirement to offer the ultimate driving experience, despite the increase in bulk necessitated by the 330 GT's additional accommodation.

The 330 GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250 GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330 GT to a maximum velocity of 152mph

(245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330 GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, these later cars being known as the 'Series 2'. By the time production ceased in 1967, Ferrari had built 1,080 330 GTs, of which 455 were to 'Series 2' specification.





THE MOTORCAR OFFERED

This rare and elegant Series 1 four-headlight 330GT 2+2 was assembled in December of 1963 and finished in the stunning color combination it wears today of Bleu Sera over Beige hides. Delivered in January of '64 to the Rome-based Ferrari dealer Gioacchino Vari, it was sold new to someone from Catania, Sicily and assigned the Italian registration number "CT 117118". The car returned to the factory for service twice in November of '65 showing under 10,000km and again in February of '65 with 15,567km.

In April 1965, s/n 5401 was sold to someone from Milan and registered under "MI A 06640". Sent back to the factory again in September of '66 with 17,382km, the Milanese ownership was brief as the car was sold to an enthusiast in Bergamo in late 1966 and registered with the plates "BG 144713" in December of that

year shortly before again dropping by the factory for service, now showing 19,553km. In the late 1970s the car left Italy for the United States.

By mid-1987 the Ferrari was for sale in San Francisco and was purchased by a Sicilian woman living in the US as a gift for her lucky husband. The couple would retain the car until the current owner acquired more recently.

While in the care of the prior owners, the car was repainted in its original color and the interior was redone. In the care of the current owner the Ferrari has received extensive recent maintenance. New wires and sparkplugs, five new tires, and a new clutch have been fitted; the fuel system was flushed and the carburetors, distributors, and brake system were rebuilt; and the entire engine bay

was cleaned and detailed with the cherry on the cake being a compression and leak down test—both of which returned passing results.

Now ready to move on to the next lucky owner, this beautiful blue tourer would be a welcome addition to just about any garage.

\$230,000 - 280,000

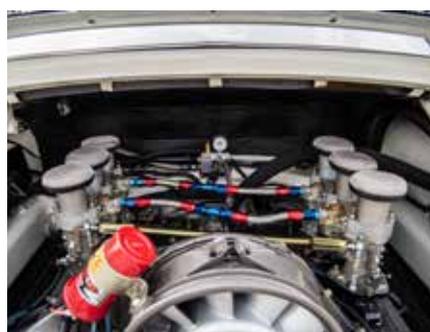


102.**1969 PORSCHE 912 OUTLAW 911R TRIBUTE**

Chassis no. 1290022825

2,500cc SOHC Flat 6-Cylinder Engine
 2 Triple Choke Webber Carburetors.
 210bhp at 5,600rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *A great 912 outlaw built by marque specialist*
- ★ *210hp 2,500cc engine built by Porsche Specialist Dave Brown*
- ★ *Phenomenal power to weight ratio*
- ★ *Exciting and charismatic*
- ★ *Great car for High Speed Rallies, and Porsche Club events*

**THE MOTORCAR OFFERED**

The early history of this particular Porsche 912 is not known. A few years ago it was acquired by the current consigner as an unfinished project that had been languishing in a restoration shop. Having no known history and missing its original drivetrain, it was decided that the car would be used as basis for an exciting and useable 6-cylinder Outlaw.

Throughout the build, the elimination of extra weight has been a key concept. After the body was disassembled and soda blasted, fiberglass front fenders, hood and bumpers were installed. This weight reduction strategy has decreased the overall weight to a little over 2,000lbs. The entire body was then painted in Glassruiet Ivory White.

The power plant chosen for this particular 912 is a 2.5-liter unit, based on a 2-liter crankcase, and built by noted marque expert Dave Brown. This particular engine utilizes polished and ported 2.5-liter heads, custom JE pistons with a 9.8-1 compression ratio, and a 906 grind camshaft. The induction system is handled by two rebuild Webber carburetors, and a front mounted oil cooler has also been added. This impressive power-plant is mated to a fully rebuilt 915 transmission with a WEVO shifter.

Aiding the significant performance upgrade is an equally attended to suspension package. To stiffen up the front end, Bilstein shocks, turbo tie rods, hollow torsion bars have been installed along with all new bushings and bearings. The braking system has also been updated using 944 turbo front calipers, and

front calipers from a 1980 SC mounted to the rear.

Interior trim was entrusted to GTS Custom, and was fitted with an RS interior. The dashboard was completed with a white dialed gauges from Palo Alto Speedometers, and a new dash. The final assembly of the car has been handled by Porsche Specialist CM Performance in Bessemer City, NC.

The final results for this build is an immensely useable outlaw 912. Well suited for weekend runs, or as a PCA event car, whether being the first air cooled Porsche or as an addition to an established Porsche collection, the opportunity to acquire this well set up 912 outlaw should not be missed.

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



103.

2008 FORD MUSTANG SHELBY GT500 SUPER SNAKE

VIN. 1ZVHT88S285197196

5,408cc DOHC V8 Engine
Electronic Fuel Injection
600bhp at 6,250rpm

6-Speed Getrag Manual Transmission
Front MacPherson Strut with 3-Link Solid Rear Axle
4-Wheel Disc Brakes

Without Reserve

- ★ Prototype Super Snake
- ★ The last of only 4 prototype examples produced
- ★ One owner from new
- ★ Less than 8,100 original miles



THE SHELBY SUPER SNAKE

Sitting atop the expansive Ford Mustang roster in the 2008 model year is Shelby's own GT500 Super Snake. An all new, all aluminum 5.4 liter supercharged V8 produced an earth shaking 600hp which is mated to a short throw shifter 6-speed and 3.73:1 rear axle ratio. The powertrain was simply the beginning of the modifications, with further refinements being added to the just about every other component. Under the skin, a Ford racing handling pack with dynamic adjustable dampers, lowering springs, tuned stabilizer bars, and a front tower brace all help to plant the Mustang on the tarmac. Aiding the all-important task of bringing the coupe to a standstill are forged Shelby/Baer brakes with 6 piston calipers with cross drilled and vented rotors.

THE MOTORCAR OFFERED

Less than 1,000 of these ultimate mustangs were produced for the model year, with CSM # 08SS0004P being the last of the few exclusive prototype examples. The car is finished with a menacing black exterior with a matching black leather interior. After the prototype was completed, it was placed under the care of the Carroll Shelby Licensing CEO, where it would remain until today. The Super Snake has spent its days in Southern California, maintained by the the Shelby team. Sparingly used, with only 8,077 miles appearing on the dash at the time of cataloging, the car is in excellent condition and appears as it was produced yesterday. The Shelby GT500 Super Snake epitomizes the meaning of the word muscle car. With such high-power figures, any throttle movement is sure to bring both a smile on the face of anyone driving and a healthy dose of burnt rubber out back. Couple the high levels of performance with

the exclusivity of being a prototype version and the single ownership history from the companies CEO, this Shelby is surely not one to pass up.

\$50,000 - 75,000
WITHOUT RESERVE



104.**1979 PORSCHE 928**

Chassis no. 9289201197

Engine no. 8290931

5,397cc SOHC 16 Valve V8 Engine

Electronic Fuel Injection

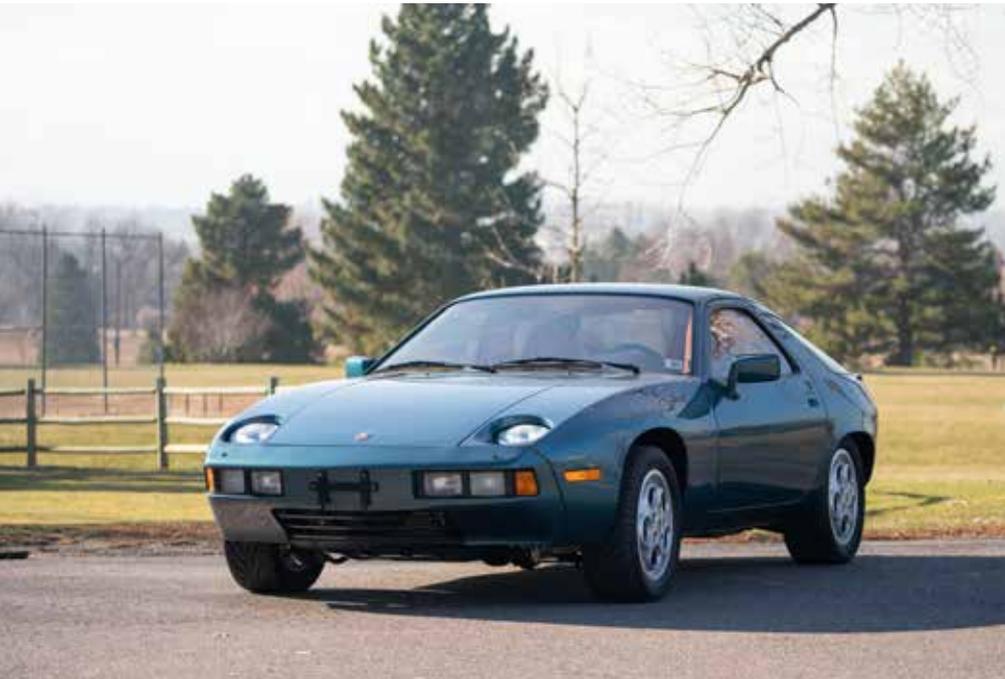
219bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Less than 11,000 original miles*
- ★ *Hugely desirable petrol blue metallic paint*
- ★ *Superbly preserved example*
- ★ *Pop-up headlamps - can we say more?*

**THE MOTORCAR OFFERED**

"Auto das Jahrzehnts" or car of the decade, as it was referred - the Porsche 928 was for a different sort of individual.

By the late 1960s, executives including Ferry Porsche, began considering the addition of a luxury touring car to their line-up. With slumping sales of the then-current flagship 911, managing director Ernst Fuhrmann, credited for development of the type 547 engine (used in the 550, 356 Carrera GT and GS cars), initiated a design study in 1971 for a new range-topping gran turismo model. Several drivetrain layouts were considered early on including both mid and rear-engined designs. Deciding that a mid-engine layout did not allow enough room in the passenger compartment and a rear-engine layout made emission and noise control difficult, a front-engine, rear-wheel drive transaxle layout

was selected. The chosen front-mounted type M28 single overhead camshaft, water-cooled V8 engine displaced 4.5liters and featured a Bosch K-Jetronic fuel injection system. Combining a transmission, axle, and differential in one integrated assembly in the rear, this new 'type 928' achieved near 50/50 weight distribution- realizing a combination sports coupe and luxury sedan. A car technically different from others on the road had the right to look different. Lay-flat/pop-up headlamps borrowed from the Miura, flared wheel-arches and curvy flanks caught the attention of many influential characters of the 20th century including the likes of Stanley Kubrick and Steve Jobs.

Presented before you is an example of an early, original body 928. Completed in January of 1979 and delivered to Porsche of

Topeka, KS, this 928 is finished in rare and desirable Petrolblau metallic, or petrol blue, over a beige/tan leatherette. Serving just 1 owner since new, chassis 9289201197 has remained garage kept and has traveled less than 11K miles since delivery. Complete with its books, manuals, COA and service records, this matching numbers, (believed) survivor Porsche is superbly preserved. Poised for concours entry at circuits across the country and bound to excite the discerning eye of rear-engine *purists*, every aspect of this water-cooled tourer can be described as excellent. The Porsche for those who think different, this 928 is ready for its next warp speed odyssey.

\$35,000 - 45,000
WITHOUT RESERVE



105.

1969 FIAT MORETTI 500

Chassis no. 110FU972235

650cc OHV Inline 4-Cylinder Engine
Single Carburetor

Approximately 50bhp at 4,600rpm
4-Speed Manual Transmission

Independent Coil-Spring Front and Trailing Coil-Spring Rear Suspension
4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Believed to be 1 of less than 50 examples produced
- ★ Upgraded engine with Abarth bits
- ★ Beautiful livery
- ★ A hand built dose of Italian charm



MORETTI

Giovanni Moretti built the first Moretti motorcycles, light cars, and vans in the late 1920s. In 1945, Fabbrica Automobili Moretti SpA was established in Turin as a motor manufacturer, its first product being La Citta (The Town) a small two-seater "city car" powered by a 500cc twin-cylinder engine. (Moretti was unusual at this time in making its own power units rather than relying, like most of its Italian contemporaries, on FIAT engines). A range of small-capacity "fours" of 600cc and 750cc was developed; some with single overhead camshafts, others with twin-cam heads. For a small manufacturer, Moretti offered a bewilderingly diverse range of models including coupés, estate cars, commercials, and some electrically powered vehicles. Being Italian, Moretti could not avoid involvement with motor sport, taking part in long-distance rallies and entering the Le Mans

24-Hour race with an attractive small sports prototype. In addition, the company built the occasional monoposto racer and later a Formula Junior car. By the early 1960s, it had become apparent that manufacturing was no longer sustainable. The firm turned exclusively to specialist coachbuilding, reorganizing itself as Moretti Fabbrica Automobili e Stabilimenti Carrozzeria SAS. A range of attractive sports coupés and cabriolets were offered on FIAT chassis, including an 850 that looked remarkably like a miniature Ferrari Dino. Then in the 1980s, Moretti introduced several small 4x4s on the FIAT 126, 127, and Panda platforms.

THE MOTORCAR OFFERED

Offered here is an undoubtedly charming and exceedingly rare Fiat Moretti 500. It is believed that fewer than 50 examples of the hand-built Moretti 500s left the factory, with far fewer having survived. This particular example is said to have spent the majority of its life in Italy, where it was lovingly resorted in 2005 before making its way Stateside. In search of some grunt to match the sporting looks, the 500cc engine was upgraded to a 650cc unit which has been massaged with an Abarth sump and sports exhaust. The fun, compact, and enjoyable Fiat 500 is an excellent vehicle in its own right. Add in the Sporting looks of the Moretti body, an upgraded powertrain, and the fact that you are almost certainly never going to be beside another, this hand-built Italian Coupe becomes the dose of La Dolce Vita that's been missing from your life.

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



106.**1991 PORSCHE 911 CARRERA 2 CABRIOLET**

VIN. WP0CB2963MS461844

3,600cc SOHC 6-Cylinder Engine
 Bosch Fuel Injection
 250bhp at 6,100rpm
 5-Speed Tiptronic Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Excellent 'Young-timer' 964 Cabriolet*
- ★ *Fewer than 51,400 original miles*
- ★ *Offered with Porsche Certificate of Authenticity and tools*
- ★ *In recent ownership for more than a decade*

**THE PORSCHE 964**

Representing a major step forward in the development of Porsche long-running and much loved 911 sports car, the Carrera 4 and Carrera 2 versions—code named “964”—were launched in 1989. The former marked the first time that four-wheel drive had been observed on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964’s chassis and suspension. Face-lifted, but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically (87% of parts being claimed as entirely new).

The pair shared the same 3.6-liter, 247bhp, flat-six engine, while power-assisted steering (another 911 “first”), anti-lock brakes, and a five-speed manual transmission were

standard on both, while the Tiptronic auto box was a Carrera 2-only option. Its new Type M64 engine enabled the 964 to outperform the old “3.2,” yet still meet the latest emissions regulations. The top speed increased to 162mph with 60mph attainable in 5.4 seconds.

THE MOTORCAR OFFERED

This sleek 1991 911 Carrera 2 Cabriolet was completed at the Porsche factory in March of 1991. The well-optioned 964 Cabriolet was destined for the US market and finished in Grand Prix White over Cobalt Blue leather. Luxurious amenities fitted at the factory included full power seats, On Board Computer, and CD player with Amplifier. Sold new to Hawaii, with what appears to have been just one owner until early 2000s, the 964 Cabriolet later migrated to Arizona, and then to Oklahoma, where it has been in singular ownership for the past 12 years. The Porsche 964 is a rapidly appreciating model and this example offered open-top motoring, and less than 51,400 miles from new.

\$35,000 - 45,000
WITHOUT RESERVE



107.**1987 MERCEDES-BENZ 190E 2.3-16**

Chassis no. WDBDA34D9HF275693

2,299cc Inline 4-Cylinder Engine
 Multipoint Fuel Injection
 167bhp at 5,800rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve

- ★ California car from new
- ★ Mercedes-Benz answer to the M3
- ★ Well maintained with recent service
- ★ Unmolested original example in outstanding condition
- ★ Iconic Mercedes model from the pre-Formula 1 GP race series

**THE MERCEDES-BENZ 190E**

Mercedes-Benz went head to head with BMW when it launched the compact 190 Series in December 1982, expanding its market to include motorists hitherto unable to afford the Stuttgart manufacturer's high-quality products. This policy proved an outstanding success, with sales of the 190 totaling almost two million over the course of its ten-year production life.

A conventional front-engine, rear-drive, four-door saloon, the 190 was available with a variety of engines ranging from a 1.8-litre four to a 2.6-litre six, plus 2.0-litre and 2.5-litre diesels. Mercedes-Benz's engineers contrived to offer generous interior accommodation, rivalling that of the firm's larger models despite the 190's compact overall dimensions, while an ingenious new computer-designed five-link rear suspension system was combined

with conventional McPherson struts at the front to ensure excellent road holding without compromising ride comfort. A sports model was not long in coming, the Cosworth-developed 2.3-16 joining the expanding 190 range in the autumn of 1983. Although the model made its debut at the Frankfurt Auto Show in September, it had already grabbed the headlines by setting numerous world records at the Nardo circuit in Italy in August, including 24 hours at an average speed of 153.3mph!

THE MOTORCAR OFFERED

This incredible Cosworth-developed 190e 2.3-16 is an excellent example of the famous Mercedes-Benz M3 competitor. The high-performance variant of the 190 was only available in the US for 2 years, 1986-1987. This example was sold new in California

and would remain in the golden state for the entirety of its life. With only 63,000 miles on the odometer, one look at the car, and it quickly becomes apparent that it has led a pampered life. The car is accompanied by its original books, clean Carfax, and service records, including an invoice for the recent SLS flush. 190e 2.3-16s were designed to win the World Rally Championship in an era where the engineers were free to run wild. The result is an incredible performer with the touch of elegance that Mercedes-Benz had come to be known for. It is becoming increasingly harder to find clean, original examples such as this and as a result, desirability and prices are continuing to rise. Do not pass up this opportunity to acquire a remarkable example before it's too late.

\$35,000 - 45,000
WITHOUT RESERVE



108.

1970 MERCEDES-BENZ 280SE CABRIOLET TO 3.5 SPEC

Chassis no. 111.025-12-004122

3,499cc SOHC V8 Engine (see text)
Bosch Fuel Injection
230bhp at 6,050rpm
4-Speed Floor-Shift Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Top-of-the-line, hand built Mercedes-Benz of supreme quality*
- ★ *Fitted with floor-shift and air conditioning*
- ★ *Upgraded to 3.5 spec*
- ★ *Subject of a 1000+ hour restoration*



THE MOTORCAR OFFERED

This 280SE is no doubt better than when it left the factory in ways more than one. Not only was it restored to a very high level, but it was also painstakingly upgraded to 3.5 spec. Original delivered to the US with a 2.8 liter straight six, floor-shifted automatic, power steering, a Becker Grand Prix radio, and finished in Tobacco brown, it was found in South Carolina by its penultimate owner, Dennis Dammerman, about a decade ago.

Not long after buying the car, however, the desire for a bit more power motivated the decision to swap the original motor for the highly desirable and powerful 3.5-liter V8. Specialist Bob Ensign of Albany was tasked with executing the conversion. While he was at it, he was also asked to make the underside of the car a bit nicer and improve some of the cosmetics.

It soon became apparent that this was not going to be a small job. Rust was discovered in the floors and frame rails and it wasn't long before it was determined that the only solution was a complete restoration. Without wasting any time, the car was completely stripped and prepped for surgery. With the bare unit body attached to a rotisserie, the offending areas of rot were meticulously cut away with new panels constructed from 18-gauge steel MIG welded into place. A similar job was performed on the frame, especially in the rear. The floorplans were replaced with correct panels sourced from the Mercedes-Benz Classic Center. Even the outer body, which was in decent shape overall, was tidied and redone to ensure proper panel alignment.

Prior to sending the car to paint, work was done to prepare the car for its future engine

transplant. Given the number of subtle differences between the 3.5 and 2.8 that went beyond just the engine, a nice 280SE 3.5 Coupe was acquired and the appropriate bits were swapped between them to give the Cabriolet the V8 and the Coupe the straight six. Into the droptop went the numerous V8-specific brackets, speedometer, tachometer, and much more with the coupe leaving the shop as a good, running and driving car albeit down a bit on power from when it arrived.

With the basic changes made but before the car was finally assembled, the whole thing was sprayed with PPG's NCP270 rust-resistant, direct-to-metal primer. The primered body was smoothed over, sanded down with 180-grit paper, re-primered, and sanded down again with 400-grit paper. The paintwork was carefully executed with the trunk, engine bay,





door sills and interior painted first with three layers of basecoat and three more of clear. The drivetrain—which had been rebuilt—was then installed. The areas that had already been painted were then masked off and the rest of the body was painted in the same way. Finally, the trunk lid, hood, and doors were painted while off the car but in the same orientation that they would sit on the car to ensure the metallic paint was uniform across the entire car. Chrome was sent to Graves Plating in Florence, Alabama and redone to show-quality.

With the exterior and mechanics in finished, the interior received some love. The leather was replaced with fresh hides from Townsend Leathers in Gloversville, New York. Everything was custom dyed to match the original interior. After over 1000 hours of work and 20

months of laboring, the car was completed. No long after rolling out of the shop, it was featured on the cover of the November 2010 issue of *Hemmings Sports & Exotic Car* (a copy of which is included with the car).

One would be hard pressed to find the differences between this example and a factory example of the 3.5. Even nearly a decade since its restoration was completed, the car still shows beautifully today. There are few classier ways to get from point A to point B than a droptop Mercedes, and a 280SE is near the top of even that lofty pyramid!

\$180,000 - 220,000



109.

1960 ALFA ROMEO GIULIETTA SPIDER VELOCE

Coachwork by Pininfarina

Chassis no. 1495 F 07553

Engine no. 1315 31847

1,390cc DOHC Inline 4-Cylinder Engine
2 Weber DC03 Carburetors
103bhp at 6,500rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ Exquisite restoration of a desirable factory Spider Veloce
- ★ Factory Correct Grigio Grafite over Red Elvezio Interior
- ★ Eligible for numerous Concours d'Elegance and classic rallies.
- ★ Highly desirable classic Italian roadster



THE ALFA ROMEO GIULIETTA

With the introduction of the Giulietta in 1954, Alfa Romeo established the “small car, big performance” formula that would characterize its finest offerings from that point on. The Giulietta’s arrival caused a sensation; demand quickly outstripped supply, causing Alfa Romeo to rethink its production strategy and become a high-volume manufacturer.

Designed by Pinin Farina on a modified Sprint Coupe chassis, the Alfa Romeo Giulietta Spider was the company’s second post-war model. The little two-seat Sports Spider was introduced in 1955 at the insistence of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving, all-alloy, 1.3-liter twin-cam four, mounted in a steel unibody

chassis that weighed less than 1900lbs at the curb. The design was unmistakably Pinin Farina—very elegant, sporting, and lithe.

From the time of their introduction, both the Sprint and Spider provided an exhilarating combination of character and performance, within the limits of what was possible with the well-designed twin-cam engine. However, as with pre-war Alfa Romeos, the dealers soon saw a demand for an uprated version for buyers with competition in mind. In 1956, the Giulietta Sprint and Spider Veloce’s duly appeared, with high-performance engines and modified bodywork. High-crown pistons raised the compression ratio to 9.1:1 which, with a pair of twin-choke Weber carburetors and more peaky camshaft profiles, raised the power by approximately 15%. Performance was certainly improved, with a top speed

of 115mph and a more responsive engine through and through. Just 1,203 Giulietta Spider Veloce’s were produced, and they remain among the most collectible of the model today.





THE MOTORCAR OFFERED

Bonhams is pleased to offer this exquisitely restored example of the desirable Giulietta Spider Veloce. This fine example was completed at the Milanese Alfa Romeo plant on March 4th, 1960, sporting Grigio Grafite over a Red Elvezio Interior, and configured as a left-hand-drive Spider in full Veloce trim. The Alfa Romeo, which carried a high-performance twin-cam engine with dual Weber carburetors, was delivered to the U.S. and sold to Hoffmann Motor Car Co. of New York.

While limited information is known about the extended ownership history of this particular vehicle, it is reported by the seller that prior to the restoration, the vehicle presented in good condition with little rust to be found. Nevertheless, a fully comprehensive, bare metal restoration project began. From stem

to stern no component was spared attention. The Engine, carbs, transmission, generator, and rear end were all professionally rebuilt. Cosmetically, factory correct Grigio paint was re-applied and the chrome received triple plating. Inside, the gauges were refinished, and the interior was also replaced with the correct Elvezio colorway. The efforts were extensive- too much to list within a limited description- and are clearly represented by the now wonderful condition of this automobile.

This spectacular Spider Veloce will certainly afford easy access to the country's vintage rallies and Concours d'Elegance thanks to its unquestionable pedigree. These Veloce Spiders are sought after for their nimble-handling, and from the beautiful Pinin Farina styling to the jewel twin-cam motor, this

is truly the complete package of classic motoring.

\$100,000 - 130,000



110.**1937 CADILLAC SERIES 60 CONVERTIBLE SEDAN**
Coachwork by Fisher

Chassis no. 6B2337

346ci Flathead V8 Engine
 Single Carburetor
 140bhp at 4,200rpm
 3-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 4-Wheel Drum Brakes

- ★ *Excellent Art Deco Styling*
- ★ *Recently serviced by renowned High Mountain Classics*
- ★ *Part of a prominent Colorado-based collection for 3 decades*
- ★ *Elegant and luxurious Cadillac Convertible Sedan*

**THE SERIES 60 CADILLAC**

Offered in many bodywork variations, the Series 60 Cadillac was a best-seller for the up-market GM company. The selection included both closed and convertible sedan bodies, convertible and sport coupes. Sales were rising and as if in reply to the spirited upswing, GM cars, Cadillac included, tended to sport pointed frontends. Styling was becoming more modern, with the trunk neatly integrated into the body but major changes were still a few years off.

No matter what the body style, a generous 124-inch wheel base provided ample space for people and luggage. The 1937 models embody some great streamline styling details of the era, with many Art Deco style elements both in the exterior and interior. The rugged 348 cubic-inch V-8 engine provided much torque and horsepower, and would keep

up with most cars on the road in the post-depression era. Elegant and of excellent build-quality, these Cadillacs remain very desirable.

THE MOTORCAR OFFERED

This beautiful 1937 Cadillac V8 Convertible Sedan is being offered from the estate of noted collector Robert S. Dulin. The car was purchased by Mr. Dulin in 1989, after it had received a comprehensive restoration by Franklin Buggy Werkes, a restoration shop based in Florence, Kansas. The elegant and Art Deco-inspired Cadillac has been used sparingly in the past three decades in Mr. Dulin's loving care and kept in a climate-controlled environment. Most recently, the Cadillac has received a thorough refurbishment of the mechanical systems by renowned Colorado-based High Mountain Classics, including installment of new tires, brakes and servicing of the fuel and cooling systems. This is a spectacular example of a classic pre-war Cadillac.

\$50,000 - 75,000
WITHOUT RESERVE



111.

1955 FORD THUNDERBIRD

Chassis no. P5FH216726

292ci OHV V8 engine
Single Holley 4-Barrel Carburetor

193bhp at 4,400rpm

Ford-O-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes 4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Subject of a comprehensive restoration
- ★ Recently serviced by renowned High Mountain Classics
- ★ Striking Torch Red over Red and White interior
- ★ 1950s Americana at its finest



THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the classic Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models produced with Ford's new overhead-valve V8 engine. In '56 Thunderbird configuration, the latter displaced 292ci (4.8 liters) and produced 200bhp, while the optional Special V8 displaced 312ci (5.1 liters) and delivered 215bhp. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected, and the production run over three years exceeded 53,000.

Apart from mounting the rear wheel on the trunk and adding porthole windows to the hardtop, Ford left the 'T-Bird' fundamentally unchanged for 1956 before a more thoroughgoing restyle for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the trunk, a move that greatly improved the handling. Despite its success, the original concept soon was abandoned and a larger - and slower - four-seat version introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight. Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles.

THE MOTORCAR OFFERED

This classic Thunderbird is being offered from the estate of noted collector Robert S. Dulin. The car was purchased by Mr. Dulin in 1987, after it had received a comprehensive restoration, which included upgrading the electrical system to 12 volts. Today the lovely T-Bird remains in beautiful condition inside and out; a real testament to the quality of the restoration and Mr. Dulin's excellent stewardship. Most recently, renowned Colorado-based restoration shop High Mountain Classics thoroughly serviced the car, with new tires, brakes, and attention to the fuel and cooling systems. This wonderful piece of Americana would be a lovely addition to any collection and deserves serious consideration.

\$35,000 - 45,000
WITHOUT RESERVE



112.**1989 PORSCHE 930 TURBO CABRIOLET**

VIN. WP0EB093XKS070397

Engine no. 68K00805

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Desirable end-of-run G50 Turbo Cabriolet*
- ★ *One of just 600 examples for the US market*
- ★ *Exceedingly original example with just over 30,000 miles*
- ★ *Matching numbers car presented as factory delivered*

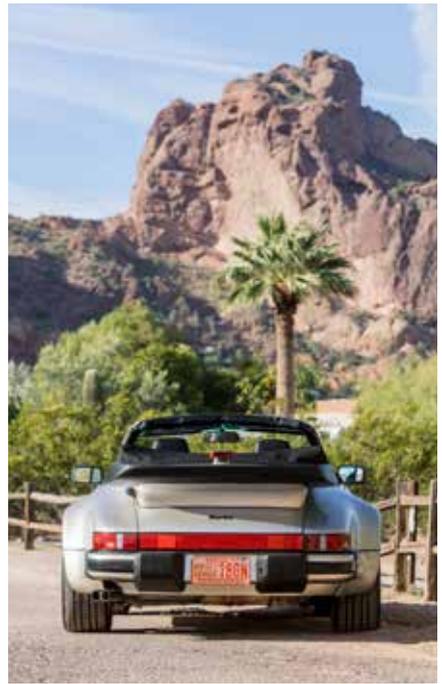
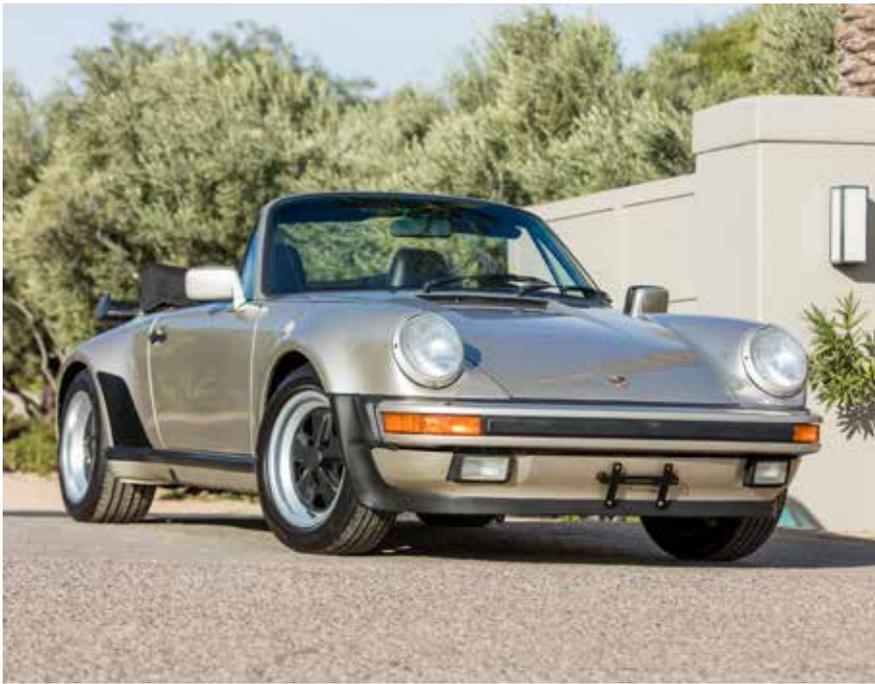
**THE PORSCHE 930**

Much of the Porsche 911's development had resulted from the factory's racing program. Furthermore, the then Group 4 homologation rules, which required 400 road cars to be built, 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 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 160km/h in around fourteen seconds.

The Turbo's characteristic flared wheel arches and "tea tray" rear spoiler had already been seen on the Carrera model. However, the interior was the most luxurious yet seen

in a 911, featuring leather upholstery, air conditioning, and electric windows. The Turbo's engine was enlarged to 3.3-liters for 1978, 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 260km/h. More refined than hitherto, yet retaining its high-performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.





THE MOTORCAR OFFERED

Completed in the early months of 1989, this Linen Grey Metallic 930 Cabriolet was delivered new to the Florida sunshine with optional supple black partial leather hides covering the seats, a Blaupunkt "Reno" radio, a limited slip differential power top, and an amplifier system. Most importantly, however, Porsche installed the G50 5-speed transmission for the 930's final production year. With an extra cog in the box, the turbo was afforded further durability and drivability.

As displayed in the reported history, this Turbo spent the first two decades of its life in the panhandle of Florida. Further indications lead us to believe the car to have been subject to routine maintenance in Mobile, Alabama and limited use during this period of ownership: roughly 1,000 miles per year on average. In 2014, the Turbo joined a collection in

Fairbanks, Alaska. Invoices from this period show that the new owner conducted some additional maintenance on the car to ensure his new acquisition was in proper running order and fit to join the owner's large collection of Porsches. More recently, the rims were shod with a full set of fresh Pirelli tires.

Having been well taken care of for so long, this 930, expectedly, appears in very good and largely original condition, both inside and out. Furthermore, it arrives complete with owners' manuals, Porsche COA, tire inflator, jack, and tool kit. A final model year, G50 5-Speed 930 such as this is sure to remain desirable well into the future and will make a wonderful addition to any Porsche Collection.

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



113.

1998 FERRARI 456 GTA

Design by Pininfarina

VIN. ZFFWP50A7W0110808

5,474cc DOHC 48-Valve V-12 Engine

Electronic Fuel Injection

442bhp at 6,250rpm

4-Speed Automatic Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Elegant and suitable Blu Pozzi over tan livery*
- ★ *Less than 19,200 miles and in current ownership for more than a decade*
- ★ *Powerful front-engined V12 Ferrari sports Coupe*
- ★ *Clean and elegant “no frills” Pininfarina design*

**THE FERRARI 456**

Have a flick through Ferrari's back catalog and you'll discover a rich vein of talent for creating superb front-engined V12 GTs. Think of the 1964 275 GTB or the 1968 365 GTB/4 Daytona for instance. Revealed at the Paris Motor Show in 1992, Ferrari had a surprise in store for the assembled press pack. The 456 GT marked a line in the sand for the great Italian marque. Gone was the excess and flamboyance of the 1980s, in its place a more studied, elegant approach to design. Acknowledged as one of Pininfarina's finest pieces of work, the aluminum coachwork was chemically bonded to a tubular steel chassis, and a new 48-valve V12 was brought in to power the flagship Ferrari.

THE MOTORCAR OFFERED

Completed in November of 1997 at the Maranello-based Ferrari factory, s/n 10808 was delivered new to California in the spring of 1998. The new Ferrari was painted in the elegant *Blu Pozzicolor* (PPG#521) and trimmed in tan leather, just as it appears today. The car was one of just 403 GTA models made. The Ferrari remained in the Southern California area, until acquired by the consignor in 2007; a prominent Minnesota-based sports car collection and enthusiast.

Today the 2+2 Coupe looks wonderful throughout and remains in largely original condition. The elegant original 5-spoke alloy wheels are wrapped on a set of appropriate Michelin Pilot Sport tires, offering excellent grip for high-speed motoring. With less than 19,200 miles on the odometer, it is a brilliant opportunity to acquire what is fast becoming

one of the most sought-after Ferraris of the modern era. If further proof was needed of the 456's success, you'll find it in the fact that the car continued in production, unchanged except for the *Modificata* amendments, for eleven years before the 612 Scaglietti took over: a mark of how well-designed and engineered the fabulous 456 was in the first place.

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



114.

1966 PORSCHE 912 COUPE

Chassis no. 352644

Engine no. 832532

1,582cc OHV Air-cooled Opposed 4-Cylinder Engine
2 Solex Downdraft Carburetors
102bhp at 5,800rpm
5-Speed Manual Transmission
Independent Front and Rear Suspension
4-Wheel Hydraulic Disc Brakes

Without Reserve

- ★A beautifully restored example
- ★Only 76,700km indicated
- ★Desirable five-speed transmission
- ★Classic Porsche styling



THE PORSCHE 912

Although widely acclaimed, the 911 was necessarily expensive, a shortcoming that Porsche addressed by offering the 912 which, though outwardly identical, was powered by the 356's 1.6-liter four-cylinder engine. As installed in the 912 the latter produced 102bhp, some 40 horsepower less than the 911's six, but this deficit was offset by significantly reduced weight, resulting in a well-balanced car with great road manners. The 911 gearbox was used, offering a choice of four or five speeds. A little over 30,000 examples were produced at Karmann's works (Porsche's was fully occupied with the 911) between 1965 and 1968 and today the 912 is a relative rarity when compared with its better-known sibling.

THE MOTORCAR OFFERED

Selling here is a 1966 912 5-speed coupe built at the Karmann works that is beautifully finished in Irish Green over black interior. The seller of this 912 had followed this car for 20 years prior to his ownership, finally having the chance to purchase the car early in 2018 after it had received a complete disassembly and rotisserie restoration. The 912 was brought back to showroom finish, with its stock appearance being maintained, even displaying its rare optioned factory Ambient Temperature gauge.

Complete with the original Owner's Manual, warranty booklet, tool roll and spare tire, this 912's dossier also includes restoration invoices and approximately 800 photos documenting the tear down and complete rebuild of the car throughout its restoration.

The interest and market value of early Porsche 912s has been climbing steadily over the past few years, making this example a very good candidate for an owner restoration. Virtually every piece needed for this car is available from dealers or the aftermarket, and there is an active and supportive owner community.

\$60,000 - 80,000
WITHOUT RESERVE



115.

1965 MORRIS MINOR 1000

Chassis no. D1125203

Engine no. KAR19208

1,098cc OHV Inline 4-Cylinder Engine

SU Carburetor

48bhp at 5,100rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Beautifully restored throughout in charming livery*
- ★ *Ingenious Alec Issigonis design*
- ★ *Excellent vehicle for the Ranch or Beach property*
- ★ *Iconic British post-war looks*



THE MORRIS MINOR

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show and by January 1961 had sold one million units to become the UK's most successful post-war car to date. The first new post-war Morris design, the unitary-construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering and a four-speed synchromesh gearbox. Powered initially by the company's existing 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. A pair of two-door models was offered initially: a saloon and a convertible.

Exports to the United States began in 1949, which required raising the headlamps from their position in the grille in order to meet local codes. This change was soon adopted across the board. Initially the line included both two-

and four-door saloons, and a jaunty little tourer which commanded about a third of the market. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. Despite the many mechanical and styling changes, the final Minor remained recognizably the same as the 1948 original. By the time production ceased in 1971, more than 1.5 million of all types had been sold.

THE MOTOR CAR OFFERED

This charming Morris Minor 1000 has been restored to a high standard and is finished in a lovely combination of white over red interior. The previous owner of this Morris Minor made the restoration of this car his personal project of passion, spending years going through every component of the car and bringing it back to showroom condition. The only deviation from original specification for this Morris is an updated 12v electrical system.

The Morris is great fun to drive, never failing to attract a crowd. As an eye-catching support vehicle at historic race meetings, or even a potential entry at various car shows and Concours d'Elegance events, this Morris Minor 1000 finds enjoyability for any automotive enthusiast.

\$15,000 - 20,000
WITHOUT RESERVE



116.

1986 MERCEDES-BENZ 560SL

VIN. WDBBA48D5GA041540

5,549cc SOHC V8 Engine
Bosch Fuel Injection
225bhp at 5,200rpm

4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ Well restored 80's classic
- ★ Offered with hard top, books and tools
- ★ Powerful and elegant SL
- ★ Mercedes-Benz "the best or nothing"



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 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.

By the late 1980s - near the end of production - the third-generation Mercedes-Benz SL was somewhat dated. Although it had gotten various updates and new engines over the years, it was still fundamentally the same car Mercedes-Benz had introduced back in 1972. 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 December of 1985, this beautiful 560SL is believed to have been delivered new to the U.S. market. Generously optioned and equipped with both a soft and hardtop, this 560SL is indeed a sporty cruiser. The luxurious Mercedes-Benz has benefitted from much restoration and maintenance work by the European car specialists at Huber Restorations in Tulsa, OK, and remains in very good fettle. Finished in the appropriate Red color, this 560SL appears to be as luxurious as one would expect from an 80's "star-car". As such, this 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.

\$35,000 - 45,000
WITHOUT RESERVE



117.**1974 FIAT-ABARTH 595SS TRIBUTE**

Chassis no. 110F6146156

Engine no. FSM126AI.0488039161

650cc Inline 4-Cylinder Engine

Single Carburetor

Approximately 50bhp at 4,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ Purpose built in Europe to mimic the iconic 595SS
- ★ Upgraded powertrain for added enjoyment
- ★ Ready for your favorite back road or cars and coffee event

**THE FIAT-ABARTH 595SS**

Abarth first turned its attention to FIAT's Nuova 500 in 1957, and in 1963 adopted the most cost-effective method of coaxing greater power from a small engine, introducing a big-bore cylinder block that increased capacity to 593cc for the '595' model, which raised maximum output to 27hp. Abarth's conversion halved the standard car's acceleration times and endowed the 595 with a top speed of more than 75mph. Lowered suspension and wider wheels and tires helped the baby FIAT utilize the increased performance. Introduced the following year, the 595 SS (Sprint Speciale) incorporated further performance enhancements, resulting in a maximum of 32bhp.

When FIAT launched the 500F in 1965, it adopted front-hinged doors on a revised and heavier bodyshell, prompting Abarth to respond by boosting the 595 SS's output by a further two horsepower. It is estimated that only 20 FIAT-Abarth 595 SS models were built by the factory.

THE MOTORCAR OFFERED

Presented in wonderful condition, this FIAT-Abarth 595SS replica began life as a standard Fiat 500 before being restored and highly modified to mimic the iconic Abarth 595SS model. The car has been fitted with a 650cc engine and a 4-liter Abarth oil pan, Abarth exhaust, lowered suspension with Koni shocks, braced interior with rollover bar, Abarth hood props, tie-downs, and new leather upholstery. The result of the build is an incredible little machine that is a real thrill to experience. Whether looking for a fun and unique vehicle to experience behind the wheel or to show off at your local classic events, this fast and fun Fiat 500 is a great choice.

\$15,000 - 25,000
WITHOUT RESERVE



118.

1994 PORSCHE 968

VIN. WP0AA2961RS820075

3,000cc DOHC Inline 4-Cylinder Engine
Bosch Motronic Fuel Injection with VarioCam
236bhp at 6,200rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ *Final and finest of the transaxle Porsche lineage*
- ★ *Less than 4,200 miles from new*
- ★ *Complete with tools, manuals and records*
- ★ *Recent full service at renowned Weissach Performance of Vancouver*



THE MOTORCAR OFFERED

Shortly after production of Porsche's 944 S2 variant, engineers in Stuttgart began work on the next set of significant upgrades for the model, for a planned final iteration "S3" 944 variant. During the development, engineers soon realized that over 80% of the proposed S3's mechanical components had either been significantly developed or completely replaced leaving little of the outgoing S2 behind. The styling, an evolution of that of the outgoing 944 S2 itself based on the earlier 924, borrowed elements from upscale siblings later to be previewed on the type 993 911. The 968's straight-four-cylinder engine displacing now 3.0liters produced 236bhp, incorporated VarioCam, the first system to provide continuous valve adjustment (a later feature of the 993) and a 6-speed manual gearbox (too, later to be used in the 993). Production moved from the VW-Audi plant in Neckarsulm

where the 924 and 944 cars had been manufactured under contract to Porsche, to Porsche's own factory in Zuffenhausen. By late 1991, the type 968 was readied for delivery.

Production of the North American 968 Coupe began in September of 1991 and continued through October of 1994. Throughout the 4-year production cycle, only 2,234 Coupe examples were ordered - RS820075, vehicle 1,272 within the vehicle order sequence, completed final assembly in Stuttgart in April of 1993. Sold new in Harrisburg, PA this Guards Red example came factory equipped with Cup styled staggered 17" wheels and partial-leather interior. With factory code 718 on the build sheet, this spring of 1993 built 968 was reassigned an upcoming '94 to be sold as such - a sign of increasingly low sales

figures for period Porsches, but complete with more décor than later budget constrained models. RS820075 presents a collectors' grade 968 that possesses the necessary attributes for any Porsche enthusiast's collection. Having traveled less than 4,200 miles this 968 comes complete with its tools, manuals, service records and a COA. With believed all-original paint and interior, a recent service inclusive of belts and fluids this car is one of the finest known on the market. Representing the culmination of the 944's legacy, RS820075 is an excellent entry into the transaxle community.

\$55,000 - 75,000
WITHOUT RESERVE



119.**1990 JAGUAR XJ-S V12 CABRIOLET**

VIN. SAJTW84XLC175032

5,344cc SOHC V12 engine
 262bhp at 5000 rpm
 4-Speed Automatic Transmission
 4-Wheel Disc Brakes
 4-Wheel Independent Suspension

- ★ Delivered new to Walnut Creek, CA
- ★ Two owners from new
- ★ 24,828 miles covered since delivery
- ★ Beautiful color combination

**THE JAGUAR XJ-S**

Conceived as a comfortable and long-legged grand tourer, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph (240km/h) performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style Cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

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

THE MOTORCAR OFFERED

This beautiful XJ-S V12 Cabriolet was purchased new in 1990 from Cole European in Walnut Creek, California. Remaining with its first owner for 26 years, the current owner purchased this car in 2016 where it joined a collection of European sports cars in Tucson, Arizona. Showing 24,828 miles on the odometer, this XJS is presented today in near showroom delivery condition with Diamond Blue Metallic paint over beige interior. This XJ-S comes with owner's manual, jack, and tool pouch. Remaining in untouched condition from new, the refined and understated looks of this open tourer are sure to continue to gain collectability and offer an effortless cruising experience for decades to come.

\$25,000 - 42,000
WITHOUT RESERVE



120.**1961 ELVA COURIER ROADSTER**

Chassis no. 100155

Engine. no.16GC-U-H3693

1622cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

Est. 125bhp at 5,800rpm

4-Speed Manual Close-Ratio Gearbox

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

Brakes 4-Wheel Drum Brakes

- ★ Well-known in West Coast Vintage Sports car racing circles
- ★ Prepared with many competition features
- ★ Lithe and nimble vintage racer eligible for many spectacular events
- ★ Raced extensively in period and onwards

**THE ELVA SPORTS CAR**

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

This was the Courier, a conventional spaceframe-chassis sports car graced by a particularly attractive fiberglass body. Suspension was independent at the front by wishbones and coil springs, with a well-located coil-sprung live axle at the rear. The Courier came with disc front brakes as standard and (usually) a BMC B-Series engine as fitted to the MGA and MGB. The Courier design progressed through Mk I to IV, with a closed Coupe available on later models, finally ceasing production in 1968. The Mk I and closely related Mk II were by far the most successful, some 700-or-so being manufactured between 1958 and 1961.

THE MOTORCAR OFFERED

This sporting little Elva Roadster was purchased and prepared by the late Butch Gilbert in 1966 and raced successfully by himself and others in the following years. The Elva was later owned by Paul and Sue Quackenbush, and vintage raced for many years at the great West Coast tracks including Sears Point, Laguna Seca and the Monterey Historic Races, as well as Kent Washington, Portland, Thunderhill and Coronado. Powered by an MGA Mk II 1,622cc OHV engine, bored up and using JE forged pistons, Rody billet crankshaft and many other trick performance parts, this Elva really is a competitive little racer. It is offered with four log books and receipts.

\$45,000 - 55,000
WITHOUT RESERVE

Offered on a bill of sale.



ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2019 SCOTTSDALE CATALOG:

Andrew Barrett	Porsche North America
British Heritage Trust	RROC
BDC	Steve Evans
Chris Gennone and The Stables	The Westin Kierland Resort & Spa
Dana Williamson	Verity Spencer
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Ferrari Classiche	
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Jürgen Barth	
Jaguar Heritage Trust	
Kate Constantin	
Marcel Massini	
Motorcar Studios	
Peter Linsky	

PHOTOGRAPHY CREDITS

MOTORING PHOTOGRAPHER PAWEL LITWINSKI

After more than a decade of specialization in this field, Pawel's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots.

www.litwinski.com

Pawel Litwinski: Lots 2, 4, 5, 13, 14, 16, 17, 18, 19, 20, 23, 24, 25, 29, 30, 32, 33, 34, 36, 37, 38, 39, 40, 41, 43, 44, 51, 52, 57, 58, 63, 65, 66, 69, 72, 78, 83, 84, 86, 88, 89, 93, 94, 99, 103, 105, 107, 112

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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 Westin Kierland Resort & Spa, Scottsdale, Arizona, on Thursday, January 17, 2019.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars

(or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

- 4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
- 4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

- 5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third-party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.
- 5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

7. THE BUYER

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement

of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

The Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of each purchased Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

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 Mountain Standard Time on Saturday, January 19, 2019. 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

CONDITIONS OF SALE – MOTOR VEHICLES

taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams,

and Buyer shall have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

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

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or

CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

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 in other applicable jurisdictions and such other bonds as required by its licenses and permits.

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

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

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of

Bonhams' rights under the Sale Documents.

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH

APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

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

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders; If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150
FEE INCLUDES ONE AUCTION CATALOG SET 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
580 Madison Ave
Ney York, NY 10022
Tel +1 (800) 223 2854
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: The Scottsdale Auction	Sale date: January 17, 2019
Sale no. 25101	Sale venue: Westin Kierland Resort & Spa Scottsdale, Arizona
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here	
Dealer: _____ / State: _____	Resale: _____ We may contact you for additional information.

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm January 19 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

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

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Scottsdale Auction on January 17, 2019.

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

Sincerely,

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

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Scottsdale Auction on January 17, 2019.

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

Sincerely,

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

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder.
Third party payments will NOT be accepted.

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Westin Kierland Resort & Spa,
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AUCTION

Fernandina Beach, Florida | March 7, 2019

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**1923 BUGATTI TYPE 23 THREE SEATER
BOATTAIL ROADSTER**
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1926 MINERVA 26CV MODEL AF TOWN CAR
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Carmel, California | August 16, 2019

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GULLWING COUPE**
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Adam Swords Photography

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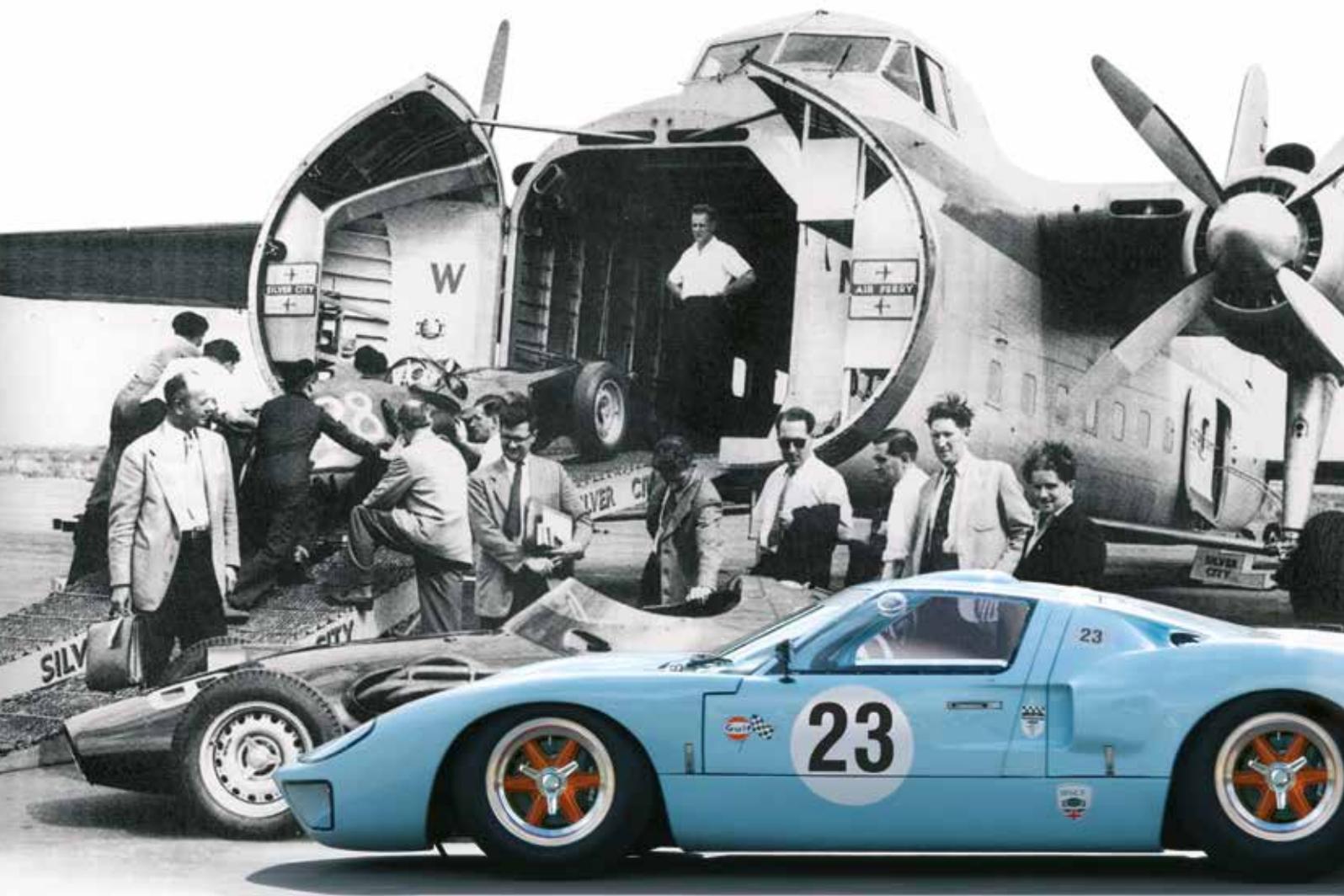


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The Scotch Library



THE SCOTCH LIBRARY

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THE SCOTCH LIBRARY GUILD

The Scotch Library celebrates the community and contributions made by Scottish immigrants to early Arizona with The Scotch Library Guild of Arizona. The Guild provides a community of discovery, sharing and fellowship, whereby members of The Guild are bonded by curated experiences set in the comfortable surroundings of The Scotch Library.

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LOT 36 - 1955 MERCEDES-BENZ 300SL GULLWING COUPE



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