

# Bonhams



**GREENWICH**  
CONCOURS D'ELEGANCE

AUCTION

Greenwich, Connecticut | June 2, 2019



LOT 146 - 1949 ALFA ROMEO 6C 2500 SUPER SPORT CABRIOLET

Sunday June 2, 2019  
10am Automobilia  
11am Motorcars  
Roger Sherman Baldwin Park  
Greenwich, Connecticut



#### **BONHAMS**

580 Madison Avenue  
New York, New York 10022

7601 W. Sunset Boulevard  
Los Angeles, California 90046

220 San Bruno Avenue  
San Francisco, California 94103

[bonhams.com/greenwich](http://bonhams.com/greenwich)

#### **PREVIEW & AUCTION LOCATION**

Roger Sherman Baldwin Park  
100 Arch Street  
Greenwich, Connecticut 06830

#### **PREVIEW**

Saturday June 1, 10am to 5pm  
Sunday June 2, 10am to 11am

#### **AUCTION TIMES**

Sunday June 2  
Automobilia Auction, 10am  
Motorcar Auction, 11am

#### **AUCTION NUMBER: 25220**

Automobilia & Charity Lots 1 – 47  
Motorcar Lots 101 - 202

#### **FRONT COVER**

Lot 192

#### **BACK COVER**

Lot 156

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#### **BIDS**

+1 (212) 644 9001  
+1 (212) 644 9009 (fax)

From Friday May 31 to Mon June 3,  
to reach us directly in Greenwich, CT:  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

To bid via the internet please visit  
[www.bonhams.com/greenwich](http://www.bonhams.com/greenwich)

Please see pages 2 to 4 and 188 to 193 for  
bidder information including conditions of sale,  
after-sale collection and shipment.

#### **AUTOMATED RESULTS SERVICE**

+1 (800) 223 2854

#### **ADMISSION TO PREVIEW & AUCTION**

Saturday June 1 entry: Bonhams clients may  
enter the Concours and Bonhams preview  
by showing their catalog at the Concours  
entrance. For clients without a catalog,  
entry to both venues is by purchase of  
a Concours ticket.

Sunday June 2 entry: Bonhams clients may  
enter the Concours and Bonhams auction  
by showing their catalog at the Concours  
entrance and at the Bonhams tent. For  
clients without a catalog, entry to the  
Concours is by purchase of a ticket and  
entry to the Bonhams auction is by purchase  
of a catalog sold at our tenting only. One  
catalog permits two people entry.

#### **IMPORTANT NOTE:**

Traffic may be impacted on I-95 by the  
closure of Exit 9, from 9pm Fri May 31 until  
5am Mon June 3. Exit 9 is 7.5 miles NE of  
the Arch Street exit but I-95 lanes will be  
reduced. Please plan accordingly.



# Buyer Information

## CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale and Disclaimer of Warranties 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 will be working in conjunction with CT dealer Regners Auto Sales & Service Inc., license no. U1785. 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 Bonhams viewing and auction, in conjunction with The Greenwich Concours d'Elegance, will be open to the paying Concours visitors free of charge on Saturday during the publicized viewing hours listed on Page 1 of this catalog. A Bonhams' Greenwich auction catalog will admit two (2) people on both Saturday and Sunday to the Greenwich Concours free of charge. A Bonhams' Greenwich auction catalog will be required for admission to the auction on Sunday June 2. Please note that catalogs will not be sold at the Concours entry. If a client does not have a catalog prior to entry, then entry to the Concours is by purchase of a Concours ticket and Sunday entry to Bonhams tent is by purchase of a catalog sold at our tenting entry only. Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

## AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Regners Auto Sales & Service Inc., CT dealer U1785.

## BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000. Buyers are required to pay any applicable import duty, sales or use tax, as the case may be.

For Automobilia and other non-motor vehicle property, please note that our Buyer's Premium changed as of March 1, 2019 and is now: 27.5% on the first \$3,000 of the Hammer Price, 25% on the amount of the Hammer Price above \$3,000 up to and including \$400,000, 20% on the amount of the Hammer Price above \$400,000 up to and including \$4,000,000, 13.9% on the amount of the Hammer Price over \$4,000,000.

For the CHARITY lots 45 through 47, no buyer's premium will be charged.

All Automobiles are subject to a 6.35% Connecticut sales tax. An additional 1.40% sales tax rate is imposed on the full sales price (hammer and premium combined) of any automobile that costs more than \$50,000.00. The sales tax is imposed unless you fall under one of two categories:

1. You are a licensed Automobile Dealer. You will be required to supply a copy of your dealer's license and complete a Connecticut resale certificate.
2. You are an out of state resident. You will be required to complete Certificate-125 'Sales and Use tax Exemption for Motor Vehicle or Vessel Purchased by a Non-resident of Connecticut'. A copy of your driver's license will also be required.

Buyers who take or accept delivery of lots in Connecticut or who have or will register a motor vehicle lot in Connecticut (including temporary registration) or who are residents of that state are required to pay Connecticut sales tax unless exempted by law. Bonhams, working in conjunction with Regners Auto Sales & Service Inc., will provide applicable forms and documentation to private Connecticut buyers necessary to register the vehicle in the state of Connecticut.

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, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington State, Washington DC, Wisconsin and Wyoming. Any purchases picked up by a non-ICC licensed carrier would be subject to the same rules as apply to purchases picked up in Connecticut.

Please note that Bonhams is registered as an Automobile Dealer in the states of Arizona, California, and Florida. Any automobile sold to a resident in those states is subject to sales tax, license and documentation fees. Exemptions from sales tax, licenses and documentation fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

It is the responsibility of the buyer to carry out inspection of motor vehicle lots as the buyer deems necessary prior to bidding. Motor vehicle lots are sold as collector's items and not for any particular purpose, including as suitable means of transport. Motor vehicle lots are typically of some age and may include refurbishments, repairs and replacement parts, the condition of which may be difficult to establish. Bonhams necessarily relies on information, including information regarding the lot's condition, authenticity and provenance, provided by the seller and cannot undertake a level of inspection of the vehicle to establish whether or not the vehicle corresponds to any description provided in the catalog or otherwise.

This auction is conducted under the authority of the Connecticut Department of Motor Vehicles.

## 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 assigned 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 4pm on Monday June 3.

## 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 items, 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 its property which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

## AUCTION HOUSE'S INTEREST IN PROPERTY OFFERED AT AUCTION

On occasion, Bonhams may offer property in which it has an ownership interest in whole or in part or otherwise has an economic interest. Such property, if any, is identified in the catalog with a 'Δ' symbol next to the lot number(s).

Bonhams may also offer property for a consignor that has been guaranteed a minimum price for its property by Bonhams or jointly by Bonhams and a third party. Bonhams and any third parties providing a guarantee may benefit financially if the guaranteed property is sold successfully and may incur a financial loss if its sale is not successful. Such property, if any, is identified in the catalog with a '●' symbol next to the lot number(s).

# Buyer Information (Continued)

By bidding at auction, whether in person or by agent, by absentee bid, telephone, online or by 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 seller 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 Client Services Department well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009.

## TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid, Bonhams is pleased to offer a telephone bidding facility. 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](http://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/Greenwich](http://www.bonhams.com/Greenwich) or contact the Client Services Department to obtain information and learn how you can register and bid online.

## DAMAGE

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

## CUSTOMS DUTY

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

## PAYMENT & COLLECTION OF LOTS

### PAYMENT

Payment for purchased lots must be made no later than 4pm local time on Monday, June 3. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

## PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Sunday, June 2, and then again on Monday June 3 from 8.30am to 4pm. Vehicles can be cleared after the auction. Please notify us of your collection plans upon payment.

## COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle lots and Automobilia must be paid for and collected from the sale venue by 4pm on Monday, June 3. 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 4pm Monday, June 3. 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, parts, 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. Sold lots are at the buyer's risk from the fall of the hammer.

**Uncollected Automobilia** will be removed to Bonhams New York location for shipping and collection by buyer or its authorized agent. Instructions for collection from Bonhams New York location will be given to buyers at the time of payment. For shipping quotes, please contact Michael Van Dyke at Door to Door at [quotes@dtdusa.com](mailto:quotes@dtdusa.com) or +1 (908) 707 0077 ext 2070.

Uncollected Automobilia lots will not be available for collection after 4pm on Monday June 3 until Thursday June 6 at 9am. Please note uncollected lots that are removed to Bonhams New York location are subject to a \$50 uplift charge and storage fees.

## 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 4pm Monday, June 3.

If Bonhams does not receive motor vehicle collection details from the buyer by 4pm on Monday, June 3, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

## DOMESTIC MOTORCAR TRANSPORT

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

## INTERNATIONAL MOTORCAR TRANSPORT

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

## DOMESTIC AND INTERNATIONAL MOTORCAR AND MOTORCYCLE TRANSPORT

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

Bonhams International team welcomes you to the Greenwich Concours d'Elegance Auction here in picturesque Greenwich, Connecticut.

We're excited to be returning for our twelfth annual auction here at the Greenwich Concours d'Elegance. Founded in 1996 by Bruce and Genia Wennerstrom, it has been a great pleasure and honor to watch the next generation of Wennerstroms take the Concours into the future since Bruce's passing. We are honored to be a continuing part of this world-class event.

In 2019, we are proud to offer over 100 machines for every taste, interest, and budget. Representing motorcars from the birth of the motoring era to the present day, many of the lots offered have long histories and are appearing here on the market for the first time in decades. Among the special collections featured are a stunning assembly of Ford muscle from the 1960s including numerous Big

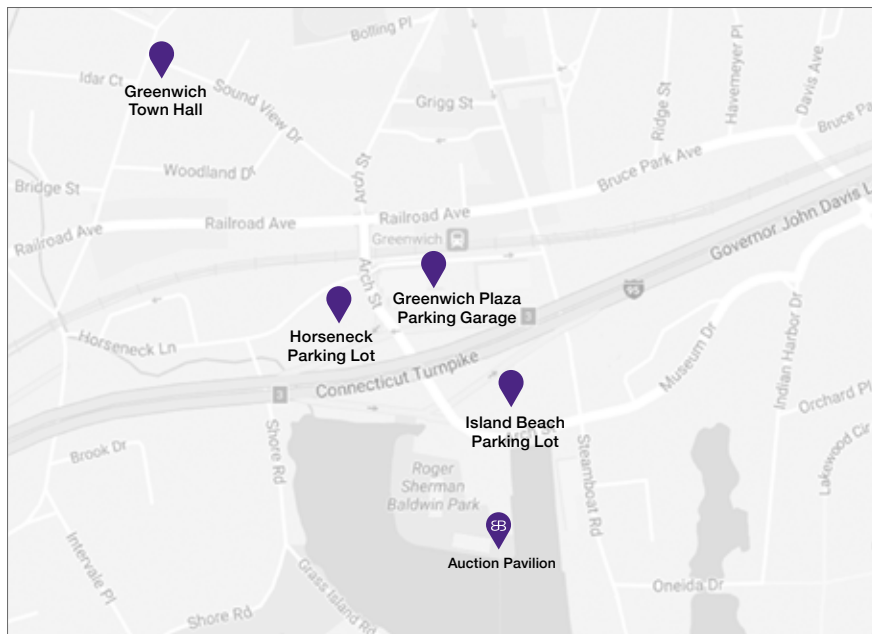
Block machines and an ultra-rare 'Cammer'—all offered without reserve—and five motorcars from the Tsuru Collection from which all the hammer proceeds will be donated to various philanthropies. Other highlights including a dizzying array of Corvettes, Jaguars, and more. Whether it is barn finds, fresh restorations, or Cadillacs that have spent their entire 107 years in Greenwich, there is something for everyone!

We would like to thank the Town of Greenwich and the Wennerstrom family for their assistance in making this auction possible. Our team of international specialists has first-hand knowledge of the automobiles in this auction and will be pleased to answer any questions you may have, either in advance or at the sale itself.

On behalf of the US Motoring Department, we thank you for joining us and wish you successful bidding!

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## BONHAMS AT THE GREENWICH CONCOURS D'ELEGANCE DIRECTIONS AND PARKING:



### DIRECTIONS

#### BY TRAIN:

Metro North train to Greenwich Station, walk two blocks south

#### BY CAR:

From I-95 North, take exit 3 Arch Street, bear right onto Arch Street. Roger Sherman Baldwin Park is approximately 300ft on the right. From I-95 South, take exit 3 Arch Street, turn left onto Arch Street. Roger Sherman Baldwin Park is approximately 800ft on the right.

#### PARKING:

**Horseneck Parking Lot**  
on Horseneck Lane, immediately off Arch Street

**Greenwich Plaza Parking Garage**  
between Arch Street and Steamboat Road, ground level

**Greenwich Town Hall**  
101 Field Point Road

**Island Beach Parking Lot**  
across from 100 Arch Street – Lots 1, 2 & 3 will have a complimentary shuttle to and from the Concours site provided by TAG of Greenwich

#### IMPORTANT NOTE:

Traffic may be impacted on I-95 by the closure of Exit 9, from 9pm Fri May 31 until 5am Mon June 3. Exit 9 is 7.5 miles NE of the Arch Street exit but I-95 lanes will be reduced. Please plan accordingly.

# Bonhams Motoring International Specialist Team

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West Coast USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Craig Mallery



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East Coast USA



Rupert Banner



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Evan Ide



John Neville



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Gordan Mandich



Gregory Coe



Stanley Tam



Jared Zaugg

United Kingdom



Malcolm Barber



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams



James Knight

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Michael Haag

# Automobilia

June 2, 2019 at 10am

Lots 1 - 44

Charity Lots 45 - 47

All automobilia will be offered without reserve.  
Additional images for each lot can  
be found at [bonhams.com/greenwich/automobilia](http://bonhams.com/greenwich/automobilia)



1

**DOUBLE-SIDED ESSO/STANDARD OIL METAL SIGN,**

42in in diameter.

**\$250 - 350  
WITHOUT RESERVE**

2

**SINGLE-SIDED ESSO METAL SIGN,**

42in in diameter

**\$200 - 300  
WITHOUT RESERVE**

3

**ESSO TIGER FIBERBOARD SIGN,**

60in wide and 42in tall

**\$50 - 100  
WITHOUT RESERVE**

4

**A LARGE, DOUBLE-SIDED ESSO METAL SIGN,**

59in tall by 87in wide

**\$400 - 600  
WITHOUT RESERVE**

5

**AN ESSO GAS PUMP GLOBE AND PRICE LIST SIGN**

**\$350 - 450  
WITHOUT RESERVE**

6

**AN ESSO-BRANDED WOODEN MAP RACK,**  
including a few vintage road maps.

**\$100 - 150  
WITHOUT RESERVE**

7

**AN ACRYLIC ESSO SIGN,**

36in wide and 20in tall.

**\$50 - 100  
WITHOUT RESERVE**

8

**DOUBLE-SIDED ESSO 'CREDIT CARDS HONORED' METAL SIGN,**

18in wide x 14in tall.

**\$100 - 150  
WITHOUT RESERVE**

9

**DOUBLE-SIDED ESSO 'CREDIT CARDS HONORED' METAL SIGN,**

18in wide x 14in tall.

**\$100 - 150  
WITHOUT RESERVE**

10

**A PACKARD-BRANDED METAL WALL THERMOMETER,**

manufactured after WWII, about three feet tall.

**\$50 - 75  
WITHOUT RESERVE**





1



2



3



4



5



6



7



8



9



10



11



13



12



11  
**AN ESSO-BRANDED 'THANKS FOR COMING IN' METAL SIGN**

\$50 - 100  
 WITHOUT RESERVE

12  
**AN ESSO-BRANDED PAIR OF 'MR. AND MRS. DRIP' FIGURINES,**  
 made by Alan Harrison in the United Kingdom,  
 modern, of molded fiberglass, approx. four feet  
 tall.

\$500 - 700  
 WITHOUT RESERVE

13  
**A SET OF SIX ESSO PAINTED SCENES,**  
 produced by Esso to teach children road safety,  
 printed on linen  
 and mounted at the top and bottom in wooden  
 binders.

\$300 - 400  
 WITHOUT RESERVE



16



17



14



15



18

14  
**A 1:14 SCALE MODEL OF A 1976-1984 FERRARI 512BB, BY ABC BRIANZA, ITALIAN, 1990S,**  
 serial number 104, hand-built limited-edition model, well detailed including opening doors, front and rear body panels, engine, interior, finished with hand rubbed lacquer paint, mounted on wooded base with and acrylic display case, 15½ x 6½ x 6 inches high overall.

**\$1,200 - 1,800**  
**WITHOUT RESERVE**

15  
**A 1:12 SCALE MODEL OF A 1971 FERRARI DINO 246GT, "M" SERIES BY TOP MARQUES,**  
 hand-built, from a limited edition of 250, with high gloss painted finish, extensively detailed including interior, mounted to ultra-suede covered display base, measures 10½ x 20½ inches.

**\$400 - 800**  
**WITHOUT RESERVE**

16  
**A 1:8 SCALE MODEL OF A 1957 PORSCHE 356A SPEEDSTER BY R.A.E. MODELS, ENGLISH, LATE 1990S,**  
 from a hand-built limited edition series, resin model with high gloss paint finish, hand-polished metal exterior brightwork parts with fully detailed interior, mounted on a wooded display base 24 x 12 inches.

**\$1,800 - 2,500**  
**WITHOUT RESERVE**

17  
**A 1:8 SCALE MODEL OF STIRLING MOSS' 1955 BRITISH GRAND PRIX WINNING MERCEDES-BENZ W196 BY JAVAN SMITH, ENGLISH,**  
 well detailed model in metal, wood and plastic with wire wheels and correct knock-off hub spinners, detailed cockpit including plaid fabric seat cover, mounted on a wooden base 23½ x 11½ inches with signed Stirling Moss plaque.

**\$2,500 - 3,500**  
**WITHOUT RESERVE**

18  
**A 1:8 SCALE CONSTRUCTED MODEL KIT OF A 1932 ALFA ROMEO 8C 2300 GRAND SPORT BY POCHER, ITALIAN, CIRCA 1970,**  
 promotional point-of-sale model constructed by Pocher, plastic and metal with finely detailed including engine, coachwork, chassis, full dash instrumentation and leather seats, each hand spoked wheels comprising of over 120 individual parts, mounted on wood and acrylic display case, which measures 25 x 11 x 12 inches.

**\$800 - 1,500**  
**WITHOUT RESERVE**

19  
**A 1:8 SCALE OF A 1948 - 1952 JAGUAR XK120 ROADSTER BY R.A.E. MODELS, ENGLISH, FEBRUARY 2000,**  
 from a hand-built limited edition produced for the Carl Schneider 100 Grand Collection series, resin model with high gloss paint finish, hand-polished metal exterior brightwork parts with

fully detailed interior, mounted on a wooded display base, 25½ x 12½ inches.

**\$2,000 - 4,000**  
**WITHOUT RESERVE**

20  
**A 1:8 SCALE MODEL OF KURTIS KRAFT 500C, 'CHAPMAN SPECIAL' BY RON FOURNIER, AMERICAN,**  
 signed by the model engineer, model number 163 of a run believed to be less than 200, depicting the 1955 Indy 500 2nd place winner driven by Tony Bettenhausen, hand-fabricated aluminium body with high gloss hand rubbed paint finish, finely detailed with other aluminium and chrome plated brass components and parts, cast aluminium, wheels, detailed cockpit with hand stitched leather seat and side panels, approximately 21 inches long overall.

Ron Fournier (1942-2017) was a World-renowned master craftsman in the field of metal fabrication. His career spanned over 50 years, starting with Holman and Moody in 1964, and working for racing greats like Rodger Penske, AJ Foyt, Kar Kraft, and Bob Sharpe Racing. All benefited from his skills transforming sheet metal into coachwork and components for Championship race cars. In 1991 Ron and his family founded Race Craft after receiving countless awards for his metal fabricating books, tool patents, and metal fabrication training films and videos.

**\$2,000 - 4,000**  
**WITHOUT RESERVE**



19



20

21  
**1962 DAN GURNEY PHOTO, AUTOGRAPHED,**  
 showing Gurney in the Porsche Formula 1 car in the pit, looking straight at the photographer with a big smile on his face, 11in by 14in.

\$500 - 700  
 WITHOUT RESERVE

22  
**CARS BY ANDY WARHOL - MERCEDES-BENZ 300SL GULLWING POSTER,**  
 commissioned by the factory to commemorate the company's 100 year anniversary in 1986, featuring the car in gleaming red, 27.5in by 35.25in (minor edge wear).

\$500 - 700  
 WITHOUT RESERVE

23  
**1981 ORIGINAL MOVIE POSTER, "FANGIO UNA VITA A 300 ALL'ORA",**  
 produced by Count Giovanni Volpi, documentary made in 1981, about the life of the 5-time world champion, showing Fangio in his Maserati 250F. 27.50in by 13.25in, linen backed (foxing).

\$450 - 650  
 WITHOUT RESERVE

24  
**1972 12 HOURS OF SEBRING ORIGINAL EVENT POSTER,**  
 official event poster by Dick Pahl, USA, featuring a montage view of the '71 class winning John Greenwood #48 Chevrolet Corvette coupe surrounded by racing scenes from the pits, on the track and in the winner's circle. The race was won by Mario Andretti and Jacky Ickx in the Ferrari 312 PB. 29in by 20in, linen backed (fold marks, stains).

\$450 - 650  
 WITHOUT RESERVE

25  
**1930'S RENÉ DREYFUS IN HIS BUGATTI T59, BLACK & WHITE AUTOGRAPHED PHOTOGRAPH,**  
 autographed in 1989, 20in by 16in (minor nicks and scratches).

\$400 - 600  
 WITHOUT RESERVE



21



22



23



24



25



26



27

26  
**A 1964 12 HOURS OF SEBRING POSTER,**  
 unframed.

\$250 - 350  
 WITHOUT RESERVE

27  
**A 1951 MG EX135 LAND SPEED RECORD CAR POSTER,**  
 celebrating MG's record run in a Reid Railton prepared streamliner at the Bonneville Salt Flats.

\$350 - 450  
 WITHOUT RESERVE



28



29



30



31



32



33

28  
**A FINE TORTOISE AND HARE MASCOT BY DEVENET, FRENCH, CIRCA 1910,**  
signed, nickel plated bronze, 5½ inches high,  
mounted on a period radiator cap.

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

29  
**A FEMME LIBELLULE OR DRAGONFLY GIRL MASCOT BY M BONNOT, FRENCH, 1920S,**  
signed, nickel plated bronze, 5 inches high,  
mounted on a bronze base.

**\$1,000 - 1,500**  
**WITHOUT RESERVE**

30  
**A SPEED GIRL MASCOT BY M. BONNOT, FRENCH, 1920S,**  
the nickel plated nude bust with out-stretched  
arms, 3¾ inches high, 7½ inches wide.

**\$600 - 800**  
**WITHOUT RESERVE**

31  
**A MONA LISA OR "LA JACONDE" MASCOT, FRENCH, 1920S,**  
bronze, 5 inches high, mounted on a radiator  
cap.

**\$1,500 - 2,500**  
**WITHOUT RESERVE**

32  
**A GOOD 'LIBELLULE HÉRAUT' MASCOT BY L. L'ÉPLATTENIER, FRENCH 1920S,**  
signed, nickel plated bronze dragonfly herald, 6  
inches high, on a period radiator cap.

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

33  
**A LUCKY GIRL MASCOT BY M. BERTIN, FRENCH, 1920S,**  
signed, nickel plated bronze, 5 inches high,  
mounted on a period radiator cap.

**\$800 - 1,200**  
**WITHOUT RESERVE**



34



35



36



37



38



39

34  
**A RARE 'POUTAI' BUDDHA MASCOT, FRENCH, 1920S,**  
 polished bronze, 4 inches high on a period Bakelite radiator cap.

**\$2,500 - 3,500**  
**WITHOUT RESERVE**

35  
**A DRAPED NUDE MASCOT BY VILLARS, FRENCH, 1920S,**  
 signed, nickel plated bronze, 7 inches high, on a metal display base.

**\$600 - 800**  
**WITHOUT RESERVE**

36  
**A 'BIRD IN THE HAND' MASCOT, FRENCH, 1920S**  
 nickel plated bronze kneeling nude holding a bird aloft, 4¼ inches high, on a period radiator cap.

**\$800 - 1,200**  
**WITHOUT RESERVE**

37  
**A PARAPLUIE MASCOT, FRENCH, 1920S,**  
 signed PAX, depicting a girl with an umbrella battling against the wind, 5 inches, high mounted on a radiator cap.

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

38  
**GIRL AND BOY BY FREYCOURT, FRENCH, 1920S,**  
 both playfully depicted holding a toy--him a wooden horse and her a teddy bear, both nickel plated and mounted on separate radiator caps, each 6in high.  
 (2)

**\$600 - 800**  
**WITHOUT RESERVE**

39  
**A BEAR ON A BALL MASCOT BY CHARLES SOUDANT, FRENCH 1920S,**  
 signed, nickel plated bronze, 6½ inches high, mounted on a radiator cap.

**\$800 - 1,200**  
**WITHOUT RESERVE**



40



41



42

40

**A 'ZODIAC' MASCOT BY DASI, FRENCH, 1910'S,**  
nickel plated bronze, finely detailed Putti figure seated on an ornate 'dial',  
6½ inches high, on a radiator cap.

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

41

**A CENTAUR MASCOT BY DAREL, FRENCH, 1920S,**  
signed, nickel plated bronze, 5¼ inches high, mounted on a later radiator  
cap.

**\$1,000 - 1,500**  
**WITHOUT RESERVE**

42

**A "LE KRACH" BY J. MARTEL, FRANCE, CIRCA 1929,**  
depicting a somber, business-like figure rendered in pure cubist style,  
signature on the side and title on the front, silver plated bronze, 8¼in tall,  
mounted on a radiator cap.

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



43

43

**A UNIQUE 'RINGED ARROW' MASCOT BY JEAN DUNAND,**  
**FRENCH, 1925-1928,**  
nickel plated bronze, the single arrow surrounded and enveloped by five  
decorative rings, fitted to a period radiator cap, 4½in. high and 9½in.  
long.

**\$6,000 - 10,000**  
**WITHOUT RESERVE**

44

**A BUGATTI TYPE 35 GRAND PRIX CHILDS CAR BY GROUP**  
**HARRINGTON,**

this is a very skillfully executed replica, finished in green livery and  
complete with fine detailing to the original. Multi-battery 2x electric  
motorbike 36v brushless motors on the rear wheels with a top speed  
of 14 mph. Highly polished chrome bright-work and active hand brake,  
aluminum dash with gauge, working horn, and power switches for lights.  
Wooden rosewood steering wheel and wooden floorboards with faux  
leather upholstery. Bespoke, period style wheels with inflatable tires.  
Complete with battery charger and keys.

**\$5,000 - 7,000**  
**WITHOUT RESERVE**



44



45



**PROCEEDS FOR LOTS 45 THROUGH 47 TO GO DIRECTLY TO AMERICARES**

**Americares is the charitable beneficiary of the Greenwich Concours, and Bonhams is proud to be a supporter as well. Americares saves lives and improves health for people affected by poverty or disaster. The Stamford-based organization is the world's leading nonprofit provider of donated medicine and medical supplies. Since its inception, Americares has provided more than \$13 billion in aid to 164 countries, including the USA. For more information please visit: [americares.org](http://americares.org). Bonhams will not be charging Buyers Premium for lots 45 through 47.**

45 •

**SOLD TO BENEFIT AMERICARES  
TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2019,**

This premier event, often considered the most sought after ticket of the "Monterey Car Week", is held on Friday August 16, 2019 from 10am to 4pm at Quail Lodge & Golf Club, Carmel, California. The Gathering is an exclusive, award winning event held during the car celebration of Monterey Car Week, and is held in conjunction with Bonhams Quail Lodge Auction.

**\$1,100 - 1,500  
WITHOUT RESERVE**

46 •

**SOLD TO BENEFIT AMERICARES  
A PASSPORT AUTO TRANSPORT ONE WAY, CROSS COUNTRY MOTOR VEHICLE TRANSPORT,**

Passport Auto Transport kindly offers the winning bidder a one way, cross country motor vehicle transport. In operation for 48 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters.

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

47 •

**SOLD TO BENEFIT AMERICARES  
A GREENWICH HOSPITALITY WEEKEND SPA ESCAPE,**

Your choice of a two night stay at one of Greenwich Hospitality's luxury, boutique hotels and a 60 Minute Couple's Massage in one of our award winning spas. Choose either a hip urban weekend at the DELAMAR West Hartford ([delamar.com/west-hartford/](http://delamar.com/west-hartford/)) or a luxuriously rustic retreat at our historic inn Four Columns in Newfane, VT ([fourcolumnsvt.com](http://fourcolumnsvt.com)).

**\$1,100 - 1,500  
WITHOUT RESERVE**



46



47

# Motorcars

June 2, 2019 at 11am

Lots 101 - 202

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





G.T. 350



101  
**1964 SEARS ALLSTATE PUCH 250**  
 Frame no. 1721796

In times past, it was not all uncommon for American department store chains to import and sell European-built motorcycles under their own brand name. Sears-Roebuck of Chicago, from the 1950s to at least 1979, sold Daimler-Steyr-Puch two-stroke motorcycles under the 'Sears Allstate' label; an example of which offered here. This 810.94222 round tank model's 250cc engine, referred to as the Twingle, uniquely uses 2 pistons on a single crankshaft while sharing a single but double sleeved cylinder. Producing a whole 16BHP through a 4-speed gearbox with chain final drive, the Puch proved to be both well-built and reliable. A believed survivor, this rather sporting bike is an excellent first endeavor in the world of 2 wheels.

**\$2,500 - 4,500**  
**WITHOUT RESERVE**



102  
*Ex-Dick Fritz, NART*  
**1962 BIANCHI GARDENA 75**  
 Frame no. TB50959  
 Engine no. MB51171

Luigi Chinetti's North American Racing Team, is one of history's most storied privateer global motorsport teams. Although conceived to promote the Ferrari marque, it helped prompt interest in other Italian brands. This Bianchi Gardena offered here is one such example, imported into the US in 1962. It was initially displayed in Chinetti's New York City and later Greenwich, CT showrooms, and shortly thereafter joined the NART racing team. Going on to be used by racing drivers and crew in the paddock areas at each track, then NART team manager Dick Fritz purchased the bike from Chinetti Motors and retained it for the subsequent 40+ years. Today, the Bianchi is presented in original unrestored condition and is as beautiful as it is historic. Having been displayed on the Greenwich Concours lawn just 1 year ago and offered with its original owners and parts manual, tools and air pump, this Bianchi is likely the sole attainable NART motor vehicle around.

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



**103.****1960 TRIUMPH TR3A CONVERTIBLE**

Chassis no. TS68211L

Engine no. TS65114E

1,991cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

100bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

**Without Reserve**

- Nicely restored for drivability
- Desirable late-production TR3A
- Multiple first place finisher
- The classic Triumph sports car

**THE TRIUMPH TR3**

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. Changes to the 2.0-liter engine boosted power from 90 to 95bhp, but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956; then in August, Girling front disc brakes were introduced. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille incorporating sidelights/indicators, and locking door and trunk handles plus an improved interior. Today these charismatic Triumph sports cars remain popular for their usability, ease of maintenance, good looks and the fact that they are immense fun to drive.

**THE MOTORCAR OFFERED**

Dispatched on February 29, 1960, according to a copy of a Connecticut title in May of 1970 the car belonged to Nicholas Solimere, Jr. The car eventually made its way south to Texas where it was restored by Duke Voeikel in McKinney, Texas in 2012—a photo album documents the work completed. In 2015 and '16 the car won first place for a late TR3A at the Vintage Triumph Register Meet. The current owner acquired the car from Santa Anna, California in 2017.

Carefully maintained since purchase, a few small drivability modifications have been made including an electronic distributor, spin on oil conversion, and a change to negative grounding. A first place winner at the 2015 and '16 Vintage Triumph Register Meet (VTR Nationals) for late TR3As, the car is complete with photos of some of the restoration work completed, its British Motor Heritage Trust Certificate, and a service manual. It is the

quintessential example of handsome British roadster—all that is missing is a bit of tweed and a new owner to wear it while driving the car!

**\$30,000 - 35,000**  
**WITHOUT RESERVE**

# 104.

## 1953 MG TD

Chassis no. TD21811

Engine no. TD222211

1,250cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

55bhp at 5,400rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Well-presented older restoration
- Characteristic Black/Green color scheme
- Matching numbers
- Classic British roadster styling



### THE T SERIES MG

"The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest." *The Autocar*, 15th May 1953.

The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, upon which sat an all-new body - roomier than before but retaining the

classic looks of the traditional MG sports car and the proven 1,250cc XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants compared to that of the TC. It became the 'gateway drug' for an entire generation of sports car enthusiasts and became a staple of early post-war American sports car racing competition.

### THE MOTORCAR OFFERED

This Black and Green MG is reported to have received a proper restoration roughly 30 years ago. The work has held up well over the years and has furthermore remained without any large deviations from how a TD would have left the factory. Under the hood, the bulk of the components appear rather tidy, as does the rest of the vehicle. A well taken care of example, the original engine has remained with the car for the entirety of its life. Upon inspection by a Bonhams specialist, it can further be reported that the car was running well and without major issue.

Ideal for warm sunny drives down twisty backroads, this MG is the purest form of motoring. This TD is ready to go and will surely be enjoyed by its next owner.

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

**105.****1948 LINCOLN ZEPHYR CABRIOLET**

Chassis no. 876H761099

305ci L-head V12 Engine  
Single Carburetor

130bhp at 3,600rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

**Without Reserve**

- *The last year for the 1st Generation top-of-the-line Lincoln*
- *Elegant Dark Red over Burgundy livery*
- *Smooth twelve-cylinder power*

**THE LINCOLN ZEPHYR & CONTINENTAL**

The idea to develop a top-of-the-line, exclusive Lincoln model struck Edsel Ford in the late 1930's. Targeted to compete with the dazzling European models from companies such as Delahaye and Alfa Romeo, the prototype Continental, as it was fittingly named, was a one-off built for Mr. Ford's personal use. The prototype, designed by Ford's legendary chief stylist Eugene T. "Bob" Gregorie, was an elegant convertible, or "cabriolet" as they liked to call it, boasting a long, streamlined hood and fenders which elegantly shrouded its 12-cylinder power-plant.

Introduced to the public in 1940, the new luxury sedan was the finest model in Dearborn's offering, and nothing short of a sensation. The 1940-41 Continentals shared their pointed prow and curvaceous fender

shapes with the streamlined contemporary Lincoln Zephyr; 1942 brought a complete redesign featuring more squared-off fenders. When production resumed in 1946 following the war, the Continental essentially retained the 1942 styling. As the only post-WWII American cars powered by a twelve cylinder engine, it is not surprising that these Lincolns were expensive - the list price for the 1948 Continental Cabriolets was \$4,746, more than two and a half times the cost of a Ford V-8 Convertible.

During 1951 the Museum of Modern Art included a first-generation Continental in an eight-car exhibit honoring automotive design excellence, and collectors have been recognizing the 1940-1948 Continentals as collector cars from the early days of the hobby.

**THE MOTORCAR OFFERED**

The Lincoln Zephyr offered was produced for 1948, the final year for the first-generation design and the last Continental until the Mark II was introduced for 1955. Finished in Dark Red over a rich Burgundy interior, this beautiful Zephyr exudes great styling. The Lincoln underwent restoration in the 1970s, which has aged nicely. The odometer reads less than 54,600 miles - which is a figure believed to represent the cars original mileage. The Lincoln has remained in a prominent Greenwich-based collection for the past two decades, where it has seen little use. Fitted with tall, white-wall tires the Lincoln has a period-correct profile and deserves careful consideration.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**

**106.****1964 FORD THUNDERBIRD COUPE**

Chassis no. 4Y83Z103231

390ci OHV V8 Engine

4-Barrel Carburetor

300bhp at 4,600rpm

Cruise-O-Matic 3-Speed Automatic Transmission

Front Independent with Longitudinal Leaf Spring Rear Suspension

4-Wheel Drum Brakes

- *Well documented example*
- *Nicely restored*
- *The perfect car for cruising*
- *The future we were promised*

**THE FORD THUNDERBIRD**

An across-the-range revamp saw a new 4th generation Thunderbird emerge for the 1964 season featuring deeply sculpted sides and two large rectangular rear light pods set within a massive bumper, its appearance giving rise to the sobriquet, 'Sculpture Bird'. Apart from the acquisition of front disc brakes for 1965 and a re-style for 1966, the Sculpture Bird changed little during the course of its three-year lifespan. Nestled in the enveloping bucket seat, the driver was surrounded by levers, buttons, dials and a swing-away retractable steering wheel. This high-tech interior was described as 'begadgeted and bedazzling' while the Ford advertisements read, 'Flight Plan Cleared – Proceed to Thunderbird...'

**THE MOTORCAR OFFERED**

Assembled at Ford Wixom, Michigan plant alongside the range-topping Lincoln Continental, this T-Bird was invoiced on September 12, 1963 and sold new through Rettinger Motors Inc in Wayzata, Minnesota—just west of Minneapolis. According to the original build sheet, it was finished in the Silver Mink color scheme it wears today and featured power windows and driver seat, seat belts, tinted glass, a heavy duty battery for cold starts, and special hubcaps—anti-freeze was through in at no charge. The total came to \$3,864.39—quite a handsome sum in 1964.

The car eventually made its way to the East Coast, where it was restored and won several 1st and 2nd place finishes at local shows in Vermont from 2012-2015. In the care of the current owner for the last four years, a lack of

space has motivated the sale. Complete with a thick binder of receipts and records in addition to owner's and service manuals, the only thing one need consider is where to cruise next?

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

107.

1993 BENTLEY BROOKLANDS LONG WHEELBASE

VIN. SCBZF02D0PCX46692

6,751cc Aluminum V8

Bosch Motronic Fuel Injection

241bhp at 4,000rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Power-Assisted Disc Brakes

Without Reserve

- Classic British Racing Green exterior
- Immense Road Presence
- Luxury and thundering V8 power
- Available with CARFAX



THE BROOKLANDS

By the end of the 1980s, Rolls-Royce's re-branding of Bentley, begun in 1982 with the launch of the Mulsanne Turbo, had proved an outstanding success. However, the sales graph that had climbed steadily upwards throughout the decade, reaching its peak in 1989, would plunge dramatically within just a couple of years because of the prevailing economic recession. Rolls-Royce responded by rationalizing the Bentley range, dropping the normally-aspirated Mulsanne and Eight saloons and introducing the evocatively named Brooklands, the latter being in effect a Turbo R minus turbocharger but retaining the R's sports suspension and adaptive damping control.

THE MOTORCAR OFFERED

Sporting a nationalistic scheme of British Racing Green over a lavishly appointed cognac leather interior, this Bentley Brooklands was delivered new in the early 1990s to a gentleman residing in Breazy Point, New York. Roughly 40,000 miles and 7 years later, the vehicle exchanged hands to a Connecticut resident who would go on to enjoy the substantial piece of British Steel for another 10,000 miles. Just after a few years, the vehicle received its most recent long-term owner responsible for many more miles of happy motoring accruing on the odometer. Throughout its life, the vehicle has been well taken care for and cosmetically shows in fair condition with the sort of wear one can expect from a car that has been frequently used. Furthermore, an aftermarket entertainment suite has been installed which includes headrest mounted video screens for those long haul drives.

A considerably expensive car in its day, this Bentley can be had for a modest price yet offers both immense road presence and the peak of Anglo-Luxury.

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

**108.****1978 MERCEDES-BENZ 450SLC**

Chassis no. 107.02412022419

4,520cc SOHC V8 Engine  
 Bosch Fuel Injection  
 180bhp at 5,200rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Believed to be 2 owner car*
- *Striking color combination*
- *High quality, solid Mercedes-Benz cruiser*
- *Complete with books and tools*

**THE MERCEDES-BENZ SL**

First introduced in 1971/72, the luxurious 450 SL roadster and 450 SLC coupé were outwardly identical to their '350' (3.5-liter) sister models, though endowed with superior performance courtesy of a more-powerful 4.5-liter V8 engine. Built on a longer wheelbase, the coupé accommodated two rear seat passengers and provided greater boot space than the roadster. Mercedes-Benz's increasing preoccupation with safety was evident in the design of the interior, which boasted a padded dash top, recessed or flexibly mounted switch gear, and padded steering wheel on a 'collapsible' column. Bosch K-Jetronic fuel injection was standardized for 1975, electronic ignition and self-adjusting hydraulic tappets being introduced at the same time. Maximum speed of this superbly equipped top-of-the-range coupé was around 215km/h.

**THE MOTORCAR OFFERED**

Such is the quality of these cars that if looked after well, they do preserve exceptionally as evidenced by this very fine example. Remarkably, it is believed this Mercedes has been under the care of just two owners over the course of its life. As such, it benefits from a thoroughly logged maintenance record within the original books accompanying the car. A striking color combination of Anthracite grey over a fully red interior make this SLC stand out from the more typically staid specifications of most others.

Despite the high mileage, the coupe shows in good condition and has not been molested by any aftermarket accessories, as evidence by the Becker radio still found in the dash board.

In its timeless colors and with dependable

mechanical underpinnings, coupled to the fact that these Mercedes are incredibly modern to drive compared with almost all of their contemporaries, make this a perfect daily driver today, or future collectible.

**\$18,000 - 22,000**  
**WITHOUT RESERVE**



**109.**

*Delivered new to crown prince H.H. Sheikh Sultan Bin Khalifia Bin Zayed Al Nahayan of the UAE*  
**1984 BMW M635CSI COUPE**

VIN. WBAEE310201050039

3,453cc DOHC M88 Inline 6-Cylinder Engine  
 Bosch Motronic Fuel Injection  
 286bhp at 6,500rpm  
 5-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Power Assisted Disc Brakes

- *Purchased new by the Crown Prince of Abu Dhabi*
- *Three owners from new*
- *More powerful ROW market M88 engine*
- *Extensively documented with paperwork from new*



### THE M635CSI

Mechanically similar to the 700-Series saloons, but introduced before them, BMW's 600-Series coupe debuted in 1976. Karmann styled like the preceding 3.0CS/CSI, the newcomer was similarly well-specified, featuring all-independent suspension, four-wheel disc brakes and power-assisted steering as standard. Brainchild of BMW's Motorsport department, the M635CSI version, which would be called the M6 when it came in the US, arrived in 1984. Its engine was a development of the M1 coupe's 3.5-liter, 24-valve, six-cylinder unit producing 286bhp; the increased power necessitating chassis improvements which included altered weight distribution, revised suspension, bigger brakes and a limited-slip differential. There was also a close-ratio five-speed gearbox and 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 60mph in around 6 seconds on its way to a top speed of 158mph.

### THE MOTORCAR OFFERED

This Delphin Metallic over Beige leather M635CSI Coupe was purchased new by H.H. Sheikh Sultan Bin Khalifia Bin Zayed Al Nahayan of the United Arab Emirates. Shipped to the 19 year-old crown prince of Abu Dhabi by Lufthansa airfreight, the car was meticulously maintained by Hyden Leschel, a BMW factory technician assigned by the royal garage to care for their fleet. In early 1986, the car was purchased by its second owner, an American engineer working in the UAE who had sourced the car through a BMW in Abu Dhabi, who imported and homologated the car to the United States. The total purchase price, including importation and homologation came to a hefty \$31,366.61.

The Bimmer would remain with its second owner for the next nearly 30 years, spending most of that time in sunny South Florida. Carefully used and well kept, the car acquired its 3rd and most recent owner in 2014 who has used the car sparingly. Supported with

a couple of thick files of documentation from its days in the UAE all the way up to today and a clean CarFax, it is unmodified and complete with its hard-to-find stock Michelin TRX tires, books, jack, and factory installed fire extinguisher. Rarely seen in the US and rising in value and popularity, this low mileage, meticulously cared for and documented Bimmer is an excellent opportunity to acquire an example of the most expensive coupe BMW offered in 1984.

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

**110.****2003 AUDI TT ROADSTER**

VIN. TRUTC28N131002313

1,781cc DOHC 4-Cylinder Engine  
 Electronic Fuel Injection with Turbocharger  
 180bhp at 5,500rpm  
 6-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- One owner from new
- Fewer than 900 original miles
- Recent service and professional detail
- Accompanied with factory hard top

**THE AUDI TT**

Inspired by the original Grand Prix cars of the 1930s, the Audi TT Coupe made its first appearance as a concept at the 1995 German Motor Show in Frankfurt. The international automotive press was enamored with the design, and the American market went wild when the car landed in the U.S. as a production model in 2000. The finished product differed little from the concept, except for slightly re-profiled bumpers and the addition of small rear windows behind the doors. Mechanically, the TT shares its powertrain layout with its related Volkswagen Group-mates. The TT uses a transversely mounted 4-cylinder engine, with either front-wheel drive or the optional 'Quattro' four-wheel drive. It was first available with a 1.8-litre inline four-cylinder 5-valveturbo charged engine. The Audi TT was nominated for the North American Car of the Year award

for 2000. It was also on Car and Driver Magazine's Ten Best list for 2000 and 2001. By 2003, Audi had provided a "face-lift" to the TT, with a number of small styling and practicality improvements.

**THE MOTORCAR OFFERED**

This 2003 Roadster is being offered on behalf of its original owner with fewer than 900 original miles! Shortly after purchasing the car, it was put into storage where it would rest peacefully until recently be awoken. Once removed from storage, the car was sent to a highly respected Ferrari mechanic to be gone through and then professionally detailed. The result is a practically brand new Roadster. The car is accompanied by a rare factory hard top with stand, books, and a clean CarFax report. With drop top weather right around the corner, this Audi TT would make an ideal summer ride. If you were ever among the thousands that were enamored by the TTs stunning design and amazing handling characteristics, now is the time to strike.

**\$10,000 - 15,000**  
**WITHOUT RESERVE**

111.

2007 BENTLEY CONTINENTAL GTC

VIN. SCBDR33WX7C044818

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

Without Reserve

- A nearly 200mph Cruiser
- Attractive Black over Black scheme
- Immense V12 power
- Offered with a CARFAX



**THE BENTLEY CONTINENTAL**

The Bentley Continental GT was the first model introduced by Bentley Motors following its acquisition by the Volkswagen Group in 1998, and the first Bentley to employ mass production manufacturing techniques. Premiered in 2003 at the Geneva Motor Show, the Bentley Continental GT realized the concept of the 1994 Java concept car as a more affordable Bentley, to be manufactured in larger volumes.

The Continental GT was powered by a 6.0-liter twin-turbocharged W12 engine producing 552bhp and 479lb/ft of torque. A Torsen-type permanent four-wheel-drive six-speed transmission is standard equipment, and the Continental GT can accelerate from 0-100 km/h (0-62mph) in 4.8 seconds on its way to a top speed of 318km/h (197.6mph). A mechanically identical Continental GTC Convertible was made available for 2006.

**THE MOTORCAR OFFERED**

Presenting in a subdued and stealthy black over black scheme, the Bentley shown here was first delivered to the Garden State, New Jersey. Just a brief initial ownership, roughly 1,000 miles were placed on the odometer before the second owner came to be. The Continental would be used primarily in Florida, and many thousands of miles were accrued. In 2012, a trip back up to the northeast was made to fall into the hands of the car's third owner and lastly in 2016 its fourth.

Today, the convertible shows in fair condition with most of wear being present on the front seats, but the exterior is straight and without any significant blemishes. This Bentley surely will satisfy any desire for horsepower and speed at a more than attainable price.

**\$55,000 - 65,000  
WITHOUT RESERVE**

**112.****1990 NISSAN 300ZX TWIN TURBO "FAIRLADY Z"**

Chassis no. GCZ32-507838

2,960cc Twin Turbo DOHC V6 Engine  
 Electronic Fuel Injection  
 300bhp at 6,400rpm  
 5-Speed Manual Transmission  
 Independent Front and Rear Suspension  
 4-Wheel Disc Brakes

- *Roughly 14,500km (9,000 Miles) original miles*
- *Long term single ownership in home market*
- *Right hand drive Japanese Domestic market car*
- *2+2 Twin Turbo unavailable in American market*

**THE NISSAN 300ZX TWIN TURBO**

Upon the release of the entirely refreshed 300ZX for 1989, the motoring world sung its praises for Nissan's newest sports grand tourer. Refined and stylish, the latest iteration of the venerable Z car offered one of the best all around packages of the bubble era of the Japanese car market.

The ergonomic cabin featured a full suite of electronically controlled systems, but the most impressive features are to be found under the skin. Nissan's VG 6-cylinder motor received a DOHC set up, 24 valves, and twin Garret Turbo charges which all together could produce a whopping 300hp. Further tech included variable valve timing and the HICAS 4-wheel steering system also found in the mighty GT-R.

**THE MOTORCAR OFFERED**

A remarkable example of one of Nissan's most celebrated cars is presented here. Sold in its home market of Japan, just one owner held title over this vehicle for almost 30 years and put just 14,500km on the dashboard before it left the Pacific island to be imported in the United States in 2018. This 'Fairlady' with 2+2 seating and removable T-Tops is finished in Platinum Mist Metallic over a Charcoal leather interior. The vehicle arrived with Japanese service records, proof of single ownership, the original owner's manuals as well as the tools. Soon after the 300ZX's entrance in the country, a service inspection was performed and the fuel injectors were flow tested, cleaned, and reinstalled. The remainder of the car was deemed fit as a fiddle and ready for many miles of driving.

As one can surmise from so few miles accruing on the clock, the Nissan presents in remarkable condition. Little wear can be found both on the exterior and interior, and thusly presents as a wonderful preservation piece for 1990s nostalgia.

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

**113.****1991 NISSAN SKYLINE R32 GT-R**

Chassis no. BNR32-214694

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

**Without Reserve**

- *Wonderful white exterior*
- *Well maintained example*
- *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**

Purchased in February of 2017 by the consigner, this GT-R has clocked roughly 68,000 miles on its odometer. The car has been fitted with a handful of aftermarket pieces including a strut tower brace, exhaust can, air cleaners, and Defi gauges to monitor the water temperature. The Nissan is reported to be in good running order with the only necessary mechanical working being routine oil changes during the most recent ownership period.

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. This GT-R is an exceptional example for any collection of important modern performance automobiles.

**\$32,000 - 38,000  
 WITHOUT RESERVE**

**114.****1947 PACKARD CUSTOM SUPER CLIPPER**

Chassis no. 21226676

356ci L-Head Inline 8 Cylinder Engine

Single Carburetor

165bhp at 3,600rpm

3-Speed Manual Transmission

Coil Spring Front with Leaf Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- Largely original interior
- Recipient of 3 Hershey AACA HPOF awards
- Effortlessly stylish postwar sedan
- Ready for touring

**THE PORT-WAR PACKARD**

Although its cars continued to be built to exemplary standards, Packard in the post-war years failed to match the pace of styling change that its customers, and the rest of the US auto industry, had come to accept as the norm. Nevertheless, Packards of the late 1940s - the elegant Clipper-style 21st Series in particular - are amongst the most collectible of post-war US automobiles. Packard had first applied the 'Clipper' name to a new eight-cylinder model in 1941. Although it used the existing One Twenty's engine, the '41 Clipper incorporated a new chassis and striking up-to-the-minute styling. Only one model was available initially, a four-door sedan, which was lower than any contemporary Packard and wider than just about any other car then on the US market. For 1942 the Clipper styling was extended to the most junior, six-cylinder line, previously known as the One

Ten, and this resumed production in October 1945 almost unchanged as part of the 21st Series range for 1946. Powered by a 245.3ci (4,012cc) sidevalve engine producing 105bhp, the Clipper Six continued virtually unchanged, either stylistically or mechanically, for 1947, as did the larger eight-cylinder Packards. Not until the 1948 range was announced was there a wholesale restyling. By then the Clipper, last of the home-market six-cylinder Packards, had been dropped, though the name was later revived for a base-model eight.

**THE MOTORCAR OFFERED**

The story of this Packard begins in California where its original owner purchased the car. While it was driven many miles, the Super Clipper was meticulously well maintained during this period despite the car passing through several owners. The interior had been well preserved, but unfortunately, the exterior began to look tired. In the 1980's it was purchased by a CCCA member who had brought the body of the car back into good form and it was then used for touring. The Packard went through several more hands before the consigner made his purchase. In his time with the car, it was shown at Hershey where it gained several awards, primarily for its original interior.

Today, the car is offered with extensive files of invoices pertaining to the mechanical work. This Super Clipper is a wonderful example of one of the most stylish post war sedans and will be welcome on many more show fields in the years to come.

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

- *Previously owned by Racer Bob Grossman*
- *Award winner*
- *Elegant and usable vintage luxury*
- *Striking two-tone paint scheme*

**115.**

1958 JAGUAR MARK VIII

Chassis no. 781185BW

3442cc Inline 6-Cylinder Engine  
2 SU Carburetors  
210bhp

3-Speed Borg Warner Automatic Transmission  
Independent front with Live Rear Axle Suspension  
4-Wheel Hydraulic Drum Brakes

Without Reserve



### JAGUAR MARK VIII

Introduced in 1956, the Mark VIII was the penultimate version of Jaguar's flagship luxury saloon that had debuted as the Mark VII back in 1950. A considerable improvement on what had gone before, the cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-litre 'six' had already demonstrated its prowess in the XK120 and proved capable of propelling the Mark VII.

In 1954 the revised Mark VIIM appeared, followed in 1956 by the Mark VIII. The latter boasted yet more power and torque, making for improved top-gear performance, the maximum speed of this two-ton leviathan increasing to 106mph. When production ceased in 1958, slightly more than 6,000 Mark VIIIs had been built.

### THE MOTORCAR OFFERED

Once completed at the Jaguar factory in January of 1958, this Mark VIII was destined for North America where it was sold new to B.V. Thoren of New York, New York. More remarkably, however, is the extended ownership period under racer Bob Grossman. For many years it served as his favorite personal car. The current owner, a Jaguar Collector and Enthusiast, procured the vehicle from Mr. Grossman after several visits and offers. Finally, in 1992, the vehicle was relinquished from the racer's care, and it has been remained in equally excellent care since.

The Jaguar is presented as a lovely driving example with routine maintenance having been carried out to ensure roadworthiness. As such, the transmission and brake have both been rebuilt, and the alternator was modified to provide better nighttime visibility. In 1997, the car received its two-tone Black/Red paint that can still be found on the bodywork today. In in most recent ownership period,

the Jaguar has been shown at numerous Concours events, and has taken home just as many best in class awards.

A fine example of mid-century sporting luxury, this Mark VIII ready for countless miles of happy motoring.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**

**116.****1951 BUICK SERIES 50 DYANFLOW ESTATE WAGON**

Chassis no. 16238410

263ci OHV Straight 8 Engine  
 Single Dual Downdraft Carburetor  
 124bhp at 3,600rpm  
 3-Speed Column-Shifted Manual Transmission  
 4-Wheel Coil Spring Suspension  
 4-Wheel Hydraulic Drum Brakes

- *Nicely preserved, original woody wagon*
- *The most expensive Series 50 iteration*
- *Lovely black over red color scheme*
- *An excellent family hauler*

**THE BUICK SERIES 50**

At the end of 1930 Buick adopted an all eight-cylinder range that would carry it through to WW2 and beyond, its products of the immediate post-war years, like those of major rivals, being revised 1942 models. The first significant styling changes arrived in 1949, and then in 1950 the 'bucktooth' range was introduced, so called because of its bold vertical grille bars. The following year saw this styling device revert to less exaggerated proportions. In 1951 the Buick Estate Wagon was the only car in General Motors' line-up that offered real wood body construction as opposed to simulated wood-style trim. It was available on the mid-price Series 50 Super and top-of-the-range Series 70 Roadmaster chassis.

**THE MOTORCAR OFFERED**

One of 2,212 Estate Wagons built on the Dynamaster Series 50 chassis in 1951, the body was manufactured by Ionia Manufacturing Co. and it was finished in Carlsbad Black over Red Cordaveen leather. Very likely delivered new to Pennsylvania, old Keystone State registrations date back to the early 1960s.

The car was present in a collection since at least the early 1970s, it was in long term dry storage since the early 1980s/late 1970s. A very original car, its finely crafted real wood trim shows well and features the rich graining of the old-growth forests from which the timber was sourced at that time. The chrome, paint and interior are all very serviceable and well preserved. Mechanically the car has not been started or moved under its own power in decades, but it is all easy to source pieces from GM's parts bin should anything thing be required.

These lovely estate wagons represented the top of the line for Buick in the 1950s and still carry cache with them today. Their elegant and understated lines are accentuated by the carefully placed wood trim, reflecting the last cars to carry such finely crafted timber on their exteriors. A well preserved and original example such as this is a rare find indeed.

**\$15,000 - 20,000  
 WITHOUT RESERVE**



# 117.

## 1950 MG YT TOURER

Chassis no. Y/T/EXU/3030

Engine no. 22952 (see text)

1,370cc XPAG OHV Inline 4-Cylinder

Twin SU Carburetors

65bhp at 5,200rpm (est)

5-Speed Datsun 210 Manual Transmission (see text)

Front Independent Suspension – Live Rear Axle

Front Disc and Rear Drum Brakes (see text)

Without Reserve

- *Single family ownership since 1992*
- *A regular participant at countless shows and events*
- *Restored for drivability and reliability with thousands of miles of enjoyment to prove it*
- *Massive file of receipts and records*



### THE MOTORCAR OFFERED

One of just 877 built, this rarely seen YT is a wonderfully kept, built-to-drive example that has been in single family ownership for 27 years. Coming from an MG loving family, the initial impetus for purchase was driven by the need for a four-seat alternative to the family's TD. Originally purchased in 1992 as a barn find, the car was carefully restored with a focus on drivability and reliability. Cosmetically, the car was stripped, fixed as needed and repainted, the interior was reskinned with new leather (although the dash is original), the top fabric was replaced, and the chrome redone as needed. Mechanically is where things get interesting. The non-original XPAG engine was bored out to 1,370cc and fitted with Venolia racing pistons and a Crane camshaft. This more powerful mill was mated to a 5-speed manual from a Datsun 210 using a Skyhook Engineering kit and power is transmitted to the pavement through a differential from

an MGB. Things come to a halt thanks to MGB front disc brakes mounted on modified tie rods (the rear brakes are stock drums). Since restoration, it has been regularly serviced at Stonebridge Classics in Danbury, Connecticut.

Exhaustively documented and maintained, records detail every nut, bolt, screw, and part that has been purchased or restored plus all of the service. The restoration is further detailed in photos. The sum total of documentation strains to be contained within the rear seats of the car. As a testament to the work completed, this YT has been extensively driven and toured. It has been a participant of numerous Gatherings of the Faithful around the USA and Canada, countless car shows throughout the Northeast, and many family road trips. Not just a driver with thousands of miles driven to prove its mettle, it has also

won numerous awards, including here in Greenwich.

Few cars have the character and proven reliability of this quaint, English tourer. Fewer still have enjoyed as much love and care as this example has by such passionate enthusiasts of the work of Morris Garages. A British sports car for the whole family, this YT would make an excellent addition to any motoring stable.

**\$30,000 - 35,000**  
**WITHOUT RESERVE**

# 118.

## 1956 CHRIS-CRAFT CONTINENTAL 20 FOOT WITH TRAILER

Hull no. 20-CL-145

351ci OHV Ford V8 Marine Engine (see text)

Single Holley Carburetor

236bhp at 4,200rpm (est)

Velvet Drive Transmission

- *Iconic Mahogany-hulled pleasure craft*
- *Perennially popular with the rich and famous*
- *Recent mechanic work*
- *What better way to start the summer than with a new boat?*



### THE CHRIS-CRAFT

Founded by Christopher Smith in 1910 as the Smith Ryan Boat Company and later became Chris-Craft in 1922. Making its mark with its high-end powerboats sold to titans of industry such as William Randolph Hearst and Henry Ford, Chris-Craft began offering more affordable runabouts in the late 1920s before surviving the Great Depression with entry level craft and later military contracts through WWII. When hostilities ended, the brand ramped up its image by focusing on its mahogany speedboats. The gleaming wooden craft with inboard motors and simple controls were widely considered among the best craft available and quickly became a must-have accoutrement for the well-to-do set. Celebrities of the day such as Elvis Presley, Katherine Hepburn, and Frank Sinatra all plied the nations weekend lake destinations in Chris-Crafts.

### THE MOTORBOAT OFFERED

The early history of this 20 foot Continental is yet unknown, but from 1989 to 2014 the boat was owned by a Dr. Morgan from Sarasota, Florida. During his ownership the craft was fully restored to its original condition by the Old Time Boat Company. It was during this work that the ship was christened "My Era". A service work order on file details restoration. At some point, the original MBL straight six engine was replaced with the current Ford 351 Marine motor that now sits at the center of the vessel.

The present owner purchased the pleasure craft in 2014 and has since used it in fresh water only. Most recently, the engine has received a tune up, fluid change, new water pump, and new battery. Regular maintenance has been performed as needed ever season.

Complete with its trailer, this Chris-Craft is ready for its next owner to join the list of rich and famous who have been proud owners of these beautiful wood-hulled machines!

**\$35,000 - 45,000**  
**WITHOUT RESERVE**

**119.****1956 FORD THUNDERBIRD**

Chassis no. P6FH203922

312ci OHV V8 Engine

4-Barrel Carburetor

215bhp at 4,500rpm

Ford-O-Matic Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

**Without Reserve**

- Restored in 2011
- Attractive Color Scheme
- Equipped with many power amenities and hardtop
- Classic and Elegant V8 Powered Americana

**THE FORD THUNDERBIRD**

A low, sleek two-seater, the Thunderbird offered amenities not found in the competing Chevrolet Corvette, most particularly rollup windows, offering comfort and convenience options tailored to an affluent market. Ford's product planners hit the market dead center and over 16,000 Thunderbirds were assembled in the 1955 model year.

There were few alterations made for the '56 season, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the engine options. A more thoroughgoing re-style 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 boot, a move that would improve the

handling. Despite its success, the original Thunderbird concept was soon abandoned and a larger - and slower - four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight.

Today the original 1955-'57 Thunderbirds are among the most desirable and sought after of all post-war American automobiles, and are highly regarded by collectors for their unique design, abundant creature comforts and the performance of their Ford V-8 engines.

**THE MOTORCAR OFFERED**

Leaving the Dearborn, Michigan factory on January 17, 1956 destined for Salt Lake City, this early production '56 T-Bird appears to have originally been finished in Thunderbird Blue over Black and White vinyl. The early history of the car is yet unrecorded, but in 2011 it was the recipient of a frame-off restoration during which time it was finished in the current combination of Sunset Coral over white. An album of photos details the work completed during this restoration.

The current owner acquired the car two years ago. Since his joining his collection, the T-Bird has received new brakes and battery, a fluid change, and a recent tune-up. Reported to be a lovely driving machine, it is the perfect vehicle for the next Sunday jaunt or drive-in movie.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**

Lots 120-124: Offered from the Tsuru Collection

## 120.

*Proceeds from sale to benefit multiple philanthropic organizations*

1967 AUSTIN-HEALEY 3000 MK III BJ8

Chassis no. HBJ8L 42070

Engine no. 26K/RU 7H16669

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

150bhp at 5,250rpm

4-Speed Manual Transmission with Electric Overdrive

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- *The final iteration of the iconic 'Big Healey'*
- *Lovely and factory-correct Healey Blue Metallic color*
- *Well kept, older restoration*
- *Nicely documented back to 1995*



### LOTS 120 - 124 OFFERED FROM THE TSURU COLLECTION

The proceeds from the sale of the Tsuru Collection will be deposited into a Donor Advised Fund and then distributed to multiple philanthropic organizations locally, regionally, nationally and globally. The Tsuru family supports and is active in; Houston-based literacy initiatives including the Barbara Bush Literacy Foundation, faith based needs based education through Yellowstone Academy, relieving the epidemic of homelessness with Star of Hope Mission, reducing the degree divide through support of the college access and completion programs of OneGoal and the Boy Scouts of America. On a global level the Tsurus serve orphans of the Sub-Saharan Africa's AIDS crisis through Family Legacy Mission International.

### THE MOTORCAR OFFERED

This lovely example of the final iteration of the Big Healey is finished in the classic color palette of Healey Blue Metallic over Blue leather. It was reported to be the recipient of a frame-off restoration in 1985. In 2003, the Healey came to Pray Automotive Restorations in Stamford, Connecticut where it was re-restored to its present condition. Receipts and photographs document the work completed.

Today the car features correct Lucas Tripod headlights, a wooden steering wheel, splendid chrome wire wheels. Mechanically, high speed cruising is accomplished with ease thanks to a 4-speed transmission with overdrive, and front disc brakes assist in scrubbing this additional rate of motion. The attention spent on the car over a decade and a half ago has stood the test of time, and to this day the car appears in fine condition. The chrome

presents in good condition, and the leather inside has held up alongside the burled walnut veneer.

The seller Tsuru Collection reports that this Big Healey has been regularly driven and is fully capable of being enjoyed on Sunday drives or displayed at local car shows. Driving or showing, it will not disappoint.

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

- Factory left hand drive example
- Originally purchase by NBA star Dave Gambee
- Single owner from new until 2013
- Legendary XK power plant with overdrive

*Proceeds from sale to benefit multiple philanthropic organizations*  
**1958 JAGUAR XK150 3.4 FIXED HEAD COUPE**

Chassis no. S835370DN  
 Engine no. V3206-8

3,442cc DOHC Inline 6-Cylinder Engine  
 2 SU Carburetors  
 210bhp at 5,500rpm  
 4-Speed Manual Transmission with Overdrive  
 Front Independent Suspension - Live Rear Axle  
 4-Wheel Disc Brakes



#### THE JAGUAR XK150

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

#### THE MOTORCAR OFFERED

This lovely, numbers-matching was built on March 13, 1958 and delivered new in Pearl Grey over Red leather through though Personal Export Delivery—essentially UK delivery of a car marked for export—to NBA first-round draft pick Dave Gambee. A present to himself for making it to the pros, the 6-foot 7inch Gambee would keep his Jaguar in his home state of Oregon for 55 years before letting it go in 2013. Receipts going back to 1977 show the car was mechanically and cosmetically maintained throughout its life. The antepenultimate owner from 2013-2015 furthered this record of maintenance with a reported overhaul of the brake system, rebuild of the carburetors, replacement of the overdrive solenoid and switch and more.

Today the car shows very nicely with its elegant original color scheme. Certainly not a trailer queen, as part of the Tsuru Collection this Jag is meant to be driven and enjoyed. An excellent and comfortable entrant to

any number of great events, it fixed roof will ensure comfort and weather protection while its big six with overdrive will no doubt hum along at highway speeds without fuss.

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

**122.***Proceeds from sale to benefit multiple philanthropic organizations***1965 SUNBEAM TIGER MK1**

Chassis no. B9471991LRXFE

302ci OHV V8 Engine (see text)

Single Carburetor

250bhp at 4,400rpm (est)

5-Speed TKO Manual Transmission (see text)

Independent Front Suspension - Live Rear Axle

4-Wheel Wilwood Disc Brakes (see text)

- Subject of a rotisserie restoration
- Carefully updated for power and drivability
- Over \$100,000 spent on restoration and improvements
- Iconic British Roadster with adequate V8 Power

**THE SUNBEAM TIGER**

Inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car. The project was instigated by the company's West Coast, USA distributor, Rootes American Motors Inc, which was located not far from Shelby American. Ford's 260ci (4.2-liter) 'Windsor' V8 was chosen, and even though this had 'only' 164bhp on tap it was approaching double the

output of the contemporary Alpine's 1.6-liter four. The transplant radically transformed the character of the car.

Assembled by Jensen Motors and introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rack-and-pinion steering. Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph. Tigers would go on to enjoy success in both racing and rallying over the years.

**THE MOTORCAR OFFERED**

This hot Tiger is an authentic Mk1, blessed by the Sunbeam Tiger Owners Association. That is not the only thing that has been blessed about the English-American hybrid however. The recipient of a rotisserie restoration, it is surely one of the finest Tigers around. Completed five years ago by a prior owner, Burton Classics of Stanton, California handled much of the mechanical work while Dale Akuszewski provided suspension and steering components.

Starting under the hood, the original 260ci engine has given way to a 302 that was rebuilt with Edelbrock Aluminum heads and Performer RPM intake manifold spitting the results of suck-push-bang-blow through a set of custom dual exhaust. To ensure more than just the driver is the coolest thing in this beast, an aluminum radiator with a thermostatically-controlled electric fan is fitted up front. Power is funneled through a Hurst-shifted TKO 5-speed manual before heading out to a



3.31 limited slip differential. From there, fat 15 inch by 7 inch (6 inches wide in the front) Halibrand-style rims put power to the pavement while Wilwood 4-pot calipers gripping vented discs at all corners bring things to a halt. To ensure that left and right is as good as go and stop, a front suspension package from Mr. Akuszcwski has been fitted including a CNC-fabricated crossmember/A-arm fixture. Additionally, there is an adjustable steering rack—to accommodate different ride heights—with an electric power steering unit. Camber, caster, and bump-steer dynamics are also adjustable.

Things don't stop there. The entire body was stripped bare before a multi-coat base/clear coat repaint in black was completed followed by a color sanding and buff. All of the exterior chrome was also reported to have been redone at this time. The hardtop received similar treatment while the soft top frame was rebuilt and reskinned.

Inside, the Smiths gauges were refurbished and the interior was reupholstered to original specification with new rubber and wiring to boot. Receipts for the work completed are into six-figure territory.

Fewer than 700 miles have been driven since the completion of the restoration. An exhilarating machine to drive, the never-ending power delivered by the high rewing V-8 is intoxicating – a Cobra in gentleman's clothes. Reported to be a better performing car than anything that ever left the factory, this Tiger shows beautifully. If power, speed, and drop top motoring are what you seek, look no further.

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



**123.***Proceeds from sale to benefit multiple philanthropic organizations***1953 FACEL FORD COMÈTE**

Coachwork by Facel Metallon

Chassis no. 1016

Engine no. 606523

2,355cc Flathead Ford V8

Single Downdraft Carburetor

103bhp at 3,800rpm

3-Speed Column-Shift Manual Transmission

Independent Front and Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- Rarely seen, coachbuilt machine
- Ex-Martin Swig
- Eligible for many desirable events and tours
- Competent, tour-proven machine

**THE FACEL SIMCA**

Renowned French coach building firm Facel Metallon, founded by Jean Daninos, was best known for its Facel-Vegas, though they also produced lesser known and rarer Simcas and Fords. The Simca Huit Sport arrived in 1951, carrying a body likely inspired by a 1949 Pininfarina Ferrari. In 1953, Ford of France, admiring the Simca, decided that an equally beautiful coupe body in a more powerful package would be well received. It was, leading to a production run of approximately 3,000 in 1953/54. Almost all were sold within France, where the Facel Ford Comète was one of the highest priced cars offered. They had some potential for competition, as evidenced by the noted French pilot Pierre Levegh's entry in the 1954 Monte Carlo Rally.

**THE MOTORCAR OFFERED**

This car was found in central France about 28 years ago and purchased by two Facel enthusiast brothers. They carefully restored the car to correct 1953 specification, preserving all the details that make these Facel cars so special. Sometime later the car was exported to the US where, for several years, it join the collection of California enthusiast Martin Swig, who maintained regularly but infrequently used it before selling it in 2011. From Swig the car traveled to a Southern California collection where it resided for a subsequent four years. In the care of that owner, the radiator flushed and pressure tested, the belts and hoses replaced, the water pumps rebuilt, and the wheel bearings repacked. After successfully completing the 2015 California Mille, the current owner acquired the car. The sporty look and the luxurious belted leather interior gives the Comète a offer the feeling of being in a fine

English haberdashery. The scarcity of the Comète will insure you being the only one around that has one.

Having covered some 5,000 blissful kilometers since 2011, this Comète is ready to grace a new garage. The car performs well and drives easily and is eligible for a number of high-profile road events. It would also make an excellent Concours entry and is sure to attract approving interest wherever it goes.

**\$45,000 - 55,000**  
**WITHOUT RESERVE**



# 124.

## Proceeds from sale to benefit multiple philanthropic organizations 1968 PORSCHE 912 COUPE

Chassis no. 12803530

1,720cc OHV Air-Cooled Opposed 4-Cylinder Engine (see text)  
2 Weber Downdraft Carburetors (see text)  
102bhp at 5,800rpm  
5-Speed Manual Transmission (see text)  
Independent Front and Rear Suspension  
4-Wheel Hydraulic Disc Brakes

Without Reserve

- Documented by its Porsche Certificate of Authenticity
- Subject of a 2014 repaint and 2017 top-end rebuild
- Fitted with a 5-speed and bumped up to 1.7 liters
- Final year for the short wheelbase



### THE MOTORCAR OFFERED

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.

This Karmann-built 912 was produced on March 8, 1968 and finished in the Light Ivory over Black leatherette that is still wears

today. Previously owned by the president of a local PCA chapter in Nebraska, this 912 benefits from a non-original engine that has been bored out to 1,720cc and paired with a 5-speed 902/1 transmission. The engine breathes through a set of Webers with MSD electronic ignition and was the receipt of a \$5,500 October 2017 service by European Collectables in Costa Mesa, California. Among the work complete was a top end engine rebuild, refurbishment of the cylinder heads, new fuel lines, oil return lines and seals, and a valve adjustment. Prior to that the car was given a bare metal respray in 2014. Sitting on 15-inch Fuchs wheels with replica Recaro-style sport seats and a Momo Prototipo steering wheel, this short-wheelbase 912 is sure to excite.

The big bore kit certainly gives this car the

additional power to a stock example lacks with immediate response and superior handling. The clean retro look of this car and the Fuchs give this car the proper look and feel of an athletic sports car. Local shows and weekend drives are just right for this well sorted 912.

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

## Other Properties

# 125.

## 1971 MASERATI GIBLI 4.9 SS COUPE

Coachwork by Ghia

Chassis no. AM/115/49/2152

Engine no. AM115/49/2156 (see text)

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, manual shift Ghibli*
- *Beautifully restored inside and out*
- *Extensive mechanical overhaul recently completed*
- *One of Maserati's most iconic designs*



### THE MASERATI GIBLI

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 Maserati Ghibli Coupe boasts the 330HP 4.9L V8 fed by four Weber 48 carburetors and is one of just 392 examples built with a 5-speed manual ZF transmission. Documentation shows that this car, chassis 2152, was built on April 24, 1971. The first owner is not recorded, but ultimately, the car was sent to the U.S. to be delivered to its first owner in the state of Florida. This 4.9 SS Ghibli was originally painted with the exterior color Celeste Chiaro (Light blue) over a white leather interior.

Inside of this Ghibli, remarkable visibility, fantastic seating position, and an easy entry allow for extreme driver's comfort, along with the amenities of an adjustable steering wheel, adjustable seats, air conditioning, and electric windows. Mechanically, the car features independent front suspension, coil springs, double wishbone suspension, an anti-roll bar, rigid axle with radius

arms, and 4-wheel hydraulic disk brakes.

Presented today in restored condition, this Ghibli wears a beautiful red exterior over beige leather interior. It's unclear when this Ghibli was restored, but its handsome condition shows that the car has been well cared for since. More recently in 2017, the car was given a mechanical overhaul as outlined in invoices. Repairs included replacing the front control arms and ancillary suspension components, a fuel system cleaning which involved replacing the fuel lines, fuel pump, and a carburetor rebuild, new calipers and a brake system flush, and finally, an engine tuning. Although the Ghibli is propelled by a period correct 4.9 type engine just four digits off the original unit, it is not the original one to the car.

The Maserati was gifted with a beautifully iconic design that rivaled its Ferrari and Lamborghini

counterparts. Its pop-up headlights were unique and in vogue while its wide grille enhanced the Ghibli's already wide look, and the Kamm tail fastback added drama to an already dramatic design. This Ghibli is a chance to own a special sports car that truly stands out among its peers as one of the finest examples of the model available today.

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

**126.****1971 VOLVO P1800E**

Chassis no. 184353-035233

1,986cc OHV Inline 4-Cylinder Engine  
 Bosch Electronic Fuel Injection  
 120bhp at 5,800rpm  
 4-Speed Manual Gearbox with Electric Overdrive  
 Independent Front Suspension with Live Rear Axle  
 4-Wheel Disc Brakes

- *Very original example*
- *Just two owners from new*
- *Highly optioned example from new*
- *Just 48,000 miles covered*

**THE MOTORCAR OFFERED**

This highly original P1800E is being offered with just two owners from new. First purchased on March 18, 1971 from Picard Motor Sales of North Smithfield, Rhode Island to the exacting specification of a Mr. Dennis Stark, the car was appointed with Metallic Blue exterior finish, black leather upholstery, air conditioning, Blaupunkt multiplex stereo, hood and trunk lights, and sisal floor mats. This fully loaded car also included black alloy wheels with trim rings, rear window defroster, Carello fog lights, and several dealer installed options such as a power antenna, eight track player with Astrosonix speakers, rust-proofing, and a security alarm.

Mr. Stark regularly drove and maintained this P1800E, accumulating 25,000 miles in his first two years of ownership, which now account for the bulk of its current mileage. In 1983, the car received a cosmetic recommissioning, repainting

the body with its original blue metallic finish that shows very well today.

Mr. Stark sold the car to a family friend and today's seller in 2012 with approximately 45,300 miles on the odometer. Over the last seven years, the car has been meticulously conserved and maintained. Most recently, the engine and fuel system have been cared for with a new fuel pump and re-cored gas tank as well as a new exhaust system.

Beautifully presented today in highly original condition, this P1800E retains all of its desirable delivery options and displays just 48,300 miles on its odometer after 48 years of use. Accompanied with the sale are the vehicle's original tools and tool pouch, multiple service booklets including the Owner's Manual, Service Manual, and Parts Catalogue, and two sets of OEM keys with spare

copies. This car also comes with documentation dating back to the vehicle's original purchase from Picard Motor Sales. Letters, invoices and ownership documents for this car cover its original purchase, the sale to the second, and current, owner, as well as the vehicle's mileage and regular maintenance throughout its life.

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

**127.****1991 CHEVROLET CORVETTE ZR-1**

VIN. 1G1YZ23J5M5801484

350ci DOHC 32-Valve Aluminum V8 Engine  
 Tuned-Port Fuel Injection  
 375bhp at 5,800rpm  
 6-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

*Without Reserve*

- *Extremely low-mileage example, with just 1,916 miles recorded*
- *Stunning, time-capsule original condition inside and out*
- *Striking Red over Red livery*
- *Offered with manuals, original paraphernalia and CARFAX report*

**THE CORVETTE ZR-1**

The ZR-1 was the most audacious Corvette to date when it debuted in 1990. As opposed to just being an engine option as were previous high performance Corvettes, the ZR-1 was a complete car with Corvette's first and only overhead cam engine - developed jointly with Lotus Cars in England - plus a wider body, special extra-wide Goodyear tires on the rear, and a special rear fascia with squared taillights.

Without question, the soul of the new ZR-1 was its all-aluminum 32-valve quad overhead cam V8 that put out 375 bhp and 370 lb.-ft. of torque. It was an engineering masterpiece that would propel the ZR-1 to 60 mph in just over four seconds and would register a top speed of 175 mph. The engine was co-developed by GM and Lotus and was built at a Mercury Marine plant in Stillwater, Oklahoma, a plant

known for its precise aluminum machining capabilities.

The ZR-1 was unveiled at the 1989 Geneva Auto Show. Chevrolet invited media from around the world to Geneva for the occasion and then allowed a select group to drive the Corvettes from Geneva down to the walled city of Carcassonne in the southwest corner of France. Soon after, the ZR-1 owned the cover of virtually every magazine in the world, while pricing for the ZR-1 turned out to be about \$30,000 more than a Corvette coupe, setting a new record for a GM passenger car. The ZR-1 enjoyed a five-year production run and was phased out in 1995.

**THE MOTORCAR OFFERED**

This extremely well-preserved Corvette ZR-1 has covered a mere 1,916 miles since new at the time of cataloging and represents a unique opportunity to buy a virtually brand new 'King of the Hill' ZR-1. This car was completed in March of 1991 at the Bowling Green, Kentucky Corvette plant, having had its sophisticated, all-alloy 32-valve DOHC V8 engine assembled at the Stillwater, Oklahoma based engine plant. According to the CARFAX report on file, the ZR-1 has remained in Eastern United States since new and is offered with owner's manuals and ample paraphernalia. With factory finishes intact throughout, this delivery-mile ZR-1 must be among the finest examples extant.

**\$45,000 - 55,000**  
**WITHOUT RESERVE**

# 128.

## 1977 PORSCHE 930 3.0 TURBO CARRERA

Chassis no. 9307800235

Engine no. 6870231

2,994cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

245bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Extraordinarily well-kept, low-mileage example*
- *Desirable early 3.0-Liter, US-Delivery 930 Turbo Carrera*
- *Matching numbers example, with early California history*
- *Offered with maintenance and restoration records totaling in excess of \$55,000*



### THE PORSCHE 930

"It offers the finest blend of ultimate performance and refinement I have ever come across..."

– Paul Frère on the Porsche 911 Turbo.

Much of the Porsche 911's development had resulted from the factory's racing program, and it was the then FIA Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911/930 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter Carrera RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph in 14 seconds.

What set the 930 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, Motor's Roger Bell reckoned what made the Porsche so different was that it "hurts you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

The Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler had already been seen on the Carrera model while the

interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an intercooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Due to strong emission regulation in the US, the Turbo was not imported for the US market between 1979 and 1984, but returned in 1985, now equipped with upgraded Motronic engine management systems. Targa and Cabriolet versions were also introduced. More refined than hitherto yet retaining its high-performance edge, the Porsche 930 Turbo sold in the thousands, arguably becoming the definitive sports car of its age.



## THE MOTORCAR OFFERED

Offered here is a beautifully well-preserved example of the desirable, original 3.0-Liter 930 Turbo Carrera. The 235th example built in the 1977 production year, this exceptional 930 was completed at the Zuffenhausen Porsche factory in November of 1976. According to Ryan Snodgrass' excellent book on the model, this car was completed as it appears today, in a stealth black exterior color, and destined for the US Market, more specifically Southern California and Chuck Iverson's renowned Porsche agency. Inside, the 930 Turbo Carrera was fully equipped with top-of-the-line features and trimmed in black leather with matching premium carpets.

According to copies of documents offered with the sale of the Porsche, the 930 spent a good portion of its life in the dry California climate, ending up in Palm Springs until 1985, at which time it moved to Wyoming. The car then

relocated to South Dakota, at which time copies of receipts in excess of \$55,000 for a mechanical restoration work performed in 2016 are evident. The work was very thorough and covered an engine rebuild, transmission rebuild, front and rear suspension rebuild and more. When the vendor acquired the car in July of 2018, the 930 still wore what was believed to be its original paint, but it was unfortunately failing and considered too far gone to be preserved. The car then received a proper glass out repaint in its original color, while the choice was made to keep the well-preserved original interior intact. Today, this era-evoking 930 3.0 Turbo Carrera presents extremely well throughout,

Sporting its lovely original interior, while the odometer currently shows around 58,000 miles - a figure indeed believed to reflect the cars original mileage.

This desirable, first generation 930 3.0 Turbo Carrera could be shown at concours events or exercised on high-speed rallies such as the Ramshorn Rally, and retains its original, matching numbers engine. Combining the unmistakable looks of a classic Porsche, the powerful Turbo motor, and the collectability that goes hand in hand with its low production figures and iconic status, this extraordinary 'Youngtimer' collector's car will not disappoint.

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

**129.****1973 VOLKSWAGEN CUSTOM DELUXE 23-WINDOW BUS**

Chassis no. BH295698

1,584cc OHV, Air-Cooled Single Port Flat 4-Cylinder Engine  
 Single Solex PICT I Carburetor  
 39bhp at 3,000rpm  
 4-Speed Manual Transmission  
 Torsion Bar Independent Front and Rear Suspension  
 4-Wheel Drum Brakes

- *Beautifully 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**

The attractive 23 window bus presented here in a two-tone Coffee/Cream exterior was the recipient of a complete, ground up restoration that was completed in 2017. As a result, both the exterior and interior present in wonderful condition and the undercarriage remains spotless.

Equipped with most Samba options: safari pop-out vent windshields, front and rear roof racks, "jail bars", ventilating side windows, eight sky roof windows and a sliding fabric sunroof, the bus also features the rarer 9 passenger seating arrangement. The correct, 1600 flat four motor was rebuilt and comes mated to a 4-speed manual transmission.

In 1968, newly instated DOT Safety and Smog regulations went into effect and a Volkswagen soon after introduced the "Bay Window" Series 2 Bus into the United States.

Production of the 'Split Window' continued for another 8 years down in Brazil. This Bus is one of those South American made vehicles and was legally imported into Florida sometime in the not too distant past.

23 Window Buses are the most sought after of all Type 2 Volkswagens as they are effortlessly stylish machines appreciate by both automotive enthusiasts and the general public alike.

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



**130.****1960 JAGUAR MK IX SALOON**Chassis no. 774826BW  
Engine no. 7B 51756-8 (see text)3,781cc DOHC Inline 6-Cylinder Engine  
2 SU Carburetors  
220bhp at 5,500rpm  
5-Speed Tremec T5 Transmission (see text)  
Independent Front Suspension – Live Rear Axle  
4-Wheel Hydro-Boost Disc Brakes (see text)**Without Reserve**

- Formerly owned by the late John Shuck
- Upgraded for active rally use
- Perfect for the whole family
- Accompanied by its Heritage Certificate

**THE JAGUAR MARK IX**

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

**THE MOTORCAR OFFERED**

This Mk IX previously resided in the collection of the late John Shuck of Westport, Connecticut. Co-founder of the Fairfield Concours d'Elegance, John was a passionate enthusiast for all things Jaguar and on his passing this car came into the collection of a dear friend of his. With John's legacy in mind, the big saloon was restored into a competent and tractable machine for vintage rallies.

Finished in its original, classic Sherwood Green over Biscuit leather colors, the original 3-speed Borg-Warner automatic has given way to Hurst-shift 5-speed Tremec T5 manual transmission. The engine is a nicely tuned but unmodified 3.8 liter mill from a later '64 S-Type, while the suspension has been completely rebuilt with Jaguar parts save for the addition of polyurethane bushings and Koni adjustable shocks. The brakes have also been redone and converted to a Hydro Boost system with the hardlines refinished and flex lines replaced with stainless steel braided

lines. Feeding the fire under the hood are the original dual gas tanks, but now filled through billet stainless steel filler caps while additional cooling is provided by an electric radiator fan and oil cooler.

Inside, the front seats have been replaced with custom leather wrapped buckets surrounding a color-matched center console. The original AM radio has also been replaced with a satellite radio and new sound system for tunes no matter where you go. Whether you're planning to cruise for 10 miles or 1,000, this is undoubtedly a great way to do it.

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

# 131.

## 1970 JAGUAR E-TYPE LOW DRAG LIGHTWEIGHT COUPE

Chassis no. P1R43671BW

4,580cc DOHC Inline 6-Cylinder  
Triple Weber 45 DCOE Carburetors  
300bhp at 5,500rpm  
5-Speed Manual Gearbox  
4-Wheel Independent Suspension  
4-Wheel Hydraulic Disc Brakes

- *Exacting LHD Aluminum Recreation of the Lindner-Nöcker Low-Drag Lightweight*
- *Professionally Built by the Jaguar Marque Experts at Vicarage*
- *Tested and Featured by Top Gear Magazine and Car and Driver*
- *Equipped to Perform and Capable of Fast Road Work*
- *Amazing Presence, Specification and Performance*



### THE MOTORCAR OFFERED

While originally intended as a fast road car without racing pretensions, Jaguar's E-Type was almost immediately raced to great effect. Rapid development to keep the E-Type competitive against the likes of Ferrari's vaunted GTO led to a special 12-car batch of "Lightweight" competition versions built by Jaguar's Experimental Department. Among them was 4868 WK, supplied new to Peter Lindner, Jaguar's German importer and highly successful racer. Lindner's chosen driver for the car was Peter Nöcker, who shared driving duties with Lindner on long-distance events. Proving the Lightweight E-Type's effectiveness, Lindner led the field including the works Ferraris of Scarfiotti and Surtees at the 1963 Nürburgring 1000 kms for the first lap of the old 14-kilometer Nordschleife.

The Lindner-Nöcker Lightweight was further modified for 1964 into the only Jaguar factory-

built Low-Drag Lightweight E-Type. Brutally beautiful and reminiscent of military aircraft with many riveted body panels, the Lindner-Nöcker car's body modifications were the product of original E-Type designer Malcolm Sayer, the brilliant aerodynamicist behind Jaguar's dominant earlier racecar designs. During 1964, the Lindner-Nöcker E-Type returned to the Nürburgring and then received an upgrade to 344 HP for Le Mans, followed a few weeks later by Lindner's fatal crash with it at Monthlèry. The mangled wreck of 4868 WK remained there for years and subsequently fell out of sight, with many believing the car was lost; however, it resurfaced and received an epic restoration completed in 2011.

While the racing career of the Lindner-Nöcker Low-Drag Lightweight E-Type was relatively brief, its radical, all-out design and "one of one" status kept it in the collective memory of Jaguar's

faithful. Among them was Tony Parkinson, a former director of Vicarage, the renowned Jaguar restoration and upgrading specialist firm, who had relocated to Florida. During the 1990s, Parkinson converted an original 1970 E-Type 2+2 into this incredibly detailed recreation of the original Lindner-Nöcker Low Drag Lightweight E-Type, faithfully crafted entirely of aluminum, including the monocoque tub, in keeping with the original car. Beautiful details included the flip-up fuel-filler cap, bent-wire trunk latch, faired driving lights, and intricate sheet metal ducts channeling cooling air to the radiator, carburetors and front brakes. As with the original, body panels are secured by strings of rivets draped across the bodywork in purposefully curving lines.

A carefully considered blend of period and modern mechanical components endows the Low Drag Lightweight E-Type with performance



matching its aggressive persona. Among them, the Jaguar XK six-cylinder engine, taken from the donor E-type that also provided most mechanical components, was bored to 4,580cc and equipped with a freer-flowing cylinder head, oversize valves, triple Weber carburetors, exhaust headers, high-strength internals and Electromotive HPV-1 ignition. Producing a stated 300 horsepower, the Jaguar's high-strength driveline includes an American JT5 five-speed transmission and Quaife limited-slip differential. Chassis upgrades include vented front brake rotors, four-piston AP calipers, Koni adjustable shock absorbers, stiffer front torsion bars, softer rear springs and lengthened steering arms, with replica Dunlop cast-aluminum peg-drive wheels and fat tires for rolling stock. Overall weight is 2,490 pounds, about 350 pounds lighter than a production car. In keeping with its race-car inspiration, the interior is spartan, yet includes

door panels, a proper dash carpeting, plus a Pioneer radio and CD changer and under-dash air conditioner.

Following completion in 1999, the Low Drag Lightweight was carefully sorted and tested over 600 miles in advance of another 200 miles during evaluations by top publications including Top Gear and Car and Driver. According to the report by Csaba Csere for Car and Driver, the reborn E-Type accelerated from rest to 60 mph in 5.6 seconds, covered the quarter-mile in 14.1 seconds at 102 mph and braked from 70 mph in 198 feet and from 70 mph. Skidpad performance was strong at 0.82g and while top speed potential was not tested, the article cited 160-170 mph as feasible. The Car and Driver test session also included several hard laps at Moroso Motorsports Park, where the E-Type displayed predictable handling, minimal body roll, and

excellent control. Importantly, engine-cooling was effective, even with the air conditioner running and the 95-degree air temperatures. Following the high-profile media coverage, the first owner eventually passed away in 2002 and the Jaguar was hidden away for more than a decade until the Consignor, a noted former sports-car racer, acquired it during the early 2010s. Since then, the Low Drag Coupe has been maintained within his private collection and sparingly enjoyed, with the car described as quite powerful and fast during a recent telephone conversation. A wonderful and expertly built recreation of the singular Lindner-Nöcker Low-Drag Lightweight E-Type, this exceptionally charismatic classic Jaguar simply awaits a new owner and further adventures.

**\$190,000 - 230,000**

# 132.

## 1958 MERCEDES-BENZ 300D CABRIOLET D

Chassis no. A189033-8500656

2,996cc SOHC Inline 6-Cylinder Engine  
Bosch Mechanical Fuel Injection  
160bhp at 5,500rpm  
3-Speed BorgWarner Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Vacuum-Assisted Drum Brakes

- *The premier German luxury car of the 1950s*
- *Beautifully restored*
- *One of only 65 Cabriolet Ds ever produced*
- *The top-of-the-line Mercedes-Benz model*



### THE MERCEDES-BENZ 300 'ADENAUER'

One of Mercedes-Benz's first all-new designs of the post-war era, the 300 saloon debuted in 1951 and would succeed in re-establishing the Stuttgart firm in the front rank of prestige motor manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.



The 300 featured independent suspension all round, four-wheel drum brakes, hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height. Initially developing 115bhp, the 3.0-liter, overhead-camshaft, six-cylinder engine, also used in the 300 SL sports car, gained the latter's fuel injection in the restyled, longer wheelbase (and even more roomier) 300d of 1957. Other improvements included larger brakes (servo-assisted from 1954), optional power steering (on the 300d) and the adoption of three-speed automatic transmission as standard on the latter. The sedan had become a pillarless design, and a longer wheelbase added comfort and prestige. The convertible model, formally designated "Cabriolet D," was constructed only to special order, with 65 built in five years.

Custom built by Mercedes-Benz's most experienced craftsmen, the 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. It was the car of choice among West German government officials and was widely favored by businessmen, financiers and politicians. Indeed, 'Adenauer' became its unofficial model name, after German Chancellor Dr Konrad Adenauer, its most famous customer.





## THE MOTORCAR OFFERED

Between 1957 and 1962 when production ceased, Mercedes-Benz made 3,077 300d saloons, but only 65 Cabriolet Ds were finished in the same time. This is one of the those 2% of 300d's delivered with a folding roof. According to the Mercedes-Benz data card, this Cabriolet D was delivered new to South Africa. How long it spent in the southern tip of Africa is unknown, but it was found by the vendor in 1991 as a disassembled project scattered across two locations in Rye and Pound Ridge, New York. As a restoration not for the faint of heart, the car was sent to Wolfgang Grod of Sleeping Beauties in Brisbane, Australia to be completely restored.

The extensive project saw the car emerge in 2006 much as it must have looked leaving Stuttgart in 1958. Finished in the elegant combination of Medium Red over tan leather, the car was carefully resurrected with the donor parts

from another 300. Restored with an eye toward authenticity, the only alteration from stock was the addition of a small tachometer on the left-hand side of the dashboard—ensconced by the rich wood veneer that wraps the dash and tops of the doors—and a more robust electrical system. Not just cosmetically restored, the drivetrain was also gone through.

Today, the car continues to shine brilliantly thanks to regular care and maintenance along with only gentle and careful use. On a recent visit, the three liter straight six fired right up in a dead cold start and settled quickly into a quiet idle. The BorgWarner automatic transmission smoothly slipped into gear and ran through its paces as one would expect. It is a given the coil spring suspension provides a comfortable ride while the drum brakes bring things to a halt without dramas.

Even as the restoration stretches into its 13th year since completion, the high quality of the craftsmanship is evident. The deep paint still shows richly and with minimal flaws while the polished chrome is shiny enough to use as a mirror. The sumptuous interior invites with the aforementioned rich burl wood and soft, unmarked and minimally worn tan leather seats. The luxury found in the cabin is truly the peak of comfort, weather the matching padded, tan top is fully raised or lowered for a bit of open-air motoring. As Mercedes-Benz's last convertible sedan—and outside of the Lincoln Continental that held on for only six year after the 300D but at a much lower price point—this car features all of the advancements demonstrated in the 300SL but with room for friends and family.

While 1,858 300SL Roadsters were made, only 65 300D Cabriolet Ds ever left the line. Even more



so, it is exceedingly rare to find one as nice as this given their technically advanced drive trains and high restoration costs. Complete with its tool, multiple concours award finishes, FIVA card (#047335), and copies of its original Mercedes-Benz datacard and Lieferschein (delivery note), this Cabriolet D is a perfect addition to any collection

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



# 133.

## 1961 JAGUAR E-TYPE SERIES I COUPE

Chassis no. 885099

Engine no. R2252-9 (see text)

3,781cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

Approximately 265bhp at 5,800rpm

5-Speed Manual Transmission (see text)

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *The 99th left-hand drive E-Type Coupe completed*
- *Flat floor and welded bonnet louver example*
- *Nearly \$30,000 in recent service*
- *Subtle upgrades for improved drivability*



### THE JAGUAR E-TYPE

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



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

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub

frame. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

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





## THE MOTORCAR OFFERED

This E-Type Coupe is among the first 100 left-hand drive examples produced. Built on October 18, 1961 and dispatched on November 2nd of the same year, it was sent new to Jaguar Cars of New York where it was sent to its first owner, M.L. Beresford. Finished in Opalescent Dark Green over Biscuit hides, the color scheme it retains today, the early history of the car is as yet not well documented.

Known history of the car, based on past descriptions, indicate that the car was purchased by its likely-fifth-from-last owner in 1986. Painted red at the time of purchase, it was described as having been the recipient of a largely cosmetic restoration with the body and chassis both being stripped and rebuilt. Pictures from about 2000 show the car in dark green with a black interior and California black plates. Sold in 2001, it was then given a frame-off restoration that was completed in May of 2005. When the Jaguar was

offered again in 2006, it was described as having a mechanical rebuild to the engine, transmission, and clutch along with a freshly retrimmed Connolly leather interior and British Racing Green paint. Selling for thrice what it had fetched in 2001, it headed to Oregon for four years—during which time the engine overhauled again. It was sold again in 2010 and eventually came out East and into the garage of the consignor in 2015.

Since taking ownership of the car, the Jag has been meticulously maintained with over \$27,000 in receipts on file. Among the major work completed includes a complete overhaul and rebuild of the suspension and brake systems including the replacement of many wear-related parts, the installation of electronic ignition, overhaul of the steering system, significant repairs to the electrical system, and cosmetic work to the paint and trunk trim.

Showing very nicely today, this early E-Type Coupe is currently fitted with an aluminum radiator and electric fan for improved cooling and a five-speed manual transmission for a better driving experience—especially at high speed. It should be noted that while the stamping on the head matches the chassis plate and is original to the car, there is no number present on the engine block.

Complete with a copy of its Jaguar Daimler Heritage Trust Certificate, an owners handbook, and receipts going back to the current owner's purchase, this very early E-Type Coupe would make an excellent entry on any number of 1000 mile tours or a real show stopper at the next Cars and Coffee.

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

This car is titled as a model year 1962.

# 134.

*Ex-Dr. Sam Scher*

1926 ROLLS-ROYCE PHANTOM 1  
NEWMARKET CONVERTIBLE  
Coachwork by Brewster & Co.

Chassis no. S407FL  
Engine no. 20076

7,668cc OHV Inline 6-Cylinder Engine  
Single Carburetor  
100bhp at 3,000rpm  
3-Speed Manual Transmission  
Front Semi-Elliptical Leaf Springs and Rear Cantilever Spring Suspension  
4-Wheel Servo-Assisted Drum Brakes (Factory Upgrade)

- *Second oldest Springfield Phantom to survive*
- *Springfield Phantom with rare Factory updated coachwork*
- *Well-restored and beautifully presented*
- *Formerly in the Robert Hood Collection*



## THE PHANTOM 1

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield,

Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signaling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

## THE MOTORCAR OFFERED

This beautifully presented Phantom 1 comes to sale for the first time since 2003, and has resided in two distinguished Rolls-Royce collections for the last 5 decades. By number, S407FL is actually only the seventh of the series of 'New Phantoms' to leave the Springfield, Massachusetts works and now the second oldest to survive. It was delivered on July 5th, 1927, and its original purchaser is understood to have been a Mr. Brown, who received the car with Lonsdale Sedan coachwork.

By the early 1930s, as the depression set in, Rolls-Royce of America were already starting to wind down operations, but they continued to resell cars and working closely with Brewster, as cars came in they would invariably upgrade them to the latest guise and specifications for their cars to enable the new owner to the current fashion of Rolls-Royce.



It is for this reason, that despite its early delivery, S407FL carries some of the later features offered by Rolls-Royce and Brewster. The car has the improvements of front wheel brakes, and torpedo headlights, while its Brewster Newmarket coachwork is of the more handsome final series with a raked windshield. It is in many ways the best of all worlds!

As recorded on Schoelkopf cards with the Rolls-Royce Owners Club, from original owner Brown, the car moved on to J. Jacobs in March 1932, then to Mrs. J.L. Armstrong for whom its Newmarket coachwork was built in October 1933. Before the war, in January 1938, S407FL became the property of one of the most famous pioneering car collectors, Dr. S. 'Sam' Scher, who purchased it for \$500 and then spent a further \$500 on restoration – oh happy days! By 1956, Scher had sold the car to N.M. Derus of California.

In 1970 it passed to noted collector Robert Hood in California, it was while in his ownership that the car was restored in the 1990s by John Swasland. The quality of this restoration is fully endorsed by the series of concours awards that the car has received over the course of the ensuing 20 plus years. Those have included: AACA National First Prize at Hershey 2004 and Senior Award in 2007; Best in Show at the Radnor Hunt Concours d'Elegance in 2005; Best Foreign Origin Award at the well renowned Burn Prevention Foundation Concours d'Elegance, at Bethlehem, PA; and an Amelia Island Concours d'Elegance award. Viewed today, the presentation of these prizes is entirely justified! Its condition, particularly in terms of engine detailing remains in hard to fault order.

These, well-proportioned fully convertible touring bodied Phantoms offer true 'all-weather'

motoring with eligibility for a variety of events, from those of the US Rolls-Royce Owner's Club, UK Rolls-Royce Enthusiasts Club, Classic Car Club of America and Antique Automobile Club of America. Most importantly though, they command good road presence with the performance to keep up with modern road speeds and are supported by numerous specialized restorers and parts suppliers, ensuring their enduring usability.

**\$150,000 - 175,000**

# 135.

## 1954 ROLLS-ROYCE SILVER WRAITH LONG WHEELBASE TOURING Coachwork by H.J. Mulliner

Chassis no. LBLW 45

Engine no. L44B

4,887cc F-Head Inline 6-Cylinder Engine  
Single Downdraft Carburetor  
Approximately 125bhp  
4-Speed Automatic Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Hydraulic Drum Brakes

- *Delivered new to Oilman Maurice Machris*
- *Rare owner/driver Long Wheelbase Saloon – one of only two built*
- *Original left-hand drive US market car*
- *Copies of factory records on file*



### THE ROLLS-ROYCE SILVER WRAITH

Rolls-Royce's first post-war model, the Silver Wraith debuted in late 1946 and employed a chassis similar to that of the Silver Dawn and MkVI Bentley, though with a 7" longer wheelbase at 10' 7". The Wraith, however, was only intended for traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this 'F-head' layout being its large valves and generous water jacketing around the valve seats. Manufacture of the short-wheelbase Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

### THE MOTORCAR OFFERED

There are few cars as majestic as a Rolls-Royce in the immediate post-war era as exemplified by this handsome and graceful example. LBLW 45 as prefixed by 'L' decodes as a car that was delivered new in the rare left-hand drive form in which it remains to this day. According to copies of the factory records, which reside with the Rolls-Royce Owners Club in Mechanicsburg, PA, the car was built for the American market when new, and as completed was imported and retailed through the Hambro Trading Co. for its first owner Maurice A. Machris.

Machris would have been an ideal client for Rolls-Royce, while representing a more modern era of their buyers. He was well famed for his wealth from the oil industry and was one of a handful of pioneering hunters profiled in Sports Illustrated in July 1961. There he was described as "a trophy hunter for a mere eight years [who] has a Noah's Ark complex of staggering proportions,



and happily has channeled it in ways which have enriched museums and zoos...At the end of a typical Machris trophy hunt, the biologists are kept busy for four or five years sifting through the collections. On a single trip to Brazil, in company with eight scientists, Machris brought back 11,000 insects, out of which 18 new species have been found, and 1,000 plants, out of which 58 new varieties have turned up. The sorting process is still going on; the trip was in 1957." It noted that the New Latin word machrisae now appears in the scientific names of several dozen new discoveries, including several water bugs!

Doubtless, having endured the wilds of nature, when he returned to Los Angeles it would be nice to contrast this with a cosseted ride in his Silver Wraith. True to the modernity of the Rolls-Royce clientele, Machris chose Touring Saloon coachwork, i.e. with no division and may well have been the newly fashioned 'owner/driver'

as the company referred to them, distinguishing them from their chauffeured forebears—a truly rare option as only one other long wheelbase Wraith was so ordered. The colorway of the car is not recorded on the build sheet, but we do know that it was an automatic transmission example, sported whitewall tires and those that trailed it would have seen a 'Made in England' sign on its tail. A set high highly desirable, large P100 headlights completed the package.

The records do not list subsequent ownership, but in more recent times the car has migrated to the East Coast and into the present private custodian's hands. The seller reports that within the last few years the car has received considerable restoration work, this has included a repaint to the current two-tone sky blue over silver paint scheme and refurbishment of the interior in tan hides. As when new, white walls adorn the car's wheels.

With an interesting provenance and rare desirable specification, this is a one-off example of its breed.

**\$90,000 - 120,000**



# 136.

## 1961 BENTLEY S2 CONTINENTAL COUPE

Coachwork by H.J. Mulliner

Chassis no. BC87CZ

6,230cc V8 Engine

Twin S.U. HD6 Carburetors

Approximately 200bhp

4-Speed Hydra-Matic Automatic Gearbox

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

Hydraulic Front Brakes, Hydraulic and Mechanical Rear Drum Brakes

- *High-Specification Continental Model*
- *One of Only 388 S2 Continentals Produced*
- *Restored in England by P & A Wood*
- *Dashing Lightweight Alloy Coachwork*



### THE BENTLEY S2

A cousin of the Rolls-Royce Silver Cloud II, the Bentley S2 debuted in September 1959. While retaining the basic body design and chassis of its predecessor, the S1, the new S2 replaced the F-head 6-cylinder engine of the S1 with an all-new aluminium overhead-valve V8 engine, under design and development for the previous decade by the engineers at Crewe. While Rolls-Royce, Bentley's parent firm, had long disclaimed publication of horsepower ratings, the new V8 engine was estimated to develop over 200 brake horsepower and, due also to its lighter-weight all-alloy construction, made both the Silver Cloud II and S2 faster and quicker than their immediate predecessors. Remarkably, this basic V8 engine design would remain in use for nearly 40 years, until the advent of the Bentley Arnage in 1998.

The S2 also introduced standard power-assisted steering and shared its GM/Hydra-Matic four-speed automatic gearbox with the Silver Cloud II. A manual gearbox was no longer available.

Recalling the "Continental" name first used in the 1930s, a flowing two-door coupé by H.J. Mulliner bearing that revered nameplate returned on Bentley's 1952-55 R-Type chassis. When the S1 debuted, the Continental was given higher compression for improved performance. Park Ward and James Young were also enlisted as body suppliers, with Park Ward supplying Drophead Coupé bodies, while James Young provided four-door Saloon coachwork. H.J. Mulliner introduced the four-door "Flying Spur" body for the S1 in 1957, which joined their two-door Saloon. All these body styles were applied to the S2, which continued into 1962 when its successor, the S3 debuted.

The higher-specification Continental variant of the S2 chassis carried on in the tradition established by the R-Type Continental of the early 1950s by offering distinctive stylistic and performance-oriented upgrades to discerning

buyers. Among them were lightweight alloy body panels, a lower-profile radiator, upgraded braking with four-leading-shoe drum brakes up front, special high-speed tires and a higher rear-axle ratio applied to the Continental chassis up to 'B-Series' Chassis BC99BY. Of total Bentley S2 production numbering 2,308 cars, just 388 H.J. Mulliner-bodied Continental Coupes were ultimately produced. Today, each surviving example remains particularly coveted by astute marque enthusiasts today by virtue of their robust V8 power and stylistic excellence.



## THE MOTORCAR OFFERED

Offered from a private collection, this right-hand drive Bentley S2 Continental bears Chassis Number BC87CZ, making it a "C-Series" example from 1962. The Consignor acquired the Bentley from noted fellow American collector Jim Dobbs, understood to have purchased the vehicle from UK marque specialists P & A Wood, where the restoration was also completed.

Continental is a prime example of what many aficionados rightly consider the finest expression of Bentley's universally respected S-Series models.

**\$165,000 - 195,000**

Featuring striking colors and retaining the original interior, this S2 is handsome throughout and equipped with desirable amenities including air conditioning, power brakes, and power window lifts. Sparingly enjoyed on weekends by the Consignor, this S2 has not been shown nor entered into classic touring events under his ownership of the car, providing the buyer with a number of uncommon opportunities to enter the car into virtually any worthy event of their choosing. Simply put, this 1962 Bentley S2

# 137.

## 1930 BENTLEY 4½ LITER SPORTS TOURER Coachwork in the style of Vanden Plas

Chassis no. FS3601  
Engine no. FS3603

4,398cc SOHC Inline 4-Cylinder Engine  
4 Overhead Valves Per Cylinder  
2 SU Carburetors  
4-Speed 'C Type' Manual Transmission  
Front and Rear Leaf Spring Suspension  
4-Wheel Drum Brakes with Servo Assist

- *Classic example of the original W.O. Bentley*
- *Recent mechanical restoration and engine rebuild*
- *Eligible for many tours and rallies*
- *Offered with copies of factory records*



### THE BENTLEY 4 ½ LITER

W.O. Bentley proudly debuted the new 3-liter car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history

and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

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

that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3 liter chassis rather than accept the expense and complexity of Bentley's 6½ liter 'Silent Six', led to the introduction of the '4½'.

The new 4½ liter model effectively employed the chassis, transmission and brakes of the 3 liter, combined with an engine that was

in essence two-thirds of the six-cylinder 6½-liter unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-'head architecture, but reverted to the front-end vertical camshaft drive of the 3 liter. Bentley Motors lost no time in race-proving its new car. The new model also retained that "bloody thump", as noted Bentley owner Walter Foden referred to it, a characteristic





that enables one to clearly identify a 4-cylinder Bentley from many miles away. Bentley

Motors wasted no time in proving the new car in competition. It is believed that the first prototype engine went into the 3-liter chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-liter chassis for that year's Grand Prix d'Endurance at the Circuit de la Sarthe. The original 4½-liter car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up. The new engine quickly proved its worth, and it managed an outright win at Le Mans in 1928.



## THE MOTORCAR OFFERED

Offered here, is a classic example of the iconic 4 ½ Liter Bentley. According to Stanley Sedgwick's excellent reference on the Pre-War Bentleys, this home market car, chassis no. FS3601, was first delivered in August 1930 to William Findlay. It was originally equipped with a Weymann Saloon body by Vanden Plas, and registered GH5449, a number plate it proudly displays to this day. Little is known of the car's early history beyond the factory records; however, it is understood that the current open four-seat tourer body was fitted by one of the masters of Vintage Bentley restorations, Tony Townshend of Whittonditch Works. In recent years, this beautiful Bentley enjoyed long-term, single-family ownership both in England and the West Coast of the United States where it was used regularly by an active member of the Bentley Driver's Club.

Today it presents in lovely condition, with a light and pleasant patina that suits a Vintage Bentley so well. The classic dark green paintwork is in very good order on the wings, bonnet, and chassis. The painted body parts were restored in 2011 in Elmdown, while the car was being serviced by Elmdown Engineering in Berks, England. The Weymann-style fabric body is in beautiful condition, showing a mild patina that is in keeping with this being a well-loved and regularly exercised example. It is detailed with exterior tool boxes, folding windscreen, dual Brooklands aeroscreens, a Brooklands style fan-tip exhaust and beautiful nickel-plated Karl Zeiss headlamps. Weather equipment includes a vinyl folding hood and two-piece tonneau covers for front and rear cockpits. Turn signals have been added for additional safety while touring, and are easily removable should the next owner so choose.

The four-passenger cabin is trimmed in complementing green leather, which has taken on a careworn charm over the years of regular use. The leather seats are in fine condition, showing appropriate levels of character. Likewise, the green carpets are in good order, with some slight wear in places. Original instrumentation graces the wood dash, which also includes original switchgear and controls.

In 2017, the engine, was rebuilt and the car was inspected from end to end, with over \$160,000 in receipts documenting the mechanical work. The work was performed by a marque specialist in California, and the exhaustive rebuild includes a new valvetrain and pistons. In concurrence with the engine rebuild, the clutch was rebuilt and relined with improved friction materials. Prior to installation, the engine



was detailed, and it presents in beautifully today. It retains important period correct components including brass-body S.U. carburetors and dual ML ER4 magnetos. The gearbox is an appropriate C-Type unit which has been paired with a Laycock de Normanville overdrive unit, transforming this Bentley into an incredibly capable high-speed tourer. The recent owner has enjoyed the car regularly, ensuring it is reliable and enjoyable for Bentley Club touring and events. It is an absolute joy to drive, with the prodigious torque and refinement expected of a W.O. era Bentley, along with the additional comfort and cruising ability provided by the overdrive unit.

This is a fantastic opportunity to acquire a dialed-in, tour-proven Cricklewood Bentley that benefits from long-term ownership and cost-exclusive care. The iconic style of the open four-seat coachwork and pleasing, broken-in character

makes it a fabulous choice for regular enjoyment in BDC tours or other motoring events worldwide.

**\$525,000 - 675,000**

**138.****1933 PLYMOUTH PD DELUXE RUMBLESEAT CONVERTIBLE COUPE**

Chassis no. 2105810

Engine no. PD161486

190ci L-Head Inline 6 Engine  
 Single Downdraft Carter Carburetor  
 70bhp at 3,600rpm  
 3-Speed Manual Transmission  
 4-Wheel Semi-Elliptic Leaf Spring Suspension  
 4-Wheel Hydraulic Drum Brakes

- Range-topping Plymouth model
- Rarely seen
- Nice, older restoration
- Perfect for family drives

**THE PLYMOUTH PD**

Introduced by Chrysler in 1928 as a sub-brand below Dodge and its flagship namesake marque, Plymouth offered stylish, if practical, vehicles at low cost. Initially powered exclusively by straight fours, Chrysler spent \$9 million on research and development before releasing a new six cylinder for Plymouth and the rest of its brand portfolio. At first debuting in late 1932 as a model year 1933 in the Plymouth Model PC, the car's homely looks virtually matched that of the outgoing four-cylinder PB it replaced and sales were slow. Seeking a quick, relatively inexpensive solution, the PC was dramatically restyled. The result was a success. Slightly longer than the car it replaced, it featured more aggressive frontend styling to go with the two extra pots under the hood and additional chrome trim optionally available. The update was a resounding success with sales sky rocketing and Plymouth zooming up to third nationally in car sales.

**THE MOTORCAR OFFERED**

The PD line started with the reasonably priced 2-door Business Coupe at \$495, but at the other end of was the range-topping Convertible Coupe that cost an extra Benjamin and started at \$595. Loaded with options, this PD Convertible Coupe is fitted with 17-inch painted wire wheels, loads of optional chrome, the 'Flying Lady' radiator mascot, and plenty more. At currently, little early history is known about this lovely Convertible, but it had been in the Northeast for some time. Understood to have been restored 15 to 20 years ago, it shows nicely today with plenty of character. Relatively uncommon when new—only 4,596 of the 195,154 PDs built were Convertible Coupes—they are exceedingly uncommon today with even fewer survivors remaining in unmodified condition as the car proved to be popular with hotrodders. Perfect for family drives or AACA tours, this lovely machine is certainly worth an extra look!

**\$32,000 - 38,000**  
**WITHOUT RESERVE**

**139.****1935 PIERCE-ARROW MODEL 1245 SEDAN**

Chassis no. 3120071

462ci L-Head V12 Engine

Twin Carburetors

175bhp

3-Speed Manual Transmission

Leaf Sprung Front and Rear Suspension

4-wheel Mechanical Drum Brakes

**Without Reserve**

- *Wonderfully Preserved*
- *Tremendous V12 power*
- *Documentation of mechanical work on file*
- *Perfect tour car*

**PIERCE-ARROW**

Based in Buffalo, New York State, Pierce built birdcages, ice boxes and bicycles before introducing its first petrol-driven automobile in 1901. (The Pierce-Arrow name was first used in 1904). In 1908 the firm became the Pierce Arrow Motor Car Company and soon switched its attention exclusively to the production of luxury cars, pioneering many technological developments, including servo-assisted braking and hydraulic tappets, while building some of the most prestigious motor cars ever to grace America's highways.

Some idea of the rapidity of Pierce-Arrow's rise may be gauged from the fact that as early as 1909 The White House ordered two for state occasions. From then onwards Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard and Rolls-Royce. Clinging to traditional styling and handicapped by a

range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928 an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry to the luxury car market. A new range of straight eights - already under development before Studebaker's arrival - was introduced and sales doubled in 1929. A V12 was added in November 1931 but both Pierce-Arrow and Studebaker were finding life tough in the post-Wall Street Crash years. When the latter filed for bankruptcy in 1933, Pierce-Arrow found itself independent once again. Despite the critical acclaim lavished on its futuristic 'Silver Arrow' show car - five of which were sold costing \$10,000 each - the firm was severely handicapped by the lack of a lower-price range. Sales dwindled throughout the 1930s and the once-great Pierce-Arrow folded in 1938.

**THE MOTORCAR OFFERED**

Believed to have spent most of its life in Columbus, Ohio, according to the consigner, this sizable Pierce-Arrow remains in largely original condition to this day. Most notably, the paint and interior trimmings both appear to have been unmolested through the years and appear to be as they were from the factory. That being said, the car has faded somewhat cosementically, but a great deal of money was spent where it counts, and the car is reported to be a fine driving example. Supporting this claim, the car was toured with the Pierce Society and the CCCA.

Ready for more tours, this delightfully well preserved Pierce will make a fine addition to any collection.

**\$40,000 - 60,000**  
**WITHOUT RESERVE**

# 140.

## 1935 LAGONDA RAPIER 1,104CC SPECIAL

Chassis no. D11419

Engine no. D3150

1,104cc Supercharged DOHC Inline 4-Cylinder Engine

110bhp at 5,000rpm

4 Speed Manual Transmission

Front and rear leaf spring suspension

4 Wheel mechanical actuated drum brakes

- *Charismatic and capable vintage sports car*
- *Well known Lagonda Rapier*
- *Very advanced DOHC supercharged engine*
- *Phenomenal power to weight ratio*
- *Extensive restoration file*



### THE LAGONDA RAPIER

Lagonda returned, briefly, to the manufacture of light cars in 1934 with the introduction of the Rapier, which was heralded by The Autocar as 'a thoroughly worthwhile newcomer among small sports-type cars'.

Tim Ashcroft's design had been on the drawing board for almost a year before it appeared in prototype form at the 1933 Olympia Motor Exhibition. In production from the late Spring of 1934, the Rapier was reminiscent of a baby 2-Litre in appearance and was most often seen with four-seat tourer coachwork by Abbott. The car's most notable feature was its gem of an engine; a four-cylinder, twin-overhead-camshaft unit built to Lagonda's design by Coventry Climax Ltd and displacing 1,104cc. It produced 45bhp on twin SU carburetors. A sturdy chassis frame, ENV four-speed pre-selector transmission and 13" diameter Girling brakes completed

the mechanical picture. For its engine size, the Rapier was in a class of its own. Revving comfortably to 5,500rpm the motor allowed for impressive acceleration figures and a top speed of around 75mph.

With such a specification, the model was consequently expensive to produce. Sales were disappointing, and in 1935, the company was sold to Alan P. Good. Later, Mr. Good managed to persuade W.O. Bentley to leave Rolls Royce and join Lagonda. Having never liked smaller displacement engines, W.O. convinced Mr. Good to sell the manufacturing rights for the Rapier to Napier and Sons of Hammersmith. They formed Rapier Cars Ltd. and continued to manufacture these cars until 1938.

### THE MOTORCAR OFFERED

This particular Lagonda Rapier left the Lagonda works in early 1935. According to original records, it was said to have been fitted with a closed coupe body by Abbott. The early history of this car remains unknown until 1951 when it was owned by a founding member of the Rapier Registry. At that time, it wore a two-seater tourer body.

It passed on to a David Miller in Hertfordshire, England in 1980 and was raced extensively in Vintage Sports Car Club events between 1986 and 1991, competing at Silverstone, Brands Hatch, Oulton Park, Castle Coombe, and a large number of hill climbs. The car fell into disuse before undergoing a total restoration with Lagonda specialist Bishopgray of Berkshire in 2005. An extensive amount of invoices from this restoration are on file.



New alloy boat tail bodywork was fabricated in the style of Brooklands racer with twin folding aero screens while the motor was specially prepared and equipped with a supercharger providing over 110hp. More than double its standard power output. Every aspect of the car was restored, including the chassis, bodywork, upholstery, wiring and lights, dashboard and instruments, wheels and tires, engine, transmission, suspension, and brakes. The car is currently painted black with St. James red leather upholstery. Following restoration, the car was imported to California in 2011, and participated in the 2012 California Mille.

In 2013 following the California Mille, the engine was rebuilt in its entirety by Phil Reilly & Co. with considerable engineering performed to enhance the reliability and functionality of the engine including a reworked oiling system, rebuilt

oil and water pumps, and new camshafts. The engine was broken in on the dyno and tuned for optimum power. The rear axle was also resealed at the outboard ends and the rear brakes relined. The suspension was serviced and rebuilt as necessary and the gearbox resealed. The brakes were adjusted all round and the distributor was also rebuilt.

Today, this particular Lagonda Rapier is in excellent order. Anyone who has ever driven one will tell you that they are a delightful driving experience. The wonderful twin cam engine provides ample amount of power, and a very seductive growl whenever one depresses the throttle. Ready for a host of events, tours, and rallies, the opportunity to acquire this unique, fast, and charismatic prewar sports car should not be missed.

**\$140,000 - 180,000**

# 141.

## 1933 LINCOLN KA CONVERTIBLE ROADSTER

Coachwork by Dietrich

Chassis no. KA2179

Engine no. KA2179

384ci V-12 Engine

120bhp at 3,500rpm

Dual Throat Downdraft Carburetor

3-Speed Manual Transmission

4-Wheel Vacuum Boosted Mechanical Brakes

- *Rare and desirable coachbuilt Convertible Roadster by Dietrich*
- *One of 6, of which few remain*
- *Winner of CCCA Senior Award, and AACA National First Prize*
- *A wonderful Classic for concours events*
- *A Classic Car Club of America full classic*



### THE LINCOLN KA

Henry Leland was a founding executive at Cadillac. When William Crapo "Billy" Durant's General Motors got control of Cadillac, Leland stayed on, but later left started Lincoln. Leland's standards were both high and expensive, and he soon got in financial trouble. Henry Ford, through the Ford Motor Company, bought Lincoln in 1922 at public auction for a paltry eight million. Leland lasted but six months before Edsel Ford took over.

By the early 1930s the Depression was taking its toll but luxury was still selling. In 1931, Lincoln introduced the K model on a 145 inch wheelbase, powered by a V-8. The next year, the line was bifurcated, the K V-8 becoming the KA and a new V-12 was fitted to the KB. With an eye to economics, Lincoln introduced another V-12 in 1933, featuring aluminum

pistons and detachable cast iron heads. The new engine was much easier to build and service. By 1934, both KA and KB used the new engine, now enlarged. The difference between the two models was now limited to wheelbase length.





## THE MOTORCAR OFFERED

The Lincoln KA in this sale is a 1933 model, the only year in which both KA and KB V-12 engines were made. As such, it is a rarity, with less than 90 of these KA Convertible V-12 Roadsters being built. The body is by Dietrick- one of 6 built in that year. According to the HCCA, this particular car is believed to be one of three survivors.

The early history of this vehicle is unfortunately not known. In the late 1990s, the car went through a complete frame off restoration. After this restoration, the car was shown at the 2003 Pebble Beach Concours and was also used as the promotional car that year. It also participated in the Pebble Beach Tour.

The huge two-seater is one of the great American classics with its yellow livery and tan top. The front features that year's new sloping grille accented by chrome mesh. Huge headlights accompany the impressive grille.

Moving back, the bonnet sides are louvered and there are twin side mounts with chrome surrounds and rear-view mirrors mounted on top. Wide white walls and wire wheels add to the impressive profile. The dashboard has an ovoid triple-instrument cluster, not unlike those seen on period Chris-Craft marine runabouts and post-war hot rods. The overall impression of sporting luxury is finished by the large, detailed leather travel trunk at the rear. It features stops of its halcyon era, like the 1939 World's Fair, the Drake in Chicago and the La Mañana in La Jolla. The Classic Car Club of America recognizes this Lincoln as a Full Classic with all the invitations to prestigious events that go with that designation.

Presented in immaculate order and prior receipt to of a CCCA Senior Award, as well as a Senior AACA award in 2008. This sporting Lincoln is ready for its next CCCA Caravan Tour, or as an entrant in any number of Concours events.

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

**142.****1907 CADILLAC MODEL M 10HP TWO DOOR STRAIGHT LINE TOURING**

Engine no. 22151

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

- *Timewarp, recent discovery*
- *Early example of the Standard of the World brand*
- *Perfect preservation class vehicle*
- *Horseless Carriage Club of America tour eligible*

**THE CADILLAC**

Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, and the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first specialty - soon established it as the foremost builder of quality cars in the USA.

Cadillac's Model M debuted in 1906, it had ostensibly the same format as the well renowned single cylinder Model K, only with slightly longer wheelbase of 76 inches. This was continued into 1907 and 1908. Alongside their 'Victoria' and Osceola body styles proposed, were these more modern 'Straight Line' Touring cars.

**THE MOTORCAR OFFERED**

This remarkable Cadillac has endured its 112 years in extraordinarily unchallenged order, wearing the majority of what is almost certainly its original upholstery, and quite possibly paint even! A jewel of a car, it shows that a Cadillac was and always will be an enduring quality automobile. That it has stood the test of time so well, can for a large part be due to the fact that it remained here in Greenwich all its life.

The story goes that its owners, emigres of Italy, were keen to experiment with a new-fangled horseless carriage and we believe would have ordered this car from the New York agency of Cadillac. Eventually the car was replaced with a newer machine, but by then it was already very much part of the family and without a need to part with it, the Cadillac was retained. Years turned into decades and even a century... It finally

emerged from hibernation in 2017, exactly 110 years after it would have been delivered, but has remained unused and preserved.

Time has been kind to the car and today it represents an almost impossible find to replicate, with the support of other enthusiasts it is surely a car that can be carefully revived and would make an interesting draw in any concours preservation class.

**\$55,000 - 65,000**  
**WITHOUT RESERVE**

143.

1918 DODGE BROTHERS MODEL 30  
FIVE PASSENGER TOURING

Engine no. 233429

212ci L-Head Inline 4-Cylinder Engine  
Single Stewart Carburetor  
Approximately 30bhp at 2,200rpm  
3-Speed Manual Transmission

Semi-Elliptic Front and 3/4 Elliptic Rear Leaf Spring Suspension  
Rear-Wheel Mechanical Drum Brakes

Without Reserve

- Unique alternative to the Model T
- Way cooler than the T
- Ominous Triple Black color scheme



**THE DODGE TOURING**

Engine and transmission suppliers to Ransom Eli Olds and then Henry Ford, the highly respected Dodge brothers - John and Horace - diversified into automobile manufacture in 1914. Featuring a 212ci 4-cylinder engine, welded all-steel body and 12-volt electrical system, the first Dodge was a robust, 'right-first-time' design that changed little, apart from a couple of extensions in wheelbase length, over the course of the succeeding ten years. Introduced in November 1914, the Dodge sold well and by the end of 1915 some 45,000 had left the Detroit factory, the US auto industry's best first-year performance at the time.

By 1919 the range had expanded to include eight models while the following year Dodge made one of the few styling changes of note by raking back the windshield. Dodge was

second only to Ford in the US in 1920, but in that year both brothers died and the firm went into decline, falling to 13th place in the US industry rankings by 1928 when it was acquired by Walter P. Chrysler. The latter wanted a cheaper car to complement his more upmarket Chryslers, and after only a year under his control Dodge had risen to 5th place in the manufacturing league table. In Canadian and overseas markets, Chrysler Corporation pursued a policy of offering a smaller, less expensive 'junior' Dodge, which in actual fact was a re-badged Plymouth.

**THE MOTORCAR OFFERED**

Although lesser known than the Model T, the Model 30 Touring like the example offered here was a fine alternative to the Ford and in ways, more modern. A car of simple plain design and sturdy construction when compared to the Ford, it offered a more powerful engine, a longer wheelbase, a sliding gear transmission and a 12-volt electrical system instead of 6. Whether you are touring, showing or gathering groceries, this menacing triple black Dodge is sure to turn heads. Surely this charming example is bound to give its new owner as much enjoyment as it has its last.

**\$10,000 - 15,000  
WITHOUT RESERVE**

**144.****1966 MORGAN PLUS FOUR**

Chassis no. 6410

2,138cc OHV Triumph TR4A Inline 4-Cylinder Engine  
 2 Stromberg Carburetors  
 105bhp at 4,700rpm  
 4-Speed Moss Manual Transmission  
 Independent Front Suspension - Live Rear Axle  
 4-Wheel Drum Brakes

- *Commodious four-seat coachwork*
- *Powerful TR4A 105hp engine*
- *Classic Morgan design and execution*
- *Meticulously restored and preserved*

**THE MORGAN PLUS FOUR**

The 4-4 (or "4/4" as it was later termed) was the original Morgan 4-wheel sports car. Its power was eclectic: Ford, Coventry Climax, Standard. So were its bodies: two- and four-seat roadsters and drophead coupés. Underneath, though, the formula was constant: coil spring sliding pillar independent front suspension, live rear axle with semi-elliptical leaf springs, Z-section frame rails underslung below the rear axle, flexible frame and stiff springs.

The Morgan 4/4 was succeeded postwar by the larger and more powerful Plus Four and soon the raked flat radiator was replaced by a curved cowl and new fenders with headlights in pods on the catwalks. Morgan now used Triumph engines almost exclusively, gaining power with each new TR generation. Other than that, the stiff suspension, flexible frame and ash-framed steel body remained with only evolutionary modifications, plus ça change, plus c'est la même chose.

**THE MOTORCAR OFFERED**

This 1966 Morgan Plus Four is a four-seater from late in the production run before Morgans changed over to the lower body of the Super Sports across the board. It is powered by the 2,138cc Triumph TR4A engine with 105 horsepower with 4-speed Moss gearbox and sits proudly on a set of four wire wheels with blackwall radial tires. Finished in classic White, with a black leather upholstery, the car also comes complete with its wet weather cover and full storm cover.

Bought in 2015 by the consigner, the Morgan had previously been under the care of a keen enthusiast who had done an excellent job maintaining the mechanicals. The engine had been fully rebuilt by Morgan East Coast and since then it has received routine work with the most recent jobs being conducted by Vantage motors. Today, the car is reported to be a good runner and should provide its

next owners with plenty of miles of top down motoring.

The 105hp TR4A engine is, in performance and sound, capable of motivating the less than a ton curb weight of the four-seater with alacrity, exactly what the Morgan family and the craftsmen who build Morgans have intended since the first 4-4 in 1936.

**\$15,000 - 20,000  
 WITHOUT RESERVE**

# 145.

## 1929 LASALLE DUAL COWL SPORT PHAETON

Chassis no. 414551

Engine no. 414551

328ci V-8 Flathead

85bhp at 2000rpm

3-Speed Manual Transmission

Solid front and rear axle suspension

4-Wheel Mechanical Brakes

- *Intriguing history*
- *CCCA Full Classic™*
- *Desirable Dual Cowl Phaeton*
- *Powerful V-8 engine*



### THE LASALLE SERIES 328

Introduced in 1927, the LaSalle was intended by General Motors to fill a perceived gap in the model range between Buick and Cadillac. Handsomely styled by Harley Earl, the LaSalle inspired General Motors to establish a separate division known as 'Art and Color' responsible for automotive styling, naturally with Earl at the helm. Built by Cadillac to the same high-quality standards, the LaSalle employed an advanced 303ci V-8 engine developing 75 horsepower and offered exceptional performance. For 1929, Cadillac offered further technical improvements on the LaSalle, introducing synchromesh on second and top gears along with safety glass. Mechanical changes included Duplex mechanical brakes, pressure lubrication on the piston pins, and mid-year metric spark plugs were adopted.

### THE MOTORCAR OFFERED

The dual cowl phaeton is one of the most attractive body styles on offer by GM and Fisher coachworks in the 1920s and into the 1930s. This particular example is no exception.

The first known owner of this car was a Mr. David Hamsey of Lakeville, CT. Shortly after acquiring it in 1950, the car was put through a gentle reconditioning that included paint, upholstery, and a new top. However, the car was never disassembled.

Building up a bit of notoriety, it would be seen routinely by many enthusiasts in the area at a yearly pancake breakfast put on by Mr. Hamsey, earning it the nickname "the Pancake Car." Mr. Hamsey would retain ownership of the LaSalle until the 1980s. At this time, it passed into the collection of the current consigners. In this ownership it has been carefully maintained and kept on the button for weekend drives. In fact, it was

driven regularly to Cape Cod during summers, and then driven back to Connecticut on a yearly basis.

Today this rare dual cowl phaeton presents very well. The restoration and paintwork done in the 1950s has developed a great deal of patina and character. The dual cowl phaeton has long been considered one of the most attractive Fisher body designs. This car would be a welcome participant on numerous vintage car tours, or weekend shows. With its striking good looks, the opportunity to acquire this example should not be missed.

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

# 146.

## 1949 ALFA ROMEO 6C 2500 SUPER SPORT CABRIOLET Coachwork by Pinin Farina

Chassis no. 915811  
Engine no. SS928114

2,443cc DOHC Inline 6-Cylinder Engine  
3 Weber Carburetors  
110bhp at 4,800rpm  
4-Speed Synchromesh Manual Gearbox  
4-Wheel Independent Suspension  
4-Wheel Hydraulic Drum Brakes

- *Exquisite and desirable high-performance short-wheelbase Super Sport in elegant Pinin Farina Cabriolet design*
- *Matching-numbers example with long term enthusiast ownership history*
- *Recent, documented nut-and-bolt, award winning restoration*
- *Pat Braden Award Recipient at the National Alfa Meet & "Best Alfa Romeo" at Concorso Italiano*



### THE ALFA ROMEO 6C 2500

In the early 1920s, Vittorio Jano, Alfa Romeo's premier engineer, was charged with the task of designing an ultra-light, high performance car to reposition the automaker at the head of the automotive field. The result was the 6C – a road, race and sports car whose successfulness solidified its production, in one form or another, from 1925 through 1954.

The Alfa Romeo 6C 1500 was launched to great fanfare at the Salone dell'automobile di Milano in April, 1925. It featured a single overhead cam motor with a displacement of 1,487cc, six inline cylinders and 44 horsepower. The Alfa Romeo 6C 1500 was an instantaneous hit and went into production in 1927 with bodies coachd by Young and Touring. The super sporty 6C was revamped over subsequent years to feature twin cams and a higher performance 1750cc motor.

From this, it went on to win every event it entered in 1929, including several European Grand Prix, as well as the Mille Miglia. Displacement was increased to 1900cc in 1933, and then to 2300cc the following year. In 1934, Jano also added a new chassis and hydraulic brakes with individual front suspension and rear swing axle, for superlative handling.

In 1938, Alfa released the 6C 2500, the last model produced before the onslaught of WWII. During WWII all racing activities were sidelined, and with the bombing of the Portello factory in Italy, production of all automobiles was discontinued. When the company reopened its doors, much of the Alfa offering resembled its prewar production, both technically and aesthetically. The Art Deco influence of the Twenties and Thirties

faded as most postwar cars phased out excessive brightwork, exposing fluid lines of contour. In 1946, Alfa Romeo launched its 6C 2500 Freccio d'Oro (Golden Arrow), an aerodynamic five-seater, bodied by the Alfa design studio, but heavily influenced by Touring of Milan. Jano's newly configured, race-developed 2500 motor, with double overhead cam, was available with either one or three Weber Carburetors. The 2,443cc engine was mounted onto a steel ladder frame chassis with various wheelbase lengths according to the different models – the most desirable being the SS or Super Sport which was mounted on the shortest wheelbase in the series. The following year The Autocar magazine stated, "The current Alfa Romeo conceals as beautiful a chassis as ever with four-wheel independent suspension and a six-cylinder twin overhead camshaft unsupercharged engine."



As one of the most expensive cars of its era, the Alfa Romeo 6C 2500 was owned by celebrated luminaries (e.g. Rita Hayworth, Prince Rainier of Monaco, and King Farouk of Egypt) and went on to make a cameo appearance in Coppola's *The Godfather* (1972). The compilation of the all-independent suspension, robust brake system, fast-gear steering and avant-garde column-mounted gear change assured the 2500 model of its place at the head of the lauded Alfa stable. The slight weight increase over its prewar predecessor was abundantly compensated by the enlarged engine capacity and superior aerodynamics, with a top speed of 97mph and an increased 110hp. With one wheel firmly entrenched in the nostalgia of Alfa's prewar race glory, the 1949 Alfa Romeo 6C 2500 was the forerunner of the all new, and thoroughly modern, 1900 launched in 1950, and the harbinger of the end of an era for the Alfa Romeo marque.







## THE MOTORCAR OFFERED

Clothed in elegant Pinin Farina Cabriolet coachwork over the top-of-the-line competition derived Super Sport chassis, this exceptional example of the 6C 2500 model is among the finest examples we have ever had the opportunity to offer for sale. This elegant motorcar, chassis number 915811, was delivered on December 30th, 1949 to I.T.A.C Spa of Rome, Italy. It is reported that the Alfa remained with its original owners until the early 2000s and by that point, had only traveled 19,000 kilometers from new. Furthermore, its original engine, number 928114, has remained with the cabriolet throughout the entirety of the vehicle's life. At some point in the 1990s, a bevy of cosmetic work was completed which included a repaint, a new top, and a reupholstered interior.

After coming into the hands of its second owner in the Aughts, the Super Sport Cabriolet had made the trip stateside and was campaigned at the National Alfa Meet where it received

the coveted Pat Braden Award. In addition, the Alfa was also shown at Meadowbrook, The Glenmoore Gathering, Auto Historica V in Chicago, and The Masterpiece Concours in Milwaukee.

Just 3 years ago in 2016, the car found its 3rd owner who had soon after decided to commission an extensive nut and bolt restoration to be performed by Salzano Studio in Miami, Florida. Photos on file display the detailed work on the vehicle, which had been brought down to its bare frame. As it sits today, this 6C presents as one of the finest Pinin Farina Super Sport Cabriolets on the road wearing a traditional Italian sanguine red exterior over a delectable chocolate interior. The quality of the restoration was affirmed upon its invitation to be shown in Monterey, California at the Concorso Italiano 2017. While at the prestigious event, which hosts some of the world's finest Italian cars, the car won the award for "Best Alfa Romeo".

With only 383 Examples Constructed from 1939–1951, Alfa Romeo 6C 2500s are rare-Cabriolet versions even more so- and this superb Super Sport represents an exciting opportunity to acquire one of these historically important and eligible cars, restored magnificently well.

**\$400,000 - 500,000**

This car is titled under the 1951 model year.

**147.****1989 ROLLS-ROYCE SILVER SPUR**

VIN. SCAZN02A6KCX24850

6,750cc OHV Aluminum V8 Engine  
 Bosch KE-Jetronic Fuel Injection  
 3-Speed GM Turbo Hydramatic Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Exquisite example of the luxurious Silver Spur Rolls-Royce*
- *Just 12,172 miles from new and gorgeous, well-preserved condition throughout*
- *Striking Black over Black livery with elegant wood trimmed interior*
- *Offered with manuals, paraphernalia, mobile phone and tools*

**THE SILVER SPUR**

When Rolls-Royce replaced the Silver Shadow with the Silver Spirit in 1980, it brought traditional Rolls virtues with the values of the time as stricter safety and emissions requirements were quite different from when the Silver Shadow debuted in 1965. Design- and styling-wise, the Silver Spirit maintained a stiff upper lip but paid a visit to Carnaby Street with lower and wider coachwork and larger glass area. Although the Shadow's floor pan was used, driving dynamics improved tenfold due to new gas shock absorbers and automatic height control. Inside you would find the usual sumptuous Rolls interior with the best leathers and wood artfully hewn by the finest craftsmen. As before, the 6.75-liter V-8 with twin SU carburetors (fuel injection for US and Japan exports until 1988, when it was made standard across the board) gave "adequate" power for all driving conditions.

For those wanting a vehicle with a longer wheelbase, if not an auto to be driven by a chauffeur, the Silver Spur took over where the former Silver Wraith left off.

**THE MOTORCAR OFFERED**

This low-mileage and extraordinarily well-kept example of the luxurious Rolls-Royce Silver Spur was completed at the Crewe-based, Rolls-Royce works in August of 1988. Built by hand, the top-of-the-line motorcar was completed as it appears today, in Black over Black, and destined for the North American market. The CARFAX on file reports that the car has been in Pennsylvania since new and documents the mileage of just 12,172 at the time of cataloging to be accurate. Offered with manuals and paraphernalia, as well as a period mobile phone and tools, this stunning Silver Spur presents extremely well inside and out and must be among the best-preserved examples in existence.

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

**148.****1958 BMW ISETTA 600**

Chassis no. 129300

Engine no. 129300

582cc OHV Flat 2-Cylinder Engine  
 Twin Carburetors  
 26bhp at 5,500rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Drum Brakes

**Without Reserve**

- *Beautifully restored example of BMW's iconic microcar*
- *Top-of-the-line 600 Series example*
- *Over \$30,000 spent in recent cosmetic and mechanical work*
- *asy to drive and guaranteed amusement*

**THE BMW ISETTA 600**

With only two seats, the Isetta's market was limited and BMW needed something larger. Management had already committed to making an entirely new model—the 700—and resources were limited, so the decision was made to create a lengthened Isetta as a placeholder until the 700 would be introduced in 1959. Deriving its name from the BMW R67 motorcycle-sourced boxer motor, the 600 looked just like an Isetta up front—and even retained its front suspension—but featured a new perimeter frame and the first ever usage of semi-trailing arm suspension on a BMW motorcar. A second row of seats and a right side door added space and usability.

The resultant design was clean and well presented—it is understood that Michelotti had his hand in it—well constructed, and adequately powered to allow for spirited driving. The ride was nice too, with the wheels

mounted at the far corners of the body. Alas, the price was high—only 35,000 600s left the factory before the more conventional looking 700 replaced it in late 1959. Very maneuverable and easy to park, the Isetta was more than a novelty, and today is a must-have in the micro-car collector community.

**THE MOTORCAR OFFERED**

Finished in a lovely two-tone ivory over red livery, with color-coded wheels and chromed bumperettes, the top-of-the-line BMW Isetta 600 offered here looks just right. Acquired by the present owner just prior to Halloween in 2015 from an estate in Minnesota, the car was soon turned over to marque experts for a full mechanical rebuild and cosmetic restoration. The engine was sent to air-cooled specialists Rennwerke in Elmsford, New York where over \$12,000 was spent tearing the engine down rebuilding it. The bodywork, paint, and chrome were also carefully refreshed.

Completed last year, this is certainly among the finest examples of these fun, quirky machines. A smart, innovative, and very handsome microcar that would fit into any collection, and surely attract lots of smiles, this Isetta 600 deserves serious consideration.

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

# 149.

## 1953 ALLARD K3

Chassis no. K3/3192

331ci OHV Cadillac V8  
Approximately 210bhp at 5,000rpm  
3-Speed Manual Transmission  
Independent Front Suspension – Di Dion Rear Axle  
4-Wheel Hydraulic operated Drum Brakes

- One of just 63 Allard K3's produced
- Excellent car for rallies and tours
- Offered with exceptional documents, and tools.
- Rare Anglo-American Sports Car



### THE ALLARD K3

Sydney Allard founded Allard Motor Company in 1936, producing potent sports racing cars powered by Ford V8 and Lincoln V12 engines. Allard racing cars continued to prove themselves as capable competitors, with one example winning the 1952 Monte Carlo Rally piloted by Mr. Allard himself, narrowly defeating Sir Stirling Moss. That same year, Allard released a new touring car based on their venerable J2 racing car, the K3.

Featuring a reinforced chromoly-tube chassis, Allard's innovative divided front axle suspension system, racing steering ratios, and a host of potent American engines, The K3 is a racecar at heart, beneath an all-aluminum envelope body. While the racing attributes limited everyday practicality, the K3 offered undeniable performance along with some welcome luxuries, like seating for three, a

spacious trunk, and a convertible top.

The concessions made for performance, along with the steep \$5,300 asking price, made the K3's appeal as a touring car suffer. As a result, only 63 of these exhilarating roadsters were produced and just 46 remain today.

### THE MOTORCAR OFFERED

This particular Allard K3 was first purchased by its first owner, a Mr. Daniel Schacht, from Noel Kirk Motors in Los Angeles. K3 were all sent to the USA missing their power plants, it was up to the dealership, or first owner to choose. Choices for the K3 were either a Cadillac 331, or a Chrysler Hemi. This car like many other K3 was delivered with the 331 Cadillac, that many Allard enthusiast feel is the better engine for the K3.

This is an exceptionally well preserved example and it was delivered wearing the same green with matching green leather upholstery. Mr. Schacht enjoyed the car for a few years and racked up 23,000 miles, unfortunately he developed a knee issue that forced him to stop using the car. Being quite fond of it, it was put into careful storage where it would remain until 1979. It was then passed to its next caretaker, a Dr. Martin Allard, sadly not a relative of Sydney.



The car would remain in Dr. Allard's ownership for the next 33 years. All indications indicate that Dr. Allard was careful and diligent steward of the car. It was during this period that it was repainted, and Dr. Allard also had the original upholstery carefully restitched. This is a painstaking process and is sometimes much more costly than just retrimming, but the saying goes "Only original once". The car then completed the California Mille in 2012.

The car passed to the consigner in 2015. Since it has been in his ownership the car has been extensively serviced. This service work has included a transmission rebuild, new clutch, new wiring harness, and new engine seals. The brake cylinders and wheel bearing have also been replaced.

Today this particular Allard K3 presents very well,

and is in remarkable condition. Offered with extensive documentation and tools. Allard are very good long distance touring and rally cars. The large Cadillac V8 is very under stressed and durable. This car is very much on the button and ready for a summer of country road enjoyment, or as a excellent participant on the Colorado Grand, or Copperstate 1000.

**\$100,000 - 140,000**

# 150.

## 1955 LANCIA AURELIA B20 GT 4TH SERIES COUPE

Coachwork by Pinin Farina

Chassis no. B20-3618

Engine no. B20-4372

2,451cc OHV V6 Engine

2 Weber Carburetors

Approximately 135bhp at 5,000 rpm

4-Speed Manual Transmission

Sliding Pillar Independent Front Suspension – De Dion Rear Axle

4-Wheel Drum Brakes

- *Desirable early 4th Series example with De Dion rear suspension*
- *Equipped with Nardi performance kit and floor shift*
- *Believed to have lived in Italy for most of its life*
- *Mille Miglia eligible*



### THE LANCIA AURELIA

Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminum construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts. An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupe, a fastback 2+2 on a shortened wheelbase, which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, while 4th-series onwards cars had De Dion rear suspension instead of the original semi-trailing-arm arrangement. The Aurelia B20 represents for many the zenith of Lancia's post-war production.

### THE MOTORCAR OFFERED

The 4th Series B20s are perhaps the most coveted out of the Aurelia B20's six series; the introduction of the De Dion rear end improved handling and stability at high speeds, while these early cars are eligible for a number of high-profile motoring events worldwide. This charming 4th Series Aurelia B20 GT has both an intriguing Italian ownership history and uprated performance specification by Enrico Nardi's famed firm, designed to extract the most out of the B20's robust mechanicals.

Handsomely equipped with a full complement of period Nardi performance equipment, this Aurelia is stated by the consignor to be significantly quicker than his previously owned Nardi-equipped B24 Spider America. Desirable upgrades present on the B20 include twin Weber carburetors with Nardi cast air cleaner and manifold, floor shift conversion, and hood scoop. Up front, original Carello headlamp lenses are a



testament to the largely original nature of the car.

The B20 is understood to have remained in Italy its entire life until being exported to the US in 2011. Copies of period Italian registration documents show the B20 residing with a Mr. Romano Zangrossi in Padova, Italy during the 1960s, and registered on Padova license plates.

The Lancia appears to have had a few subsequent Italian owners, culminating in Dario Luraghi, reportedly the son of Giuseppe Luraghi, the highly revered and very successful president of Alfa Romeo from 1960 to 1974.

Eventually, the B20 came to the United States thanks to Timothy Mullens of North Carolina, before being sold to the California collector Robert Cole about a decade ago. It was from Mr. Cole that the present owner acquired the car.

Since arriving in the US, the B20 GT has been very well maintained and serviced, as documented by copies of service receipts included in the car's history file. In 2012, the B20 received a new clutch, motor mounts, and other service items. Extensive service and maintenance receipts from its penultimate owner attest to further efforts to keep the B20 in fine condition throughout. Most recently, the B20 was the recipient of a brake job, new radiator core and new electric fan in 2018 while it has received paint and body work, new wheels and tires, and a new intake manifold in 2019. Recent work has been carried out by marque specialists at Dominick's European Auto Care in White Plains, New York and Automotive Restorations in Stratford, Connecticut.

An assortment of tools, a jack, and a neatly fitted spare tire cover in the trunk round out the

Aurelia's presentation. A beautifully presented, but not over-restored car, this Aurelia would be a fine choice for almost any rally or tour. It is eminently eligible for events such as the Mille Miglia and the California Mille, and would equally at home on California's Highway 1 through Big Sur, or traversing the legendary Futa-Raticosa pass of Italy's 1000-mile epic.

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



# 151.

## 1961 MORGAN 4/4 TWO-SEATER SPORTS

Chassis no. A642

996cc OHV 4-Cylinder Engine

Single Carburetor

54bhp at 4,900rpm

4-Speed Manual Transmission

Sliding-Pillar Front Suspension – Live Rear Axle

Front Disc - Rear Drum Brakes

- One of just 59 third-series examples produced
- A solid running example
- Complete with original top, side curtains, and full tonneau cover
- Epitome of Morgan motoring



### THE MORGAN 4/4

An island of constancy in an automotive sea of change, the Morgan Motor Company looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, the Morgan 4/4 is the world's longest running production vehicle, today's version being recognizably the same car as its 1936 forebear and none the worse for that as the ever-lengthy waiting list would seem to confirm. After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910.

The first four-wheeled, four-seater Morgan appeared in 1936 powered by Coventry Climax's 1,122cc, four-cylinder, inlet-over-exhaust engine. Two years later a special Climax-engined sports model competed at

Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950. Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-liter Ford Sigma unit.

### THE MOTORCAR OFFERED

The known history of this British classic begins in 1984 when it was purchased by its third owner. The car was kept under the care of this gentleman for over 30 years who used it sparingly. During this time, the car was upgraded to series IV type brakes with disks up front, and new Dayton Wire wheels were fitted on all four corners. The interior is reported to be in original condition including the cream faces instruments and Brooklands steering wheel. In regard to the body, the front bumper and grill insert appear to have been replaced, but the remainder of the exterior shows to be largely original. Noted within some invoices are details of some paint work along with some repairs.

More recently, brake caliper, cylinder, and carburetor rebuilds were conducted and are also documented. The car appears in generally fair condition, but more importantly, is a solid runner. Ready to use on those sunny summer days, this Morgan is ready to provide its next owner with the thrills of classic motoring.



152.Ω

1969 ALFA ROMEO DUETTO SPIDER

Chassis no. 1480964

1,1779cc DOHC Inline 4-Cylinder Engine  
SPICA Mechanical Fuel Injection  
111bhp at 5,500rpm  
5-Speed Manual Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Hydraulic Disc Brakes

Without Reserve

- Iconic 'Graduate' - era Spider
- Well-presented example
- Classic Italian color combination
- Excellent Spider for hot summer nights



THE ALFA ROMEO SPIDER

Late in 1962, Alfa Romeo debuted the Giulietta's ostensible replacement, the Giulia, although production of the earlier car continued into 1964. The Giulia, initially a Berlina, featured a 1,570cc four rated at 92bhp and a five-speed gearbox. Sprint coupe and Spider convertible models followed, with engines available in several stages of tune. The suspension had been revised and disc brakes were featured all around.

A new Spider was launched in 1966. Designed by Pininfarina, it featured a rounded tail, sometimes called Osso di Seppia, Italian for cuttlefish bone. At launch it had no specific name, but a company contest soon selected the name "Duetto." Pininfarina also manufactured the monocoque body, which was powered by the 1570 Giulia engine.

The model gained its greatest fame as a result of being cast in the 1967 Dustin Hoffman film The Graduate. So faithful was its following that Alfa appended this name to the Series II North American version.

In 1967, a 1,750cc engine was introduced, in Europe with twin carburetors. For the USA, from 1969, SPICA mechanical fuel injection was used. Officially this model was designated 1975 Spider Veloce, but the Duetto moniker was indelible and stuck. Upgrades were also made to the suspension, brakes, electrics, wheels and tires at this time.

THE MOTORCAR OFFERED

This classically trimmed red over black leather Duetto is the perfect chariot for Sunday drives. Coming to the current owner's collection just under a decade ago from Oregon. Rolling on a set of faux knock-off wire wheels and accepted up front with a set of Marchal driving lights, the Alfa is reported to be a nicely tuned, well driving machine. Inside a Luisi wood rimmed steering wheel is installed but the original accompanies the car.

A red Alfa Spider conjures up many reveries, but none so vivid as smitten Ben Braddock racing to Santa Barbara. Here's to you, Mrs. Robinson...

\$30,000 - 40,000  
WITHOUT RESERVE



# 153.

## 1953 ARNOLT-MG COUPE

Coachwork by Bertone

Chassis no. 27581

1,250cc OHV Inline 4-Cylinder Engine  
Twin SU H2 Semi-Downdraft Carburetors  
54bhp at 5,200rpm  
5-Speed All-Synchromesh Manual Transmission (see text)  
Front Independent Suspension – Live Rear Axle  
4-Wheel Lockheed Hydraulic Drum Brakes

- One of only 65 Arnolt-MG Coupes built
- Beautifully restored
- Italian coachwork, English mechanicals, American flair
- Cost nearly as much as an XK120 when new



### THE ARNOLT-MG

Stanley Harold 'Wacky' Arnolt from Chicago was a based Chicago industrialist who had made his money during WWII selling marine motors for the war effort. After the war he started an automobile business as a distributor of British marques including MG, Riley, and Morris. At the 1952 Turin Auto Show, Arnolt spotted an elegant coupe with a body styled by Franco Scaglione of Batmobile fame and bodied by Italian Bertone in Turin on the Abingdon-built MG TD rolling chassis. Arnolt struck up a conversation Nuccio Bertone and a deal was struck to build 200 Bertone-bodied, MG TD based cars to be marketed as Arnolt-MGs with the first examples prepared in time for the 1953 New York Auto Show. The aluminum intensive design gave the TD a more contemporary

look and a pair of extra seats, but also bumped the price up by over 30% to bring the sticker to \$3,145—just \$500 shy of the more powerful Jaguar XK120. In the end, MG's demand for their own cars and the forthcoming TF meant that Arnolt could no longer get chassis and drivetrains allocated to him and only 65 Arnolt-MG Coupes and 35 Convertibles were built before Arnolt switched his attention to Astons, Jaguars, and Bristols.



## THE MOTORCAR OFFERED

This stunning example of Arnolt's luxurious interpretation of the MG TD has been the lucky recipient of thorough restoration. Acquired locally several years ago, much work has been carried out to bring the car to where it is today. Taken down to bare metal, it received a respray in Ferrari red—harkening to its Italian bodywork. The shiny paint was accented with equally shiny fresh chromework. The interior was retrimmed with ample flair in tan leather by Auto Upholstery in Tuckaoh, New York. The seats, package shelf, and door cards all feature a unique design that gives added elegance to this already lovely machine. The matching Alcantara headliner only adds to this effect.

Under the hood, the original engine has been rebuilt and fitted with larger SU carburetors and bolted to a gearbox with an extra cog—for a total of five—and synchromesh in all gears.

The suspension system has also received attention with modern shocks installed for improved handling and ride quality. To slow things down, the brakes have been overhauled. The notorious electrical bugs so often associated with British machinery has also been kept at bay with a new wiring harness. It goes without saying that the car is as clean underneath as it is up top. Marque specialists Automotive Restorations Inc in Stratford, Connecticut have carried out much of the service work.

Only shown locally since purchase, this Arnolt is a rare opportunity to acquire one of "Wacky's" creations. As the featured marque at the Greenwich Concours d'Elegance this year, one need only walk the field just outside the concours tent to see the incredible breadth of Arnolt's creations. Complete with receipts and invoices, plus books and literature on the car, outside of

the show field on auction day, you are unlikely to see another one of these! One of only 36 Arnolt-MGs of all stripes believed to survive today, it's a sure fire way to grab attention at the next British Car Meet or local cruise.

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



# 154.

## 1948 JAGUAR MARK IV 3½ LITER DROPHEAD COUPE

Chassis no. 637062

Engine no. Z3904 (see text)

3,485cc OHV Inline 6-Cylinder Engine

Dual SU Side-Draft Carburetors

125bhp at 4,250rpm

4-Speed Manual Gearbox

4-Wheel Semi-Elliptic Leaf Springs with Solid Front and Live Rear Axles

4-Wheel Girling Mechanical Drum Brakes

- *Early Post-War Jaguar*
- *Subject of a 9-year restoration, 2000-2009*
- *One of only 376 left drive Dropheads produced*
- *A CCCA Full Classic®*



### THE JAGUAR MK IV

The name 'Jaguar' was first used by SS Cars Ltd in 1936 to denote its new high-performance sports model, the SS100; company founder William Lyons later recalled: "I immediately pounced on Jaguar as it had an exciting sound to me."

'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, the design being the work of Walmsley's partner, one William Lyons. 'Jaguar' would be adopted as the marque name in March 1945, and they commenced post-war production with a range of pre-war designs, albeit with some minor improvements. Essentially stopgap

models pending the arrival of an entirely new generation of Jaguars, these comprised the compact 1½-Liter and the 2½/3½-Liter model, retrospectively known as the 'Mark IV', which still enjoyed an enviable reputation for strong performance, good road manners and well-appointed interiors.

Only 376 left-hand drive examples of Jaguar's Mark IV 3½-liter model were built in the short production run spanning the period December 1947 to September 1948. The 3½-liter model boasted a top speed of 91mph and, carefully driven, would return 18mpg. The Drophead Coupé cars were long awaited as initial post-war Jaguar production had been restricted to saloon cars. The new dropheads were eagerly snapped up by the home and overseas markets.



## THE MOTORCAR OFFERED

This eminently tourable classic Jaguar hails from 1948 and the snapshot period of the Mark IV. This one was supplied new into the U.S. Market, in April that year. According to its Heritage certificate, in those days it was delivered in black with pigskin interior. It appears to have remained on the East Coast for much of its life and at some point along that journey, its motor was replaced with a period 3 ½ unit, a not uncommon occurrence.

The current owners acquired the car nearly 20 years ago in May 2000, having seen it in the barn of collector Basil Shadlum in New Jersey. Following the purchase, a 9-year journey of restoration was expended on the car to bring it to the very fine order we see it today. Names included in the rebuild were: Quid Blankly who reupholstered the car in its rich tan hides and was responsible for the top; Jim Kinsella who carried

out the repaint to the highly appealing Mauritius Blau colorway, a BMW color which suits the car well; wheels were refurbished by Valley Wire Wheel Service; the transmission was redone by Quantum Mechanics and various other sources were used for the engine rebuild, replating, new wire loom etc. At the end of 9 years the car emerged much as you see it today. In addition, a set of tools were sourced and fitted to the rear trunk lid compartment as well as a 'Service Manual for all models 1946-1948' was bought to go with the car.

These practical fully convertible Jaguars represent a wonderful multipurpose touring car with ample commodious seating, much in the Jaguar idiom of 'grace, pace and space'. Eligible for CCCA Caravans or Show events, on a beautiful sunny day the top can be put down fully and the weather enjoyed, but if a shower of rain

should pass they can quickly totally enclose the passengers, or of course there's always the option of shading the rear passengers while the front are in the open. 'Decisions, decisions' as they say, those may be for the next custodian of this attractive example.

**\$75,000 - 100,000**

# 155.

## 1953 JAGUAR XK120 DROPHEAD COUPE

Chassis no. 677199

Engine no. W 8518-8 (see text)

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

- An original Hoffman delivered East Coast U.S.A. car
- A four owner car only
- Highly versatile and usable model, eligible for tours and rallies
- Offered with Jaguar Heritage Trust Certificate



### THE JAGUAR XK120

Told by the post-war Attlee government to “export or die”, the British motor industry responded valiantly – none more so than Jaguar Cars, which was soon to become the UK’s biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. Its striking appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis, featuring independent front suspension by means of wishbones and torsion bars, a live rear axle, and drum brakes all around. The body was the work of Jaguar boss William Lyons himself. The car’s heart was, of course, the fabulous XK engine, a 3.4-liter six, boasting twin overhead camshafts running in an aluminum cylinder head, seven main bearings, and a maximum output of 160bhp. The XK120 set new standards of comfort, road-holding and performance for

British sports cars and, coupe and drophead coupe versions followed.

### THE MOTORCAR OFFERED

Resplendent in the period scheme of Pastel Green bodywork with a Suede Green leather interior it is hard to imagine a better-looking embodiment of what these cars offered in period. With exceptional modern looks and in drophead form the practicality of options for anything that an East Coast day might throw at you, the same rings true to this day.

This XK120 was the 199th Drophead Coupe to have been built and was sold through Max Hoffman’s esteemed New York retailing agency, with its date of dispatch noted as June 21 that year. Research by its seller has found the car to have been purchased new by a Dr. William Spurck Prescott, a New York physician. He is reported to have accumulated some 53,000 miles with the car before laying her up in 1959 at his summer house in the Thousand Islands.



There the car would rest until Dr. Prescott's passing, after which in 2011 it was sold by his estate, when it came into the ownership of a Mendham, New Jersey collector. Although its mileage had not been excessive in its brief career of use, nearing its half century it was in need of attention and the decision was made to restore the car fully. This included removing the bodywork, repainting to the period scheme we see here in place of its original cream and tan, this work being completed by M&G Vintage Auto Restorations in Tuxedo, New York, under the direction of noted British car aficionado George Medynski. Terry's Jaguar rebuilt the cylinder head, which it should be noted is a slightly later Jaguar unit, the block is the original. While the cosmetics were worked on, the engine was rebuilt by MG 'T's in West Milford, New Jersey and likewise the transmission rebuilt, with a new clutch. A known 'Achilles Heel' for these cars is cooling

and so during the radiator re-cored with five rows of offset tubes for greater efficiency, this work being done by Arctic Radiator of Rockaway, New Jersey. As the project came together, the wood trim was refurbished and the chrome plating entrusted to Librandi's Plating of Harrisburg, Pennsylvania.

All told, the restoration was finalized in Spring 2003 just in time for a debut at the Concours d'Elegance of the Eastern United States at Lehigh University, Pennsylvania where it won the Best Debutante award. It would pass to the last owner shortly after that and was acquired by the present in 2011. Since restoration the Jaguar has been carefully though regularly used, accumulating some 16,000 miles in the last 16 years, bringing it to approximately 69,300 from new. In more recent times, the gearbox was rebuilt by Quantum Mechanics of Oxford, Connecticut.

Included in this appealing package are a period roll of tools, period literature including original Jaguar Service instructions, together with photos and some invoices for the rebuild.

**\$90,000 - 110,000**

# 156.

## 1957 PORSCHE 356A 1600 SPEEDSTER

Chassis no. 83376  
Engine no. P\*65734

1,582cc OHV Flat 4-Cylinder Engine  
2 Solex 32PB1C Carburetors  
60bhp at 4,500rpm  
4-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Drum Brakes

- *Delivered new to New York*
- *Only two careful owners in the 30+ years*
- *Retains matching numbers engine and original body panels*
- *Complete with original books, tools, and copy of its Kardex*



### THE PORSCHE 356 SPEEDSTER

The Speedster's inspiration was 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. 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

Completed at the Zuffenhausen-based Porsche works in the May of 1957, this sporting 356A Speedster was built in the transitional era of the T1 and T2 356A model production. The Speedster was finished from new in the sporting Rot (Red) color it wears today. The Porsche was equipped for the US market, and fitted with sealed beam headlights, US-type bumpers and gauges, and coupe seats. According to a copy of the car's original factory build record (better known as the Kardex) the new Speedster was exported to the US and delivered through Max Hoffman to its first owner in December of '57.

The Speedster would eventually make its way to the Republic of Texas from which it was acquired by the penultimate New Jersey owner in 1988. Shortly after his acquisition, the Porsche was shipped to Italy to be restored by Auto Sport in Modena. During this restoration the car was

repainted in its original color but the interior—save for the dashpad—was retrimmed in the tan leather it wears today. It was also at this time that the U.S.-spec bumpers were replaced with the European examples currently on the car. Retained for nearly three decades, car joined the collection of the present owner in 2017. Sparingly driven in the prior 29 years, it was immediately sent to be mechanically and cosmetically serviced. The paint was refreshed while a laundry list of work occurred until the skin including rebuilding the transmission, axles, wheel cylinders, and carburetors, replacing the rear bearing, fitting a new fuel pump, doing a valve adjustment, flushing the entire fuel system, and finally installing a new set of Vredestein tires.

A nicely presented machine today, the car is complete with its original, numbers matching drivetrain as well as the original wheels and

hubcaps that are date-coded to the car. Also included are the original tool kit, owner's manual, original sales brochure, and copy of the Kardex and 1988 Texas title. Not offered publicly in over three decades, this is a fantastic opportunity to join the ranks of the Kings of Cool including Steve McQueen and James Dean who owned and drove Porsche 356 Speedsters!

**\$280,000 - 340,000**



# 157.

## 1998 PORSCHE 911 (993) CARRERA 2 CABRIOLET

VIN. WPOCA2995WS340152

Engine no. 61W00689

3,600cc Air-Cooled SOHC Flat Six Engine  
Computer Control Port Injection  
272bhp at 6,100rpm  
6-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Ventilated and Cross-Drilled Disc Brakes

- Two owners from new
- 11,200 original miles
- Meticulously maintained and documented
- From the final model year of air-cooled Porsches



### THE MOTORCAR OFFERED

This stunning 993 comes from the final year of production of air-cooled Porsches. One of fewer than 1,300 993 Cabriolets completed in that final year—along side the new 996s in fact—the car was finished in July of 1997 as a model year 1998 and sold new by Brumos Porsche in Jacksonville, Florida in January of 1998 to Walter Jewett, a Connecticut resident who purchased the car as a stopgap while waiting for his 911

Turbo to be completed. Finished in Arctic Silver Metallic—a \$1,036 option—over a Classic Grey partial leather interior, besides the optional color the car was delivered with the Motor Sound Package, 18" Cup Design wheels with Porsche crested rim caps, full power driver's seat, an onboard computer, nearly \$1000 in Exclusive Options, and a unique rear seat delete package that replaced the back seats with additional storage.

Keeping the car only briefly, the present owner acquired the car from Mr. Jewett through Porsche of Fairfield on August 18, 2000 with 2,375 miles on the clock. A meticulous custodian, this 911 has been sparingly driven, regularly maintained, and carefully garaged in the ensuing nearly two decades of ownership. Serviced since 2000 at Porsche of Fairfield, receipts on file show regular care that reflects an aircraft-like schedule of timed maintenance visits. Besides a few minor and

entirely reversible modifications, the car is entirely as produced in Stuttgart. In a nod to modernity and improvement of performance, the original head unit and speakers were upgraded—but the stock speaker covers were maintained and the original head unit will accompany the car. Similarly, the stock exhaust system has been replaced with a FAB-Speed unit—but again the original equipment accompanies the car. Finally, the faces of the gauges were replaced with OEM Turbo Silver faces by Porsche of Fairfield—and as with everything else, the original black gauge faces have been retained.

Today the car shows virtually as new and with a mere 11,200 miles on the odometer. When inspected by a Bonhams specialist, the car was found to read evenly across all surfaces when checked with a paint meter. Even the nose, often chipped from rocks, shows beautifully having been covered by a Porsche bra for most





of its life (the bra is of course included with the sale). Replete with its original books, manuals, tools, jack, tire inflation pump; plus all of the aforementioned original parts (head unit, exhaust, gauge faces), both sets of keys and remotes, a copy of the original window sticker and a massive heap of receipts documenting its service history virtually since new, this stunning final-year 993 Cabriolet is surely one of the nicest examples out there.

With low mileage, two careful owners from new, and a documented life of pampering, this 993 is well worth extra consideration.

**\$80,000 - 100,000**



**158.****1958 JAGUAR XK150S ROADSTER**

Chassis no. T831277DN

Engine no. VS1311-9

3,400cc DOHC 6-Cylinder Engine

Dual SU Carburetors

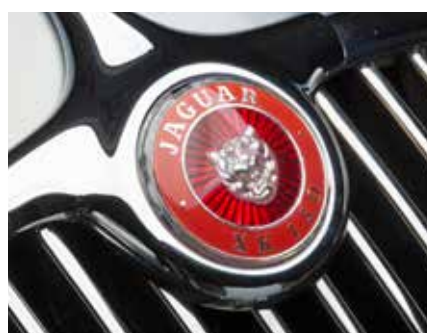
250bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Dunlop Disk Brakes

- *Powerful and rare S specification model*
- *Overdrive equipped*
- *Desirable roadster coachwork*
- *The most refined of the original XKs*

**THE JAGUAR XK150S**

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



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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing

0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with center-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.



## THE MOTORCAR OFFERED

This XK150s roadster from the first year of production represents the most desirable variant of the XK150 line up. The "S" specification motor pumps out 250hp and the sleek lightweight roadster coachwork this the ultimate combination. With factory overdrive this 150 will happily charge down the road at modern highway speeds. A well-designed top with proper side windows increase their versatility.

Factory finished in Cream over black this 150S was dispatched from the works on September 24, 1958 to Jaguar Cars, New York. Its first owner was Gordon Dillinger.

Acquired by the vendor a score of years ago as a non-running machine, it has been extensively refurbished since being purchased. The body was stripped to bare metal and repainted in the original color, the chrome was replated, and a

new interior and top were installed. Mechanical work, completed by Speedwell Engineering in Canton, Georgia, included a new wiring harness, engine tuning, freshened brake rotors and pads, and more. A binder of receipts documents the interior and mechanical work completed. This 150s is a fully numbers matching example that is verified with included Jaguar Heritage Certificate. This Jaguar is offered with an original tool kit and original Jaguar owner's handbook.

XK150s are recognized of one of the most desirable and usable Jags of their era. With potent performance and refined comfort they continue to be some of the most coveted Jaguars. Offered from private ownership this represents excellent value in a premier collector Jaguar.

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



# 159.

## 1950 JAGUAR MK V DROPHEAD COUPE

Chassis no. 647164

Engine no. T9967

3,485 CC OHV Inline 6-Cylinder Engine

Dual Sidedraft SU Carburetors

126BHP at 4,250 RPM

4-Speed Manual Gearbox

Front and Rear Rigid Axles with Semi-Elliptical Leaf Springs

4-Wheel Mechanical Drum Brakes

- A well-documented example of the model
- Simple ownership history
- Thoroughly restored
- Former Greenwich Concours Award winner



### THE MOTORCAR OFFERED

A 1949 Autocar road test stated, "The Mark V will trickle through slow traffic at under 10 mph on top gear and pick up smoothly and swiftly where an opening offers. It is smooth and quiet right up into the eighties. It is a car for long journeys that can put 50 miles and more into the hour, one in which 200 miles leave the driver and passengers unaffected, and in which a 400 or 500-mile day would be a pleasure. Yet it is thoroughly tractable for the short pottering or shopping expedition."

Jaguar was already well on its way to a significant sales campaign in the U.S., with East Coast Importer Max Hoffman being the driving force behind the interest in the newly branded post war cars, previously marketed as SS. A man with a great eye for design, his showroom on Park Avenue and his home, just up the road from us here in Greenwich today,

at Rye, were both designed by Frank Lloyd Wright. Over the coming years his influence at once on the market, and then in directing manufacturers to build what he knew he could sell was revolutionary and profound.

The car we present here was once such example that Hoffman's New York entity retailed. As verified by Jaguar Cars North American archivist Michael Cook, it was built on June 29, 1950 and left the works 16 days later in mid-July. Then, it was supplied in the understated scheme of Gunmetal Grey, with a French Grey Top and Grey interior. Those same records confirm that the car today retains its original motor, number T9967.

Its original owner isn't recorded, but the current owner has been able to confirm that within 7 years the car had become the

property of Bob Ryan of Portsmouth, New Hampshire. Mr. Ryan would use the Jaguar for a mere year or so before entering the army, at which point the car was retired to a garage for storage. Incredibly, it would continue to rest there for the next 39 years before being discovered by Don Switter of Westport, Connecticut.

As recounted by the seller, its next chapter involved two periods of restoration, first with mechanical aspects such as the engine being rebuilt in the late 1990s by Nizen Machine, of New Haven, chassis powder coated etc. and then from 2011-2014 the present father and son team oversaw its cosmetics attended to. This included a bare metal respray, chrome refurbishment, new top by Quid Blankly, a new BAS Jaguar interior, new wiring harness, all in all a pretty comprehensive rebuild.



Completing it, a set of tools were sourced and are correctly fitted within the trunk lid.

In the course of this, the decision was made to put in into another arguably more handsome, but equally period correct scheme of burgundy body, with black fenders and tan leather trim and top. It is undeniably a great look for the car. Since it was finished 5 years ago, a relatively impressive 5,000 miles have been covered in the car, it being used, toured and shown routinely. Events have included here at Greenwich, where it received an award for Best British Touring Car 1946-1959, at the Jaguar Association of New England in 2015 and a 2nd Place award at the British Motor Car Festival in Bristol, Rhode Island in 2017. This striking Jaguar remains in extremely tidy order and is ready to continue to add to that list.

Offered with the car are various copies of bills for the work and Jaguar Heritage information.

**\$100,000 - 130,000**



# 160.

## 2003 MORGAN PLUS 8 35TH ANNIVERSARY EDITION

VIN. SA9PE240730R12991

3,947cc OHV Rover V8 Engine  
Electronic Fuel Injection  
200bhp  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disk Brakes

- One of 100 35th Anniversary Edition Plus 8s built
- Fewer than 6,000 original miles
- Classic British motoring with modern mechanics
- Rarely offered model



### THE MORGAN PLUS 8

Searching for new engines in the 1960s, Morgan concluded a deal with Rover for supply of its all-aluminum 3.5-liter V8, thus creating a car that combined Vintage-era charm with Cobra-like 'grunt': the Plus 8. Morgan's Plus 4 chassis, strengthened and extended, formed the basis of the new car, while the existing Moss four-speed gearbox was retained also. After a successful debut at the 1968 London Motor Show, production commenced at the rate of 15-or-so cars per

month and continues to this day, although now with BMW power. While the traditionally styled Morgan's brick-like aerodynamics restricted top speed to around 125mph (more than fast enough for most people driving an open car) the Rover V8's 168bhp and 210lb/ft of torque made for supercar-league performance through the gears. Indeed, in its later 3.9-liter form, the Plus 8 proved quicker to 80mph than the contemporary Porsche 911 Turbo.

picture over the years, along, of course, with bigger engines to offset the inevitable increase in weight.



Its lengthy production run has seen the Plus 8 alter little in outward appearance, save for ever widening wheelarches accommodating fatter rubber, yet beneath the skin the changes have been innumerable. Better gearboxes, fuel injection, rack-and-pinion steering, improved corrosion protection and paint, telescopic rear dampers, air bags and the obligatory catalytic converter have all become part of the Plus 8





**THE MOTORCAR OFFERED**

Morgan celebrated 35 years of production of the legendary Plus 8 by releasing only 100 35th Anniversary Edition Plus 8s to the American market. They sold out immediately. The celebration was bittersweet, however, as the Plus 8 was about to go on a temporary hiatus with the end of production of its venerable Rover-built V8.

This Plus 8 35th Anniversary Edition was built on July 18, 2003 and sold new to Houston, Texas at the end of April 2004. Finished in the exceptionally proper combination of Connaught Green over Muirhead leather in Woodsmoke with matching green carpets, top, tonneau, and weather equipment, the car was additionally optioned with chrome wire wheels, a stainless-steel luggage rack, leather bonnet straps, cream colored gauges, and a Macintosh stereo. According to the clean CARFAX report, the Moggie spent the first two years in Montgomery,

Alabama, the before heading to rural Lufkin, Texas, two hours north of Houston and just south of Nacagdoches—one of the oldest cities in the state. While 3,331 miles had been covered in the first 27 months of ownership, the subsequent dozen years would see only 2,600 more miles added to the clock.

Purchased by the current owner at the start of 2017, the speedy English roadster has been carefully maintained and sparingly driven. One of only 6,000 Plus 8s made from 1968 until 2004, the model was reintroduced with BMW power in 2012. Famous for its ash wood body framing and carefully hand built in Malvern Link, this is a rare opportunity to buy a car that refused to evolve because it was just too perfect to begin with!

**\$55,000 - 65,000**



**161.Ω****1956 MERCEDES-BENZ 190SL**

Chassis no. 121042.5501579

1,897cc SOHC 4-Cylinder Engine  
 2 Solex Carburetors  
 105bhp at 5,700rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Drum Brakes

- Two owners from new
- Elegant color scheme
- Great candidate for vintage racing or rallies
- A Mercedes-Benz classic

**THE MERCEDES-BENZ 190SL**

For those insufficiently wealthy to afford its hyper-expensive, race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon, whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by

alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

cars could outperform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four, the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, this M121 power unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports





### THE MOTORCAR OFFERED

This lovely 190SL is a well preserved, two owner car. Originally ordered in weißgrau (white grey), the original owner repainted the car black. It also appears that the interior was retrimmed in the red MB-TEX it wears today—although it was otherwise kept stock barring the addition of updated seatbelts.

Purchased by the current owner a quarter of a century ago from the estate of the original, Atlanta owner, it has since resided in climate-controlled comfort in a Canadian garage. Since acquisition, the car has been regularly serviced as required by the specialists at Forli Motors in Toronto, Ontario. Sparingly driven but always enjoyed, the car shows nicely today with about 86,300 believed-to-be-original miles currently indicated on the odometer. The interior shows well and is still fitted with a desirable Becker Mexico “automatic tuning” radio for when the drive requires some

tunes. Under the hood, the engine bay appears to be correct, unmodified, and quite original.

Shown at a few local concours, the sporty droptop Benz is now ready to head to its next luck owner. A lovely machine for tours or Sunday drives, no matter what the use, you’re guaranteed to arrive in style!

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



# 162.

## 1964 ALFA ROMEO GIULIA SPRINT SPECIALE Coachwork by Bertone

Chassis no. AR 381122

Engine no. AR00121\*0133 (see text)

1,570cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

129bhp at 6,500bhp

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- Iconic Bertone designed Alfa Romeo
- Freshly presented in understated paint/  
interior scheme
- Originally delivered new to Germany
- Usable tour car



### THE ALFA ROMEO SPRINT SPECIALE

Alfa Romeo's styling exercises are often closer to production than those of other manufacturers. Alfa's sense of Italian style and its ability to work hand-in-hand with carrossiers like Zagato, Pinin Farina and Bertone often saw show car elements, and even whole show cars, quickly transition from the stand at Geneva or Paris to the showroom. This process still functioned as Alfa Romeo transitioned its manufacturing methods from body on frame to unit body. It became more difficult, but Alfa and its favored carrossiers made the extra effort in the interest of style and exploring the integration of form, function and aerodynamics.

In 1952 Touring created a series of futuristic styling exercises, quickly adapted to Alfa's sportscar racing efforts. Called the Disco Volante, the 'Flying Saucers' voluptuous

curves quickly caught worldwide attention. The Disco Volantes were followed by three legendary Bertone creations, the BATs or Berlina Aerodynamic Technica, designed by Franco Scaglione. These three extravagant coupés explored a variety of aerodynamic devices to minimize aerodynamic resistance and control air flow for maximum stability.

Concurrently, 1954 saw the announcement of Alfa's new small car, which proved to be a stupendous success. The all-aluminum dual overhead camshaft 4-cylinder engine was a jewel of concept and execution, with performance that belied its small size and continued Alfa's tradition of excellence in achieving high specific output from its engines, enhanced by lightweight construction and responsive chassis. So successful, in fact, was the Giulietta that Alfa

quickly began to refine it, announcing a new series of Giuliettas in 1957 which went into production in 1959.

The close collaboration between Alfa Romeo and Bertone, constructor of the Giulietta Sprint's coupé body, made it appropriate that the vehicle chosen to herald the 1957 announcement of the impending 101 Series Giulietta was a special berlinetta by Bertone. The Sprint Speciale was an artful blend of the aerodynamic principles learned in the BATs, with styling cues recalling the Disco Volantes. This was both a handsome exercise in styling and an even more impressive application of vehicle aerodynamics.

Late in 1962, Alfa Romeo debuted the Giulietta's ostensible replacement, the Giulia, although production of the earlier car



### THE MOTORCAR OFFERED

continued into 1964. The Giulia, initially a Berlina, featured a 1,570 cc four rated at 92 bhp and a five-speed gearbox. Sprint coupe and Spider convertible models followed, with engines available in several stages of tune. The suspension had been revised and disc brakes were featured all around. Bertone's Sprint Speciale continued as a Giulia model, joined by a new Zagato design, the TZ. Outwardly distinguishable from the outgoing Giulietta Sprint Speciale by identifying tail script, different sidelights and a revised dashboard, 1,399 of the Bertone-bodied Giulia Sprint Speciales were built between 1963 and 1965. Today both of these rare models are highly prized by Alfa Romeo connoisseurs.

This extremely elegant Sprint Speciale was acquired by its present owner from Germany seven years ago, where it is understood that it was delivered new. Its current owner, a passionate Italian car collector, was seeking a good basis for restoration work and it is understood that the apparent soundness of the bodywork made this an ideal proposition.

Once in the U.S. the car was treated to a refurbishment. First off, a period correct 121 type engine was sourced to replace the motor it then had. Next, based on information from factory sources it was decided to put the Alfa back to the original color tone of Green, with a particularly appealing choice of the dark metallic green which it wears today. This is contrasted by a rich tan interior. Since completion of this work, the car has been used occasionally.

**\$90,000 - 110,000**

# 163.

## 1966 E.R.A 427SC ROADSTER

Chassis no. 385 SIII  
Engine no. 427-385-12

427ci SOHC V-8 Engine  
Single 4-Barrel Carburetor  
Approx. 616bhp at 7,000rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Unique ERA Cammer build
- Incredibly fast
- Understated black on black scheme
- Less than 9,000 miles since new



### E.R.A. AND THE COBRA

The incredibly potent 427 Cobra of 1965-1967 was, and likely always will be, one of the world's most desirable sports cars. Carroll Shelby created the original Cobra in 1962, when he added a Ford high-performance small-block V8 to the British-built AC Ace roadster. During 1965, Shelby and Ford Motor Co. re-engineered the car to accommodate a larger 427cid (7.0-liter) Ford racing engine. The result would be the legendary 427 Cobra roadster.

The 427 Cobra featured a strong tube-frame chassis and full coil-spring suspension (replacing the leaf springs used earlier). Prominent wheelhouse flares contributed to the car's distinctly purposeful stance. Designed first of all as a racecar, the Shelby-built 427 Cobra was offered in street, S/C ("Street/Competition") and all-out racing trim.

Only 348 were built before production ceased in March 1967.

The Shelby 427 Cobra's limited numbers, great looks and Ferrari-troucing performance assured their enduring popularity. Today, original Shelby 427 Cobras are avidly sought by collectors and are some of the most valuable automobiles of their time.

In 1981, E.R.A. (Era Replica Automobiles) introduced a top-quality 427 roadster recreation kit. The firm reports about 750 have since been produced, with this example's construction being one of the most up to date variants dating from 1995.



## THE MOTORCAR OFFERED

E.R.A. Cars of New Britain, Connecticut are universally regarded as some of the best tributes to Shelby's Cobra, this E.R.A. car takes the genre to a whole new level with the added bonus of an overhead cam 427. For more information regarding the specification of those engines one need look no further than the iconic Galaxies in the auction today (See lots Lot 180 and Lot 186.

An experimental 'brain child' car by the ERA company owner, 'El Brutus Maximus Fakius' as christened by the humorous plate under its hood, was built in January 1994. The inclusion of this potent power unit provides not only a considerable talking point with the hood up, but moreover an incredibly exhilarating driving experience. It is believed to be the only such car that ERA have built so far.

Finished in the black scheme with black leather interior, and period style dash. Its menacing aesthetics are accented by the plethora of chrome trim from nose surround, to bumpers, the windshield and even roll hoop. Cast Hallibrand style wheels, shod with Goodyear Eagle GT II fill the wheel-arches, ready to lay rubber to the road.

To date, from its builder and the current owner, a little under 9,000 miles have been covered, no doubt with a grin from ear to ear on each and every one of them! Such privileges await its next owner...

**\$125,000 - 140,000**

# 164.

## 1961 AUSTIN-HEALEY 3000 MKI BN7 TWO-SEATER

Chassis no. HBN7L/10966

2,912cc OHV Inline 6-Cylinder Engine  
2 SU Carburetors  
132bhp at 4,600rpm  
4-Speed Manual Transmission with Overdrive  
Independent Front Suspension – Live Rear Axle  
Front Disc – Rear Drum Brakes

- Rare and desirable two-seater 3000 BN7
- Unbroken maintenance records from new
- Careful long-term ownership
- Highly original matching numbers example



### THE AUSTIN-HEALEY 3000

The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

In 1960, the second production year for the six-cylinder Healey's, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom

winning the Liege-Rome-Liege, Coupes des Dames in Geneva and the Tulip Rally. With partial alloy bodies, these cars were light enough to perform admirably with extra power of the three-liter engine.





## THE MOTORCAR OFFERED

The story of this Austin Healey 3000 begins in the great white north of Canada. In 1961, Jed Wooley paid 3,575 hard earned loonies to Brennan Motors in Ontario for the vehicle. During his time, he would fastidiously maintain the vehicle, accounting all of the work within the log book accompanying the Healey. The level of documentation on hand is truly extensive and we invite those interested in the car to comb through them. Thanks to this work, many original components including the engine and functioning period radio have accompanied the car since its inception. Even the original color scheme as delivered adorns the vehicle, albeit with some touch up work having been done over the course of several decades.

In 2003, The most recent owner came about the car parked next to a Gulfstream within the confines of a hanger in Salt Lake City. 12,000

more miles have accumulated on the dashboard during his ownership, but the same level of distinct care has been poured onto the Healey. Evidently, the car has been largely reliable and so only routine maintenance has been conducted. New tires were shod on the numerally correct, spoked wheels and a new fuel pump was also installed.

Recently, a Bonhams specialist took the vehicle on a test drive and can report that the Healey drove very well, smoothly and quietly. Furthermore, the overdrive operated correctly. This is truly a testament to the careful ownership and unbroken maintenance history from new.

Arguably the most desirable model of the six-cylinder model range; a left-hand-drive BN7 two-seater, this example should be a must have for anyone looking for a preserved, well cared for

car. The on-hand service history, hand book, and brochures should further sweeten the deal for anyone interested in the details. Do not miss this opportunity to pick up a truly wonderful and easily enjoyable roadster.

**\$60,000 - 80,000**

# 165.

1964 MASERATI 3500 GTI

Coachwork by Carrozzeria Touring Milano

Chassis no. AM 101.2078

Engine no. AM 101.2078

3,485cc DOHC Inline 6-Cylinder Engine

Lucas Mechanical Fuel Injection

235bhp at 5,500rpm

5-Speed ZF Manual Transmission

Independent Front and Longitudinal Leaf Spring Rear Suspension with Live Axle

4-Wheel Disc Brakes

- Recent mechanical work totaling nearly \$70,000
- Successful finisher of numerous 1,000 mile rallies
- Featured in multiple magazines
- The ultimate Gentleman's Express



## THE MASERATI 3500GTI

Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sportscar Championship with the fabulous 450S, both in 1957, the marque's most successful season, Maserati was by that time facing a bleak future. Its parent company's financial difficulties eventually forced a withdrawal from racing and Maserati's survival strategy for the 1960s centered on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road model built in significant numbers. A luxury '2+2', the 3500GT drew on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Its designer was none other than Giulio Alfieri, creator of

the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially on carburetors, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking before production ceased in 1964.

## THE MOTORCAR OFFERED

Fabricated in March, 1962, it was sold new to engineer Angelo Rapisarda of Milano, Italy who first registered it in 1964. The next known owner was James Wojcik of Mercer Street in New York City who purchased it in 1999. Mr. Wojcik spent \$8,918.47 having Anthony Dutton of Northumberland Engineering in Southampton, New York completely rebuild the engine, transmission, brakes and most other mechanical parts. He spent another \$1,332.50 with Coker Tire.

On June 15, 2002, Mr. Wojcik sold his Maserati to the current owner. Driven on the 2003 New England 1000 organized by Vintage Rallies, it was determined that the newly-rebuilt engine was unsatisfactory. In 2004, Restoration & Performance Motorcars in Vergennes, Vermont removed the Maserati engine and transmission and replaced them with a Chevrolet V-8 and



Tremec 5-speed at a cost of \$11,160. All the Maserati mechanicals removed were of course retained.

Abetting the cosmetics, new proper Black velour carpeting was imported from Germany and installed along with new Black interior leatherwork by master automotive upholsterer Ed Geyer of the Recovery Room. Fresh hides were used to trim the rear package shelf, door handles, and passenger grab handle. Bridgestone radial tires replaced the Michelins, custom-made Penske shock absorbers replaced the originals, and the Maserati front and rear bumpers were removed and carefully stored, along with their factory hardware.

In this configuration, the Maserati was displayed multiple times at Greenwich Concours, Fairfield Concours and Lime Rock Sunday in the Park. It also successfully completed over a dozen 1000-

mile Vintage Rallies during the next 12 years, and was featured in Vintage Motorsport, Victory Lane and other national magazines. During this period, it was maintained by vintage car experts at AutoSport in Sharon, Connecticut, whose other celebrity customers include Skip Barber, Sam Posey and Barney Hallingby.

In 2016, RPM VT returned the Maserati to original specification, totally rebuilding the matching numbers engine, transmission and all other mechanical parts. Invoices totaling \$67,141.83 give evidence of the thoroughness of the mechanical rebuild, including a completely new Lucas fuel-injection system and stainless-steel exhaust system.

The Maserati was then taken by master craftsman Scott Quale of Davis Auto Body in Copake, New York. He freshened the exterior bodywork and paint, as well as detailing the

interior, trunk, chassis and engine compartment for a total of nearly \$7,000. Among other things, the passenger compartment insulation was improved, but original and unrestored features were retained whenever possible, including the seats and the distinctive quilted trunk liner.

Maserati AM 101.2078 is now in beautiful condition, including its original Blaupunkt radio, clock, multiple cigar lighters, and functional speedometer/odometer/trip meter. The original tachometer has been converted to electric rather than mechanical drive, and the bumpers are still wrapped up in a huge cardboard box, because the owner thinks the immaculate Touring bodywork is prettier minus the bumpers. This rare Maserati is ready to continue its successful career in concours, rallies and touring events, embodying la dolce vita as only a beautiful and exotic Italian GT can do.

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

# 166.

## 1970 MERCEDES-BENZ 280SE 3.5 COUPE

Chassis no. 111026.10.000741

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

- *Top-of-the-line, hand-built Mercedes-Benz*
- *Recipient of comprehensive 3-year restoration*
- *Equipped with sun roof and Behr Air Conditioning*
- *Attractive Tunis Beige exterior*



### 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 equipped with automatic transmissions, air conditioning, power windows and stereo radio as standard. 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

On offer is a truly wonderful, fully restored 280SE 3.5 Coupe. Not much is known about the vehicle's early history, although the car is a true V8 model ordered from the factory with an extremely rare 4-speed manual transmission. After being purchased from a Florida dealership in 2015, this classic Mercedes underwent a comprehensive restoration to bring up to the most exacting standards. Over the course of 3 years the body was stripped down to bare metal with fenders being changed and refurbished where necessary. The exterior received factory Tunis Beige paint making for an elegant overall appearance. The work under the skin continued with the engine being taken out of the bay to receive attention and a new clutch. Also fitted to the engine is a stainless-steel exhaust that will not only resist corrosion but also provide a pleasant V8 rumble as it moves along the esteemed areas the car is destined for. Inside the



attention to detailed continued, with the interior being fully reupholstered in period correct grained leather. New carpets were placed throughout and the wood also received proper refurbishment. Fitted with a slew of sought after options, a Behr air-conditioning system provides cool air for summer drives and a sunroof aids in lighting and ventilation. The work done to the car was done with the utmost care and the car presents beautifully.

An already rare Mercedes Model, with only 3,270 being produced worldwide, the manual box is sure to make this a desirable car indeed. All of the work has been photo documented and accompanying the big coupe are the owner's manual, tool roll, and build sheet. These high-quality, stylish V8 powerhouses are the last of the classic, hand-built cars to come out of the Mercedes workshops in Stuttgart. They offer

timeless styling and extreme luxury in a very usable package, accounting for why they are so highly prized today. This beautiful Coupe is a great way to experience the legend of the opulent and powerful 280SE 3.5, a model carrying the distinction of being one of the marque's most highly prized models of its generation.

**\$120,000 - 130,000**

**167.****1963 LAND ROVER SERIES IIA 109" STATION WAGON**

Chassis no. 26401757a

2,2286cc Inline 4-Cylinder Engine  
 Single Downdraft Carburetor  
 77bhp  
 4-Speed, 3-4 Synchronized, Manual Transmission  
 2-Speed Hi-L0 Transfer Case  
 Front and Rear Live Axle Suspension  
 4-Wheel Drum Brakes

- *Roughly 22,000 original miles*
- *Beach ready Marine Blue Example*
- *Complete with original owner's manual*
- *Quite possibly the best 4x4xFar*

**THE LAND ROVER SERIES IIA**

Some ten years after the original Land Rover's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would characterize the Land Rover to the end. Introduced in 1958, the Series II was available with the 2,286cc petrol engine. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option engaged. For the Series IIA the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis.

**THE MOTORCAR OFFERED**

This sensational example of the famed Land Rover has benefitted from 3 caring and detailed owners over the course of its half century and today appears with just around 22,000 miles on the clock at the time of cataloging. Much of the vehicle's original components from the hardware, engine, transmission, and even the remarkable rhino hide vinyl seats can be found in wonderfully preserved condition. To keep the vehicle in tip-top shape, some mechanical and cosmetic work has been carried out. The axles, suspension, and brakes both received an overhaul, while the exterior has been resprayed in proper Marine Blue lacquer paint. The headliner was entirely replaced with a new headliner from Badger Interior Coachwork of South Dennis, MA. All four corners of the truck feature new 16" wheels and the original wiring harness was gone over wire by wire and re-wrapped. Furthermore, equipment like an original Kodiak heater can be found in

the front passenger compartment. A recent inspection by a Bonhams specialist revealed the vehicle to be running well with the engine firing along with metronome consistency. On file are a collection of receipts and notes describing the work done in addition to an owner's manual, service card, and dealer manual.

Equally at home in trundling through downtown as it is fording rivers in the amazon, the Land Rover is truly an automotive icon. A fine example such as this is sure to be a jewel within any collection.

**\$50,000 - \$100,000  
 WITHOUT RESERVE**

- Charming and rarely seen Austin van
- The ultimate vintage racing pit car
- Recent full restoration in England
- Reliable and fun to drive

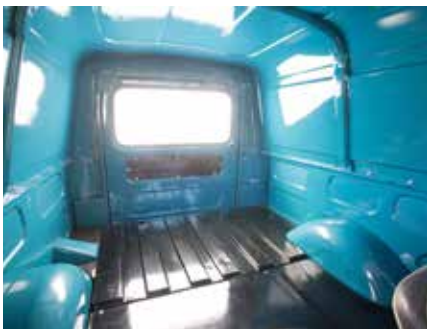
**168.**

**1965 AUSTIN A35 VAN**

Chassis no. AAV853922  
 Engine no. 10AB-U-L 39393

948cc OHV Inline 4-Cylinder Engine  
 Single Downdraft Carburetor  
 34bhp at 4,750rpm  
 4-Speed Manual Transmission  
 Independent Front and Semi-Elliptic Leaf Spring Rear Suspension  
 4-Wheel Drum Brakes

*Without Reserve*



**THE AUSTIN A35**

Austin's reply to the Morris Minor - the A30 - was launched at the 1951 Motor Show. A more cautious design than the Minor, the A30 was nevertheless Austin's first unitary construction car and the first to be powered by the famous A-Series engine. The A30's selling price undercut the Minor's by £10, thanks in part to such cost-cutting features as external door hinges, a solitary rear light, sliding windows and rear brakes operated by a single hydraulic cylinder via a mechanical linkage. A two-door model joined the four-door original in 1953, with van and estate versions following in '54. The model was updated in 1956 with a wider rear window, remote-control gearshift and the 948cc engine, becoming the A35. Saloon production ceased on the Mini's arrival in August 1959, though the A35 van would live on until 1968.

**THE MOTORCAR OFFERED**

This great example of an Austin A35 van was recently restored and imported from England. Receipts document a bare metal re-spray and a mechanical restoration. Finished in a charming blue with black interior, the colors compliment the charming nature of this little utility.

This little Austin is described by the vendor to be in good running order and generally presents well. Powered by the venerable Austin engine that would be the standard power for millions of British cars including the Mini, the Austin also has an interior that is surprisingly voluminous for such a small vehicle.

Easy to drive, reliable and supported by an excellent parts network, these Austins are easy to live with and great fun. It is the perfect

advertising piece or a wonderful vintage race pit car if given a proper vintage livery.

**\$12,000 - 18,000  
 WITHOUT RESERVE**

# 169.

## 1949 CADILLAC SERIES 62 COUPE DE VILLE

Engine no. 496289515

331ci OHV V8  
Carter 2-Barrel Carburetor  
160bhp at 3,800rpm  
4-Speed Hydra-Matic Automatic Transmission  
Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs  
4-Wheel Hydraulic Drum Brakes

- *Landmark First-Year Coupe de Ville Hardtop Model*
- *First Model Year for Cadillac's Revolutionary OHV V-8*
- *Example of Motor Trend's Inaugural Car of the Year*
- *Restored, Handsomely Presented AACA Award Winner*



### THE MOTORCAR OFFERED

Having outlasted the majority of its competitors by the late 1930s, General Motors' top-level Cadillac Motor Division moved from strength to strength during the postwar era, consolidating its position during the heady buyer's market of 1945-47 while perfecting its first new postwar models. Thoroughly modern new Cadillac models for 1948 featured a new chassis-frame design and body designs inspired by secret prewar studies of Lockheed's stunning new twin-boom, twin-engine P-38 fighter plane at Selfridge Field outside Detroit. Numerous clay models and prototypes were constructed and finished, with this design work headed by Julio Andrade, assistant to GM design chief, Harley Earl. Despite the vast amount of work invested into the early concepts that informed the 1948 Cadillac design program, only the discreet and distinctive, upward-flowing tailfins would grace the 1948 models; however, many features would be rolled

out over the following years, first on Cadillacs, then filtered down to update the rest of the GM product hierarchy.

Following the big launch of the new-for-1948 models, Cadillac's winning styling continued essentially unchanged for 1949. Among the detail refinements, the prior "rainbow" cluster-style dash design was replaced by a more conventional layout featuring a horizontal speedometer. Further developments for 1949 included the release of Cadillac's all-new and revolutionary overhead-valve V-8 engine, an unqualified tour de force of design and efficiency. Featuring then-high compression, Cadillac's new V-8 delivered 160 rated horsepower, but more importantly, strong peak torque at just 1,800 engine revolutions. Providing the power required to propel the entire Cadillac model line with the authority and near-silent operation that loyal buyers had

long enjoyed and continued to demand, this new engine's importance to its maker simply cannot be overstated. Importantly, the new Cadillac V-8 and its design excellence provided ample scope for future development and served as the marque's sole powerplant in various displacements and power ratings for years to come.

In testament to Cadillac's stylistic leadership, the new Model 6237 Coupe de Ville debuted for 1949. A dashing and sporty two-door model, the new Coupe de Ville featured a pillarless hardtop roofline – the last word in automotive design at the time. Based on Cadillac's most popular Series 62 model line with a generous 126-inch wheelbase length, the Coupe de Ville gained immediate traction among Cadillac buyers with its fresh and modern profile. Sales were brisk for such a bold new body design with





2,150 examples of the Coupe de Ville sold that first model year and the nameplate going on to become a fixture at Cadillac for several decades to come.

Accompanied by the very rare original Cadillac Identification Card, this 1949 Cadillac Series 62 Coupe de Ville was delivered new to John G. Davis on December 17, 1949 via Rader's Garage in Bethlehem, Pennsylvania. While intervening history is unknown, this historic, first-year Coupe de Ville was more recently treated to a frame-off concours-quality restoration, confirmed by its achievement of a 98-point National First Prize honor during the latter 2000s under AACA judging at Hershey, Pennsylvania. The Consignor acquired the Coupe de Ville approximately 10 years ago and fewer than 96,500 miles of use are indicated at the time of cataloging. In addition to its handsome color combination

and presentation, the Cadillac is equipped with the highly desirable, factory-optional GM Hydra-Matic four-speed automatic transmission and a heater/defroster. Rightly, Motor Trend editors accorded the 1949 Cadillac line as the magazine's first Car of the Year recipient, ensuring the lasting desirability of these outstanding postwar motorcars. Equally ready for showing and touring enjoyment, this 1949 Cadillac Series 62 Coupe de Ville is simply an excellent example of Cadillac's industry-leading design and engineering.

**\$80,000 - 100,000**

**170.****1955 PACKARD CARIBBEAN CONVERTIBLE**

Chassis no. 5588-1254

352ci OHV V8 Engine  
 Dual 4-Barrel Carburetor  
 275bhp at 4,600rpm  
 Ultramatic Automatic Transmission  
 Torsion Bar Suspension  
 4-Wheel Hydraulic Drum Brakes

- A wonderful piece of Americana
- Offered from a private collection
- Appealing patinated example
- Swansong model era for the marque

**THE PACKARD CARIBBEAN**

When veteran industrialist James J. Nance became president of the Packard Motor Car Co. in 1952, he immediately set about rebuilding the storied automaker's prestige and profits, which had eroded in the years following World War II. Although its cars continued to be built to exemplary standards, Packard in the post-WWII years failed to match the pace of styling change that its customers, and the rest of the US auto industry, had come to accept as the norm. Nevertheless, Packards of the late 1940s and 1950s are amongst the most collectible of post-war US automobiles, representing as they do the final flowering of that magnificent straight eight.

An ultra-luxurious sporting model newly introduced for the 1953 season, the Caribbean Convertible had been inspired by

the 'Pan American' show cars of 1952 and was intended to rival the Cadillac Eldorado. Built on a 122"-wheelbase chassis boasting independent front suspension, the Caribbean was powered by Packard's 327ci (5.4-liter) straight-eight engine, which transmitted its 180bhp to the rear wheels via a three-speed manual transmission. Only 750 of these expensive and exclusive models were built in 1953 and a further 400 in 1954 before the Caribbean was extensively restyled on a new chassis for 1955.

The 1955 models showed the world Nance's vision for a modern, fully competitive, V8-powered Packard—a car that took on archival Cadillac head-to-head in style, prestige and performance. Riding on a long wheelbase chassis, the Caribbean was powered by a massive 352-cubic-inch V8

rated at an impressive 275 horsepower, thanks in part to its dual four-barrel carburetors, and the new Torsion-Level rear suspension was a feature not available on even the most expensive Cadillac.

Costing more than \$5,932 at delivery, the Caribbean was well equipped. Standard luxury equipment included an Ultramatic automatic transmission with pushbutton controls, gold-tone "Caribbean" scripts, power windows and a Wonderbar radio. Accents throughout use 'vee' motifs to signify the new V8 power, while at its rear the cathedral style taillights were a novel feature immediately appreciated as a classic, and clever details such as symmetrical radio antennae (albeit only one was active), showed how much had gone into its design. The 499 Caribbean Convertibles built for 1955



### THE MOTORCAR OFFERED

represented less than one percent of Packard's total production of just 55,517 cars for the model year.

By the time the mildly restyled 1956 models appeared, Packard was in trouble. Big trouble. Sales were sputtering, and a two-year-old merger with Studebaker had both companies drowning in red ink. By the end of the '56 model year, Packard's Detroit assembly and engineering operations were shut down. The proud American luxury brand was effectively finished, although lightly disguised Indiana-built Studebakers would carry the Packard marque forward for two more years.

This '55 version of the legendary model comes to sale from a private collection in the South of the country and was acquired many years ago. Its VIN/build plate confirms that it remains in the original scheme in which it was delivered, the 'MJV' decoding as White Jade, Fire Opal and Onyx, with a corresponding trim reference of 96, being Vermillion and white leather. And, to judge from its condition this would seem to be a genuine honest example which has been maintained over its life rather than totally restored, the interior particularly is both in good shape but also has unmistakable patina to it.

With its striking looks and commodious interior these cars offer a great and sociable summer cruiser!

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

# 171.

## 1953 CHEVROLET CORVETTE

Chassis no. E53F001075

Engine no. LAY494788

235ci OHV Inline 6-Cylinder Engine

3 Carter Carburetors

150bhp at 4,200rpm

2-Speed Powerglide Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- One of only 300 desirable first-year Corvette built
- Well documented, known history from new
- NCRS Top Flight winner
- A true piece of Americana



### THE MOTORCAR OFFERED

In January, 1953, Eduard Wallach and his wife Rita attended the General Motors Motorama at the Waldorf Astoria Hotel, a short cab ride from their apartment on Park Avenue. On display for the first time at the opening Motorama show was the Corvette. Rita was so smitten by the new 'Vette, she immediately put down a deposit to purchase one. Because her father was a favored retired and recently deceased DuPont employee, she received one of the first Corvettes, serial number 075.

Rita had 075 delivered to Brady Stannard Cadillac Chevrolet Oldsmobile Co in Brewster, New York after assembly in late November 1953. It was the first Corvette in the mid-Hudson Valley.

From November, 1953 thru December 1955 they used their Corvette about 25,000 miles, and traded it in to Brady Stannard on the new 1956

Corvette. In 1956, Brady Stannard sold the car to Archie Bower of Danbury, CT for about \$2000. Archie joined a local chapter of the Corvette Club of America and used 075 for autocross and road rallies with his wife Dorothy.

Around 1960 Archie and Dorothy Bauer sold 075 to Ward "Topper" Cumpston of Danbury Connecticut. Three year later, Andrew Dohan of Candlewood Lake, Connecticut bought 075 for his son, Douglas, to use. Douglas and his father drove the car until 1966 when they parked it in the garage until 1973 when it was sold to Chris Rowland of Southbury Connecticut for \$1,750.

At an NCRS in the early 1980s, the seller spotted an ad for the car in a local Connecticut newspaper with an asking price of \$10,000. After a few years of saving to buy the car—and no takers willing to paying the asking price in the

ensuing time—Mr. Rowland finally sold it to the current owner in 1985 for \$9,750.

The Corvette sat for six years until it was taken to Richard Prince's newly formed restoration shop, Real Cars in Babylon New York. Seeing the long road ahead, the seller ever sold his house to help finance the restoration.

The actual project took a full 5 years of difficult labor. Early bodies with GM Parts Fab fiberglass are very tricky to preserve and require special fiberglass techniques much different than later Corvettes from 1955 onward. Care was taken to achieve spectacular results.

In August 1996 the NCRS held a Regional Meet at Corvette Carlisle, 075 scored 96.6 and received a Top Flight award, a great achievement for any restoration. 11 months later, 075 was



entered for judging at the NCRS National Meet at Lake Placid, New York. In front of the world's foremost team of judges, the car received a 97.8, which qualified it in the Duntov award range for judging.

As one of the best examples in the world, it is no surprise that the car was used as a center piece for the Canadian debut of the C5 Corvette at car shows across the country. Following that tour, the 'Vette was displayed in the lobby of the Brooklyn Museum of Art for the "Vital Forms Organic Design" Exhibit.

In 2003, 075 was readied for an epic drive to the place of its birth. John Salvio of Steinway Auto in Astoria New York worked to ensure mechanical reliability, paying special attention to the carburetors, intake manifold, wiper/washer system, transmission vacuum modulator, fuel pump, and exhaust manifold.

After the work, 'Vette was driven with top down to the special TODAY show broadcast for the Corvette's 50th and all the festivities in Flint, Michigan—including a parade and driving tour thru Plant #35 where the cars were assembled.

Since the above events, many other shows such as the Dodge Museum Motorama display in Michigan, Chevrolet's 100th Birthday display at the America On Wheels Museum in Allentown, Pennsylvania, and numerous local shows have amounted to some 8,000 miles being covered since restoration. Letting go after over three decades of ownership, this spectacularly well documented, nicely presented first-year Corvette is a rare opportunity to not just acquire one of the earliest examples of the legendary 'Vette, but a tried and true machine that is as go as it is show.

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

**Above:**

Eduard Wallach, #075's first owner, taking delivery of his new car at Brady-Stannard Cadillac Chevrolet in Brewster, New York. His wife Rita is at the wheel, his son Steven is to his right and youngest son Timothy is in the arms the dealership's owner.

# 172.

## 1956 CHEVROLET CORVETTE

Chassis no. E56S003317  
Engine no. 0546487F56GR

265ci OHV V8 Engine  
Dual 4-Barrel Carter Carburetors  
225bhp at 5,600rpm  
3-Speed Manual Transmission  
Independent Coil Front with Semi-Elliptic Leaf Spring Rear Suspension  
4-Wheel Hydraulic Drum Brakes

- Beautifully restored to a high standard
- Highly optioned with numerous power features
- Extensively documented and maintained
- Regional and National NCRS Top Flight Award winner



### THE MOTORCAR OFFERED

The Venetian Red over Red Corvette on offer here is one of the 100 of the 3,467 examples to roll off the production line in 1956.

Records on the prior history of the car stretch back to 1958 when Clarence Kennedy—believed to be the first owner—sold the droptop to Charles Goodwin of Plaistow, New Hampshire on July 21, 1958 for \$2500 as documented by the bill of sale and 1958 New Hampshire Vehicle Permit on file. Mr. Goodwin still owned the car in 1968 based on another New Hampshire Vehicle Permit on file from that year. Eventually landing in the care of Corvette dealer Wayne Butler from Jaffrey, New Hampshire, it was acquired by the present owner in October of 1986.

The car is equipped with every option offered in 1956, save for RPO #449, the high lift cam. All items are understood to be correctly date coded,

including the courtesy lights, parking brake alarm, windshield washer, radio, electric windows, white wall tires, two tone body paint, hydraulic folding top, 2x4 barrel carbs, 3-speed manual transmission, and hardtop.

In the ensuing 33 years of ownership, the car has been restored twice—with receipts on file demonstrating the extensive work carried out on both occasions. The first restoration, completed in the 1990s, was a body-on with a new paint job in lacquer. The second was a complete, body-off restoration and rebuild that was finished within the last 3 years. In the second restoration, the body was stripped and repainted in its original color with a clear coat applied. The car includes a new beige soft top, restored red hardtop, and a new red interior (seats, carpet and doors). All instruments are reported to be functional. Extensive mechanical work includes a rebuild of



the carbs and engine, a new gas tank and some lines, all new exhaust system with oval mufflers, new brake lines, wheel cylinders and rebuilt master cylinder. Brake shoes and tires about 95%. Additionally, new wiring harnesses have been equipped throughout, the windshield wiper motor and radio have been rebuilt, all new dated glass has been fitted and the starter, generator, and hydraulic top mechanism have been given attention. All chrome and stainless excellent. All locks are keyed with the original keys. Even the frame sandblasted and painted. All in all, it is a beautiful, well optioned car.

Always garaged, sparingly driven and only occasionally shown since completed, it has received accolades in virtually every event it has attended. In has earned two National Corvette Restorers Society (NCRS) Top Flight awards, one regionally in Connecticut and another at a

national meet in Lake Placid, New York. Complete with a heaping file of service and restoration receipts, various historical records, owner's manual, and numerous award ribbons and trophies, this stunning machine is a discerning choice for any collector.

**\$80,000 - 100,000**



# 173.

## 1967 PONTIAC GTO CONVERTIBLE

Chassis no. 242677P101050

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

- *Wonderful example of drop-top muscle*
- *Optioned with air conditioning, power steering and a 4-speed manual*
- *Complete with books*
- *Detroit Muscle at its finest*



### THE PONTIAC GTO

For many enthusiasts the GTO remains the only 'Muscle Car' that matters. The originator of the concept, the GTO was a special car at a special time and became an instant legend. All GTOs are collectors' items but none more so than the original, and at the time there were hardly enough to go around. Borrowed from the competition version of Ferrari's famous 250-series sports car, the



initials stand for 'Gran Turismo Omologato' – homologated Grand Touring. The GTO started out as a high performance options package for the 'intermediate' sized Pontiac Tempest Le Mans and came in sports coupe, hardtop coupe and convertible variants distinguished by those all important 'GTO' badges. At the GTO's heart was a 389ci (6.4-liter) V8 engine available in two states of tune: standard 325bhp with a single, four-barrel carburetor or optional 348bhp equipped with the Tri-Power set-up of three, twin-choke instruments. Transmission options included the (stock) heavy-duty three-speed manual gearbox, three-speed Hydra-Matic auto and Muncie close-ratio manual four-speeder with Hurst shifter, while there was a lengthy list of special performance-enhancing GTO accessories. Big-car power in a medium sized package made for exhilarating performance, Car &

Driver magazine achieving a 0-60mph time of 4.6 seconds and the standing quarter-mile in 13.1s/115.0mph with a 348bhp, manual transmission example, figures that put many a more exalted - and more expensive - purpose-built sports car to shame.

For 1967, the standard V8 displaced 400ci (6,557cc) and produced 335bhp while a less powerful 'economy' engine and more powerful 428ci (7.0-liter) unit were options.





### THE MOTORCAR OFFERED

In addition to being nicely presented in Cameo Ivory the 1967 Pontiac GTO Two-Door convertible offered here is equipped with a 4-Speed manual, 3.55 rear end, power steering, pushbutton radio and air-conditioning according to the vehicle's build sheet. The interior is trimmed in Red vinyl and the GTO rides on deluxe wheel discs wrapped in white wide oval tires. Today, the car presents in generally good condition with the interior showing little in the way of wear with no tears to be found on the bucket seats. Under the hood looks equally tidy, however the age of the car has allowed for some minor surface corrosion to appear on bits of the hardware. Regardless, this drop-top piece of American muscle is not lacking in two major categories: style and horsepower. Accompanying the vehicle are a set of original books. 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.

**\$45,000 - 55,000**



**174.****1957 FORD THUNDERBIRD**

Chassis no. D7FH36515

312ci OHV V8 Engine  
 Single 4-Barrel Carburetor  
 245bhp at 4,500rpm  
 Ford-O-Matic Automatic Transmission  
 Front Independent Suspension – Live Rear Axle  
 4-Wheel Drum Brakes

- *Nicely presented example*
- *Ready for local shows and events*
- *Elegant color scheme*
- *The last of the classic Thunderbird*

**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.



Understandably, there were few alterations made for the '56 model year, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the engine options. A more thoroughgoing re-style 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 improved the handling. Despite its success, the original Thunderbird concept soon was abandoned and a larger—and slower—four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight.

Today the original 1955-'57 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 is finished in the classic and understated Raven Black over white vinyl with a tan top. Fitted with the optional automatic transmission, it no doubt caught quite a few people's attention then as now. Subject of an older restoration, the vendor has enjoyed occasional, warm weather drives, maintaining the car as necessary. This lovely example is ready to enjoy at local car shows and events, or on a weekend drive.

**\$30,000 - 35,000**  
**WITHOUT RESERVE**

**175.**

1965 FORD MUSTANG K-CODE CONVERTIBLE

Chassis no. 5R09K140664

289ci OHV K-Code HiPo V8 Engine

Single 4-Barrel Carburetor

271bhp at 5,600rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

Without Reserve

- Equipped with the most powerful V8 available in the Mustang
- Desirable factory options
- An American Pony Car icon
- Contrary to popular belief, you needn't slow your Mustang down



**THE FORD MUSTANG**

Introduced in April 1964 at the New York World's Fair, and conceived by Lee Iacocca, the Ford Mustang created an overnight nationwide sensation. It offered a winning combination of sporting performance, personal luxury, and crisp styling that spawned a new 'Pony Car' market and encouraged stiff competition from Detroit's other major automakers. Part of the Mustang's appeal was the wide range of options; Ford offered the ability to truly personalize a Mustang. A buyer could specify anything from a relatively tame six-cylinder coupe to a fully equipped convertible with one of three high-performance V-8 engines. While Ford projected first year sales of around 100,000, this mark was reached in a mere four months, making the Mustang's introduction the most successful in automotive history. By 1966, one million Mustangs were being driven on

American roads. To this day, the Mustang is the only one of the original pony cars, Camaro and Firebird included, to have remained in continuous production since its unveiling.

**THE MOTORCAR OFFERED**

This Rangoon Red droptop left the San Jose, California factory equipped with the most potent V8 Ford offered in the 'Stang, the pavement shredding "Challenger High Performance" K-Code HiPo V8. Breathing through a throat four-barrel carburetor and featuring a 10.5:1 compression ratio, this premium fuel only mill put out over 70 extra ponies over the base V8 and just about double what one got from the straight six. Only one transmission was available with the K-Code, a four-speed manual rowed with a T-bar shifter, as is the case in this machine.

The current owner acquired this Pony Car from Edmond, Oklahoma in August of 2003 and has sparingly driven the car since purchase. The recipient of prior restoration work, it shows very nicely today. With the summer driving season upon us, there is no better way to take advantage of the weather and the roads than in a well optioned Mustang like this!

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

Lots 176 - 187: Property from a Private Ford Collection

# 176.

## 1962 FORD GALAXIE 483 2-DOOR SEDAN

Chassis no. 2D51G103083

483ci OHV 'Experimental' V8  
 Two Holley 4-Barrel Carburetors  
 500bhp at 5,000rpm (est.)  
 4-Speed Borg-Warner T-10 Manual Transmission  
 Front Coil Spring and Rear Leaf Suspension  
 4-Wheel Hydraulic Drum Brakes

- *Factory Experimental Performance*
- *Incredible Find for Ford Enthusiast*
- *Biggest Big Block Ever in a Ford*



### THE FORD BIG BLOCK

In late 1957, the Automobile Manufacturer's Association announced a voluntary ban on using performance and speed as selling factors for their automobiles. However, Ford had several projects in the works when the ban went into effect and in 1958, the FE block which displaced 352 cubic inches and was rated at 300bhp was introduced. In 1960, Ford brought out a high-performance edition of that engine, one fitted with an aluminum intake manifold, cast-iron headers, special brakes, wheels and other internal tweaks with an output of 360 horses. The following



year a 390ci version was released, 300bhp in street form, but a performance version from the factory with 375bhp, while a dealer installed triple two-barrel carburetor set-up was available which bumped the output to 401bhp. In 1962, the next step was taken with the introduction of the 406ci V8s, a four-barrel version rated at 385bhp, and the triple-deuce version at 405bhp.

As the next generation engine, the legendary 427, was being readied for production, work was underway on the "335" project the next generation V8. Based on the project number, not its size, this would be Ford's last big-block engine design. With a displacement of 483ci, its horsepower estimated to be well north of 500. Never released as a production engine, a few of these experimental power plants evidently made into the public's hands.

### THE MOTORCAR OFFERED

According to our consignor, this is one of those cars. The story goes that a Texas gentleman and father named Coleman, had a couple of daughters that were into showing horses. A vehicle was needed to tow the horse trailer to various events. To perform this duty a basic 1962 Ford Galaxie Club sedan was ordered from Doug Shaw Ford in Burleson, Texas. It had the 405bhp version of the 406 engine which required special brakes, 15" wheels a 4-speed manual transmission, but did not allow for items like power steering, brakes or air-conditioning. As the story goes, the owner wanted something even more potent and the dealer told him of a Grand National stock car engine, the 483ci V8. An order was placed through Holman & Moody, Ford's go-to shop for go-fast cars and an engine was secured and installed. Mr. Coleman insisted that he must have the fender badges that displayed the displacement on the fenders and those were also shipped with the engine.



The car was used for several years for the purpose it was intended, and then parked and forgotten about until it was acquired by our vendor. Since it was acquired, it has been given a complete rebuild and today sits as a tribute to the horsepower and ingenuity of Ford's Total Performance programs of the 1960's. Finished in Corinthian White, all exterior side trim and badging have been removed except for the those special "483" badges. This super Ford is riding on specially prepared high performance 15" wheels wearing fresh Goodyear Eagle ST blackwall tires with performance orientated special treads.

The engine has been completely gone through and features trumpet exhausts just ahead of the rear wheels that let out a roar when the 483 V8 comes alive. Electrical charging has been upgraded to an alternator system and the during the rebuild, the trailer tow-bar was removed from the back of the car. All remaining chrome and bright work is either from new-old stock or been

professionally re-plated to show-car standards. Looking inside the car, the seats are done with mottled gray vinyl bolsters combined with period correct insert fabrics while the dashboard and garnish moldings are finished in silver-gray metallic. All instruments are of the original style with the exception of an in-dash tachometer that has been mounted into the instrument cluster nacelle normally reserved for the electric clock.

Currently showing just over 34,000 miles, our consignor believes there are most likely from new, but the true miles are unknown. He does say that this Ford is powerful, almost scary fast, and has only been given a few test miles since its build was completed. An interesting part of Ford's Total Performance Program, with a powerplant and a story that has never come to auction before.

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



**177.****1963 FORD 300 2-DOOR SEDAN**

Chassis no. 3U53R175318

427ci OHV R-Code "Wedge" V8  
 Two Holley 4-Barrel Carburetors  
 425bhp at 6,200rpm  
 4-Speed Borg-Warner T-10 Manual Transmission  
 Front Coil Spring and Rear Leaf Suspension  
 Front Disc Brakes, Drum Brakes to the Rear

- *Lovely Appearance for Ford's Total Performance*
- *Incredible Research in the Build*
- *Excellent Workmanship Throughout*

**THE FORD 300**

For 1963, Ford in their sales literatures touted their line of Galaxie models as "Big, Bold, Beauty". At the entry level there was the base Galaxie, followed by the considerably more up-scale the Galaxie 500 and at the top, the luxurious Galaxie 500XL with bucket seat and center console sportiness. But if you looked real-hard, you might find a little box in the prestige sales brochure quietly touting the "New 300". In small print it stated that these cars were the lowest priced full-size sedans, that there was a selection of four interior trims, but just beige for use in a taxi cab or police cars. This model was marketed to fleet owners of which major customers included livery and law enforcement services. However, there was another market out there that wasn't mentioned in the regular sales literature. Those who want the ultimate in horsepower placed into a car that was purpose built for performance and speed.

Ford's total performance reached its Zenith when in January 1963, the newest incarnation of Ford's FE block was unleashed in the form of the 427 "wedge" head V8. Available with a single four-barrel it was rated at 410bhp and denoted by the letter "Q" in the fifth position of the VIN. Then, there was the "R" code 427, with dual Holley four-barrel carburetors and rated at 425bhp. For those who ordered either of these two engines, there were a number of required parts included in the package, and some at extra cost. At \$188, a four-speed manual transmission was the only shifter available, which still employed the dependable Borg-Warner T-10 unit. Other essential items; up-graded brakes from the station wagon series with 3" wide pads up front, 2.5" wide to the rear, special 15" steel wheels produced for Ford by Kelsey Hayes , (blackwall tires were standard, whitewalls could be had but didn't make the car go any

faster) and the use of a heavy-duty frame, part no. C3AZ-5005-F, which was officially designated for taxi cabs and the interceptor models for law enforcement.



## THE MOTORCAR OFFERED

Our consignor tells us this car is a genuine R-code 425bhp 427 ci V8. Built at Ford's Louisville, Kentucky assembly plant, it was purchased new in California by a Mr. Johnston as a wedding present for his wife (lucky girl). Originally finished in Viking Blue Metallic it was cherished by Mrs. Johnston who surely must have surprised plenty of younger guys and their hopped-up cars when the nice lady in the blue Ford sedan showed up.

By design, the Ford 300 series had a most austere presentation. All that exterior trim was just more cost at the time of purchase and required more masking when painting the car black and white, or some other color scheme for the livery trade. Mrs. Johnston's Ford was well cared for over the years but in the late 1970's she was diagnosed with a terminal ailment. As long as she could still drive her beloved Ford, shifting through those four gears and perfectly timing the clutch

and shift lever movements, she enjoyed the ride. After her passing the car was stored away. In the late 1990's, it was rescued from its slumber. At that time a fresh coat of blue paint, a few shades darker than the original Viking Blue, was applied. During the rebuilt of this sedan, the original data plate disappeared. A few modifications were applied to make the car more livable including upgraded dual-chamber disc brakes for the front wheels—the original heavy-duty drum brakes out back were retained. Also installed was a custom-built aluminum radiator for improved engine cooling and a Vintage air-conditioning unit for increased passenger cooling. Several aftermarket gauges to monitor the engine's operation were also part of the additions. Retaining it impossible to find 15" Kelsey Hayes wheel, they are currently wearing a set of B.F. Goodrich Tiger Paw P235/75R5 blackwall tires. The stark black, all vinyl bench seat interior remains and the dashboard is fitted with original Magic-Aire

heater-defroster, push-button AM radio and even a clock.

This Ford 300 sedan is a performance vehicle that can not only be admired but is ready to be taken out and put through its paces. Look this one over carefully and then own a legend.

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

**178.****1963 FORD GALAXIE 2-DOOR SEDAN**

Chassis no. 3G51R193476

427ci OHV R-Code V8

Dual Holley 4-Barrel Carburetors

425bhp at 6,200rpm

4-Speed Borg-Warner T-10 Manual Transmission with Hurst Line-Lock

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Second Owner, Full History Known*
- *Incredibly Well-Presented Performance*
- *Never Spent a Night Outside*
- *Equipped with rare and desirable Hurst Line-Lock*

**THE MOTORCAR OFFERED**

Even in 1963 at the height of Ford's "Total Performance" campaign, the sale of a high-performance vehicle was not a daily occurrence at most dealerships. For one such Ford agency in the Cleveland, Ohio area, it must have seemed a bit odd when an order was generated for a basic Galaxie two-door sedan, finished in Viking Blue with the basic blue vinyl and fabric bench seat interior to be fitted with push-button AM



radio, Magic-Aire heater-defroster and the high-performance R-code 427ci V8 package.

Once this Galaxie was received in early June 1963, it served limited duties as a family car for the original owner. According to our consignee when this car was taken home for the first time, it was given a place of honor in the family garage where it was stored and protected from the elements. This doesn't mean it was put up on blocks and forgotten. There are tales that it did a good job on tearing up some of the local streets near its hometown, and that on one hot run, there was a mishap with a clutch, which in addition to destroying itself, launched several pieces of material in all directions, including causing damage to the hood. After everything was restored to order, including fixing the hood and matching the original Viking Blue paint, this vehicle's racing days were somewhat curbed.

However, the love and care it had when first purchased.

After the father of the family passed away it was acquired by his son who like his father, understood the importance of this particular car, showing on rare occasion. As with his father, it never spent a night outside. The son had hoped to pass it on to his son, but after the delivery of his seventh daughter it was made available to our consignee.

Since this Galaxie has been in the care of our consignee, the tradition of always keeping it garaged and maintained has continued. Today the odometer shows just under 26,500 miles which we have been told is from new—but there is no documentation to abet this. Its original engine retains the proper Holley carburetors and air-filter housing plus chrome draw-up kit





items, while the Borg-Warner T-10 four-speed is reported to be in excellent condition. However, from the exploding clutch experience there are several period replacement parts on the car. The original Viking Blue metallic paint retains most of its luster and if you look closely you can tell that the hood has been touched up from the same mechanical issue. There are several chips and minor issues, the most noticeable being a small dent in the right rear quarter panel. Brightwork is in remarkably well-preserved and presented condition, again with a light patina from age. The seats of the car are also original with the correct vinyl and fabric materials showing only the slightest wear at the driver's position while the rear seat appeared to have never been used. It retains its original radio and the instrument cluster is clear and has a period correct Sun tachometer mounted to the steering column in traditional "knee-knocker" location. One of the most unique

features of this car is the original Hurst Line-Lock device that our consignor says was a \$35.00 option available through the Ford dealers. The original lock-out switch is mounted to the gear-shift lever with the rest of the device mounted under the hood.

Also original to the car are the five heavy-duty special 15" wheels adorned with the base hubcaps wearing a set of "Broadway Classic" whitewall tires. Inside the luggage compartment remains the factory jack, lug wrench and spare tire, and like the rest of this car, presents quite well as an unrestored, original car.

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



**179.****1964 FORD GALAXIE 500 XL R-CODE 2-DOOR HARDTOP**

Chassis no. 4A68R126865

427ci OHV R-Code "Side-Oiler" V8

Dual Holley 4-Barrel Carburetors

425bhp at 5,000rpm

4-Speed Manual Transmission

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Epitome of Performance and Luxury*
- *Preserved and Well Appointed*
- *Factory R-Code Engine, J-Code Rangoon Red*

**THE FORD GALAXIE**

When it came to "Total Performance", no one could hold a candle to Ford in 1964. That year everything seemed to come together with superb styling for the passenger cars and some of the hottest engines the American auto industry has ever seen. Introduced for mid-year 1963 was the ultimate FE big-block engine, the 427ci V8. Available in two levels, 410bhp with a single four-barrel, or 425bhp,



"R" code version with dual four-barrels. Known among fans as the "side-oiler", these powerhouses would propel full-size Fords into the front of pack be it on the street, strip or track. If someone had a hunger, a need for speed, Ford had a full menu ready to be served up.

Style-wise, the full-size 1964 Ford line featured a modern space-age design that had sculpted body side panels with flowing accent lines and on hardtop models, fastback rooflines that emulated the lines of a sporty convertible while providing a snug and cozy riding experience. Capping off the presentation were Ford's traditional jet inspired rounded taillights. Offered in three trim levels for 1964, there was the basic Galaxie and then the upgraded and very popular Galaxie 500. But for those looking for a car that would impress, excite and excel, there was the Galaxie 500-XL.

Set apart from the lower priced models, the 500-XL featured special badging, comfortable all-vinyl bucket seats up front and a center console which most often was the home for the gear shift lever.

Car buyers flocked to the Ford showrooms as these big cars won sales, while Ford was busy winning in the world of motorsports. In NASCAR, Ford took the checkered flag in 30 of the 62 official events for 1964 (and another five wins came to Dearborn with the 427 powered Mercurys). For drag-strip competition, Ford produced a limited number of lightweight Galaxie 500 2-door hardtops that a number of teams took to victory to bring home the first NHRA's Manufacturer's Cup.



## THE MOTORCAR OFFERED

But for the person who wanted speed and a desire to impress friends, the Galaxie 500XL was the answer. Our consignor tells us he found this car in 2004 being offered for sale on the Internet. From what he could gather the father of the seller had purchased the car new and had kept it in his garage, protected, for many years. Built at Ford's Atlanta, Georgia assembly plant towards the end of November 1963, it was finished in gleaming Rangoon Red on the exterior and durable all vinyl interior. Best of all the original owner had stepped up for the \$461.60 R-code 427ci engine, which also required an addition \$188 for the 4-speed manual transmission.

Close inspection of the car reveals it has had one repaint in the original color but that original sharp factory interior is still in place. The odometer shows right at 25,250 miles, but there are no records as to the car's true mileage. Since it was

acquired by our consignor, he has kept up the habit of keeping car this car indoors when not in use.

Typical of the R-code engine, it is a little groggy on start-up, but once it gets the juices flowing, she is ready for the open highway. These cars are perfect for cruising all day long as only the rear two-barrels of the front carburetor feed the car when traveling down the highway. But in those instances when performance is required, all eight barrels of those dual Holleys kick in and can get you down the road at break-neck speeds.

The brightwork, including the chrome, shines like beautifully and everything is reported to be operational including the original push-button transistor radio, "Magic-Aire" Heater Defroster and even the clock. The car still rides on its special high-performance 15-inch wheels which

are adorned by those unique matching-sized wheelcovers. For the ultimate street performance machine in style, comfort, and performance, this Galaxie 500XL Hardtop will fill the bill!

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

**180.****1965 FORD GALAXIE 500 M-CODE  
"CAMMER" 2-DOOR HARDTOP**

Chassis no. 5F66M100016

427ci SOHC M-Code V8

Dual Holley 4-Barrel Carburetors

657bhp at 6,000rpm

4-Speed Manual Transmission

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Factory Experimental Car*
- *Rare Factory M Code 427 "Cammer" Engine*
- *Banned by NASCAR*
- *One of the most powerful Fords ever made*

**THE FORD "CAMMER"**

1965 was an exciting era to be working at Ford. During the previous spring the new subcompact Mustang had been released and the Rouge assembly plant could not make enough to fill the orders coming in. Ford's Total Performance program was in full-swing, and for the first time since 1957, a totally new full-size car was about to be released. Featuring a new squared off design signified by stacked headlights up front, sleek smooth even lines on the side panels, and



a rear end design that was totally different, yet immediately identifiable as a Ford. Customers of these new Fords had a wide range of engines to choose from starting with a 240ci inline 6-cylinder rated 150bhp, up to the 427ci, "wedge head", dual four-barrel equipped 425bhp V8.

However, Ford had one more engine that was of even higher performance than the R-code wedge head 427, one that evoked fear in the competition. One that was actually banned from the NASCAR race tracks before it was even allowed to strut its stuff. The SOHC 427, known affectionately by its fans as the "Cammer".

During the 1964 NASCAR season, Ford was doing quite well, taking home the Manufacturer's Cup that year with 30 wins

under its belt, more than twice its nearest competitor. However, Dodge and Plymouth cars, which together scored another 26 victories, were being powered by a totally new version of their legendary Hemi V8. Even though this motor was not available to the public, NASCAR officials sanctioned its use in competition. When Ford approached NASCAR with a request to install their new SOHC 427 in the Galaxie race cars, NASCAR said no! Officially the new Hemi from Mopar was advertised rated at 426bhp while the new Ford engine was capable of 616bhp with a single four-barrel, and up to 657bhp with a dual four-barrel arrangement.

Not to be deterred, the SOHC 427 "Cammer" would go on to race in a newly created class within the NHRA, A/FX, or a factory experimental. There the "Cammer" was



teamed up with the new Ford Mustangs in a limited run of fastbacks specially prepared by the shops of Holman & Moody. Drivers such as Les Ritchey, Bill Lawton and Bob Hamilton, seemed to dominate the quarter-mile strip, as well as the one of the all-time NHRA greats "Gas" Ronda. The engine also fared well in other NHRA classes with drivers like "Sneaky Pete" Robinson and Don "The Snake" Prudhomme in their Cammer powered rail-jobs.

But what about putting the "Cammer" in a regular production car? If one looks at 1965 Ford-Mercury Shop Manual, on page 1-4, it provides a breakdown of the serial number codes. When looking at a 1965 Ford serial number, the factory installed engine was signified by the fifth character in the serial number or VIN. Looking through the list are

two interesting entries. "L" for "8-Cylinder 427 Cu. In. (4V OH Cam) and the letter "M" for "8-Cylinder 427 Cu. In. (8V OH Cam). Indeed, it did appear that Ford may have well intended to release these mighty engines into actual street machines. Now, the question remains did Ford ever build any full-size Galaxies with either one of these two engines?



### THE MOTORCAR OFFERED

For many years, Ford operated a real-life top-secret operation out of Watkins Glen, New York. Likened to the U.S. Government's "Area 51" in Nevada, Ford's "X-Garage" was strictly off limits to anyone except those who had a "need-to-know". It was through this facility that 5F66M100016 emerged.

For those who know how to breakdown the Ford serial numbers, there are several immediate red-flags. The first character, "5" represents the 1965 model year, the second character "F" shows the Dearborn, Michigan assembly plant. "66" signifies the Galaxie 500 2-dr hardtop, and then the letter "M", according to the Ford published shop manual shows the 427 Cu. In. 8V OH Cam V8 engine!

A rather interesting curiosity about this car is the fact that the serial number shows it was assembled at the Dearborn assembly plant. During this time period, from about March 1964 onward, Dearborn was building the unibody Ford

Mustang and not full-size body-on-frame cars. However, as our consignor reasons, this was an experimental unit, most likely hand built. While Ford did operate a pilot plant for regular production vehicles in nearby Allen Park, Michigan, it is assumed that this car was most likely assembled at Ford's engineering facility located in Dearborn, thus was given the "F" code designation in its serial number.

The story goes, as related by our consignor, experimental cars and engines were sent to the "X-garage" at Watkins Glen. This was a test facility and prototype vehicles were put through their paces and evaluated. After testing Ford was supposed to send a special transporter to the pick-up the equipment and transport them either to another secret facility to either be further evaluated or ultimately destroyed. According to our consignor, occasionally, a car or an engine would fall through the cracks. Once testing was completed, the vehicles were stored outside and often left to the elements.



One of the engineers involved in the project was a "Mr. Henderson". It is unknown if it was out of a sense of historical preservation or just because he might be able to re-purpose things down the road, that he would occasionally bring home a car or an engine or other experimental parts that were of no further use to the company. In a letter written by Mr. Henderson's son he explained: "After my dad passed away in 1980, my sister was the estate executor and would not let anybody see or sell anything from his previous years at Ford. She passed away in 1998 and we finally got to see and sell my father's possessions."

According to the letter, that "M-code" Ford was driven on the streets for years before being parked in a field in the early 1970's. Around 1972-73, the letter writer's brother removed the "SHOC (sic) engine" from the car and installed it in a motorboat. The letter goes on to say that the brother later installed a 390ci V8 into the vehicle and took it stock-car racing before abandoning it on the

family farm near Elmira, NY. After the passing of the sister, the two brothers divided up the left-over cars and engines which is when the current owner acquired the car.

After 5F66M100016 was purchased it was transported to our consignor's shops. According to his recollection, when the car arrived it was not in the best of condition. The original data plate was missing from the car and there was little paperwork included. A full restoration of the Galaxie 500 took place which included locating a proper 427 SOHC "Cammer" V8.

Using a bit of forensic research, the original color of this car was determined to be Springtime Yellow and that was replicated. It was also determined to have a basic black all-vinyl interior also replicated during the restoration process. NOS parts were used wherever possible which today provides a showroom fresh appearance. This car really warrants a close inspection with a keen eye for little

details. Up front the headlights are protected by rarely seen clear glass headlight covers produced for Ford by Pyrex. The wheels were designed for high-performance operation, fitted with the basic hubcaps of the day and blackwall tires. Looking inside the car, there is nothing added to the interior that the factory would not have installed. Amenities are simple with only the Magic-Aire heater included. There are no horsepower robbing accessories included such as power steering or brake, manual roll-up windows and adjustable bench seat, and don't look for a radio, that's just extra weight.

The car is presented in excellent condition and its performance has been tested only once or twice, according to the vendor, and has proven to be adequate. Our seller believes this is honestly of one-of-one and one that should not have escaped into the general public.

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

**181.****1966 FORD GALAXIE 500 R-CODE 2-DOOR HARDTOP**

Chassis no. 6P66R114996

427ci OHV R-Code "Wedge" V8

Dual Holley 4-Barrel Carburetors

425bhp at 6,000rpm

4-Speed Manual Transmission

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Last of the R-Code Full-Size Fords*
- *Outstanding Presentation and Colors*
- *Well Maintained for Show or Go*
- *A true sleeper*

**THE BIG BLOCK GALAXIE**

By 1966, the idea of a full-size performance car was beginning to lose momentum in the market place. High performance at Ford had found new homes in the mid-size Fairlane models and of course the leader in the sport-compact market, Mustang. But the options for big-car buyers were still there, and a few customers still went after those big guns. For 1966, there were two versions of the "wedge" head 427ci V8s listed, a W-code single-4-barrel rated at 410bhp, and the R-code, with dual Holley 4-barrels and rated at 425bhp. Even though there had been improvements such as refined and tuned cast iron headers, better breathing intake manifolds, and more, the official power output ratings had remained constant since introduced in 1963. Standard with the 427 packages were heavy-duty front and rear suspension as well as the driveshaft, differential and rear axles. Also

included were modified transmission mounts output shaft and universal joints. Also, all 427 equipped Galaxies came with dual-exhaust as standard equipment plus a chrome dress-up kit for valve covers and oil-cap. Equipment restrictions still applied such as no power steering or brakes and especially no air-conditioning. By 1966, all Galaxie models were fitted with 15" wheels, but those on the performance models were considerably stronger than the standard passenger car.

Starting with 1965, full-size Fords switched to a new "Torque Box Frame" that allowed for a stable body mount and reduction in body-flex. This new chassis combined with Ford's newly developed "tuned body mounting" system provided for not only a smoother ride, but new insulation methods reduced road noise to a minimum.





## THE MOTORCAR OFFERED

The most popular series for the full-size 1966 Ford line was the Galaxie 500 and among its four models, the 2-dr hardtop reigned supreme with 198,532 copies produced. Signified in the serial number or VIN, by the numbers “66” these were rather common cars. What was uncommon, finding the letter “R” in the fifth position of the VIN, the letter that indicated the 425hp version of the mighty 427. This car was assembled at Ford’s Twin Cities plant near Minneapolis/St. Paul, Minnesota during the first week of October 1966. In addition to having the R-code 427 V8, it was also one of very few 1966 Ford’s that received a two-tone paint scheme with the lower body painted Springtime Yellow and the roof finished in Corinthian White. The interior of the car features full-width bench seats in a the optionally available specially embossed black vinyl seat coverings, black loop pile nylon carpeting and other appointments in black. Under the hood

the original 427 engine rests, ready to serve up a mix of premium fuel and air, with a pair of thirsty Holley four-barrel carbs. Those carburetors are protected by that large aluminum oval air filter housing decorated with the spread-wing 427 emblem at the front. You can look but you won’t see any horsepower robbing accessories under this hood, only a pair of imposing cast-iron headers.

According to our consignor, this car was sold new in the Kansas City, Missouri area and today the odometer shows just over 23,250 miles, which is understood to be from new. Helping to confirm these low miles is a Royal Triton lubrication sticker dated July 1971, showing the miles at that time to be 21,506. There are a couple of creature comforts like tinted glass all around, Magic-Aire heating and defrost system, and a factory AM-FM push-button radio—still

quite a novelty on 1966. The original wheels are adorned with the basic “dog-dish” hubcap and the car is riding on what appear to be period correct Firestone 7.10X15 “Gum-Dipped” blackwall tires.

When new, Ford advertised the Galaxie 500 line as “the smoothest brute on the road”. Quite possibly one of the most unassuming sleepers of its day, put yourself behind its steering wheel show others a new trick or two!

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



**182.****1966 FORD GALAXIE 7-LITER Q-CODE 2-DOOR HARDTOP**

Chassis no. 6N61Q116341

427ci OHV Q-Code V8

Holley 4-Barrel Carburetor

410bhp at 6,000rpm

4-speed "Top Loader" Transmission

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Luxurious Performance Car Enhanced*
- *Professional Installation*
- *Awesome Total Performance*

**THE GALAXIE**

For 1966 Ford offered a complete-spectrum of full-size vehicles, from the fleet orientated Customs to the luxury laden new LTD line. Most popular with customers were the Galaxie 500's and a just step above those were the 500XL's with bucket seats, a sporty center console with availability limited to just the 2-door hardtop and convertible model. For 1966, a new family of V8 engines was

introduced and the biggest available was the 428ci V8. A special package was created combining the 500XL's appointments and this new big-block V8 and marketed as the 7-Liter. Production of these models, denoted by special badging, unique wheelcovers and the letter "Q" in the fifth position of the serial number, saw just 2,368 convertibles and 8,705 2-door hardtops produced, and today they are highly prized.

**THE MOTORCAR OFFERED**

This interesting example of a 1966 Ford Galaxie 7-Liter 2-door hardtop is finished in its original color of Springtime Yellow and complemented with the factory installed bucket seats in their original black vinyl covering. The car was fitted at the Norfolk, Virginia assembly plant with the 335bhp, 428ci V8 engine and backed up by the Cruise-O-Matic automatic transmission. This original 7-Liter was also equipped with power steering and power brakes, both items readily available with the 7-Liter package.

According to our consignor, the original engine experienced a catastrophic failure and was taken back to the dealership for a warranty replacement. It is understood that the owner was offered the chance to upgrade to a brand new 427 ci side-oiler V8, fitted with dual four-barrel carbs, and long-tube headers. The swap was made. At one point the transmission was also



upgraded to a Ford "Top-Loader" 4-speed manual. The owner was quite proud of his new found performance car and babied it for many years. In the 1980s, the 427ci equipped 7-Liter Ford was put into storage and remained there until the early 1990s. At that time, the husband of his daughter expressed an interest in the vehicle and the owner gifted the car to the young man with the hopes it would be brought back on the road.

Again, from what our seller has told us, the son seemed to lack much appreciation of the original speed equipment and reportedly removed the original intake manifold, both high-performance heads and those original cast-iron headers and disposed of them, thinking it would be more economical to replace them with standard stock items. Once his father-in-law learned of this travesty, he repossessed the car and offered it for sale.

Once our consignor acquired this 7-Liter hardtop in the early 2000s and set about to get it back on the road. Out of his own collection of high-performance parts he was able to locate a pair of original 427 heads. A new Edelbrock 4-barrel aluminum intake manifold was added to the engine build as were a pair of vintage Hedman headers. A few other critical parts were also located which completed the package. The engine was given a rebuild and the car assembled with a Holley 4-barrel carburetor supplying the fuel-air mixture.

At the time of the engine rebuild the Ford was given a re-spray in its original Springtime Yellow and all bright trim was polished, replated or replaced as needed. Today this 7-Liter Ford is wearing a full set of those original wheelcovers with a set of B.F. Goodrich "Redline" radial tire on the rims. It is one of the few Fords with a 427

V8 that is also equipped with power steering and brakes that had been retained after the original swap. Extras on this car include front and rear bumperettes, tinted glass all around, an original AM-FM radio in the dash, plus a period correct Hurst shifter.

Our seller describes this 7-Liter hardtop as a great running car that you can take out, wind it up and really enjoy the open road, with a good-looking Ford from the heart of the brand's "Total Performance" era.

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



**183.****1968 SHELBY GT350 FASTBACK**

Chassis no. 8T02J188438-02802

302ci OHV V8

Holley 4-Barrel Carburetor

250bhp at 5,000rpm

4-Speed Manual Transmission

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

Power-Assisted Front Disc with Rear Drum Brakes

- Consecutive Unit Number with Lot 183
- Owner History Known from New
- Nicely Restored for Show or Go
- Entered into the Shelby Registry

**THE SHELBY GT350**

Starting with the 1968 model year, the Shelby Mustang program had some major changes. In addition to convertible models being offered, the GT350 now received the newly released larger displacement 302 cubic inch small-block, and even though the horsepower rating was than the previous GT350's, it was still a potent machine with a 600 cfm Holley V8 atop a Cobra aluminum intake manifold.

Add to that the oval aluminum air-filter and those Cobra emblazoned valve covers and it was game-on. Production of the basic



Mustangs destined for the Shelby program switched from the San Jose, California plant to Metuchen, New Jersey. From there the partially completed cars were shipped to the A. O. Smith company in Southfield, Michigan. There the fiberglass hood, unique fascia and special taillights, plus other Shelby exclusive parts such as console, gauges and badging plus special options, were added according to the customer's orders.

Also new this year was the serial number or VIN system issued to Shelby Mustangs. Up to 1967, Shelby created their own serial number system, deleting or masking the original Ford numbers. For 1968, Shelby Mustangs retained their Ford issued VIN, at the very start of the model year plus a Shelby derived VIN that included year, model, body style, engine and transmission. This complicated system was applied to around 150 early

units. Most 1968 Shelby Mustangs retained their Ford issued VIN, followed by a Shelby specific VIN consisting of simply five digits. Serial numbers were issued at the factory when the orders were received. When a group of orders arrived at Metuchen from a dealer or a district sales office, the unit sequence numbers were issued in consecutive order at that point. Shelby orders usually arrived at the Metuchen plant in batches of anywhere from 20-25 to up to 150 cars at a time, and as a result, Ford would issue VINs to these cars in the order they were processed. After the serial numbers were issued, the orders were sent to production scheduling to determine when each car would actually be assembled. From that point on, consecutive numbers were separated and rarely ever kept together. It wasn't uncommon for higher unit numbers to be produced out of order, often with no rhyme or reason.



## THE MOTORCAR OFFERED

In the middle of March 1968, a small group of Shelby orders were received at Metuchen of which the car on offer, 8T02J188438 was assigned Shelby ID number 02802. By coincidence, the very next car ordered, was virtually identical.

Finished in Lime Green metallic this GT350 was delivered new to a doctor in Boise, Idaho, according to our consignor. It was lightly used, and never abused. In 2007 it was acquired from the second owner, an oil-deck worker who lived near Rock Springs, Wyoming. It has been beautifully restored and retains all its the original equipment including the factory installed AM radio, Shelby gauges and other Cobra related appointment. Our consignor tells us it runs out quite well with the original engine and tight shifting 4-speed transmission. In the daylight the paint comes alive and those 10-spoke alloy wheels

glisten. The fit and finish of this car are at or above factory standards with easy opening and closing doors, hood and deck lid.

An important part of the Shelby Mustangs from 1968 are the "buck tags" which were attached to the car while it was being welded together in the body buck. On this car, that tag indicates this car's body was assembled on March 19, 1968 in gate #31, which is where many of the fastback Shelby's were assembled at Metuchen. The tag also shows this car was fitted with among other things, fold-down rear seat and rear-bumperettes.

Two years after adding this car to his collection, he acquired an identical Shelby Mustang, thinking it would be keen to have a pair of identical twins. It would be a couple more years before an amazing discovery was made!

**\$100,000 - \$125,000  
WITHOUT RESERVE**



**184.****1968 SHELBY GT350 FASTBACK**

Chassis no. 8T02J188439-02803

302ci OHV V8

Holley 4-Barrel Carburetor

250bhp at 5,000rpm

4-Speed Manual Transmission

Coil Spring Front Suspension, Semi-Elliptic Rear Leaf Springs

Power-Assisted Front Disc with Rear Drum Brakes

- Consecutive Unit Number with Lot 182
- Owner History Known from New
- Ready for Show or Go
- Entered into the Shelby Registry

**THE SHELBY GT350**

1968 saw a number of changes for the Shelby Mustang program. While Carroll Shelby's own facilities were no longer used to finish out the cars carrying his name, he was still very active in the design and development of those special edition pony cars. This year the Cobra name was officially applied to the GT350 and GT500 models. For the first time, customers could choose between Shelby's traditional fastback styling or a sporty convertible. And in January 1968, the new GT500KR with the 428 Cobra Jet V8 was released, the King of the Road had arrived.



However, the GT350 with the newly released 302 V8 was the most popular series with 1,253 fastback editions produced. It did lose a little of its power compared to the K-code 271bhp, 289ci V8's used the previous three seasons, but was blessed with at least 10% more power than the base engines found in regular Mustangs. A 600CFM Holley carburetor sat atop a special cast aluminum intake manifold from the Cobra. For dress-up there were the finned Cobra valve covers with matching oval air-cleaner allowing for a more unrestricted flow to that thirsty carb. Part of the Shelby GT350 package was the installation of were fuel pressure and boost gauges mounted at the head of the center console that also contain the transmission controls. While sales of the Shelby cars were only a small portion of the over-all market share that Mustang had captured, these

are the cars that drove the traffic to the showroom, and if one couldn't afford the \$4,116.62 base price of a GT350 fastback, they could probably afford \$3,000 for a base V8 fastback.

Also new for 1968 was the way the Shelby Mustangs were serial numbered. Up to 1967, Shelby discarded the Ford issued Mustang VINs and added their own numbers. For 1968, the Ford issued VIN stayed visible on the car with an addition five digits added to keep track of the Shelby units. (Approximately, the first 150 Shelby Mustangs for 1968 used a longer complex VIN which was discontinued early in the model year).



## THE MOTORCAR OFFERED

In mid-March 1968, the Metuchen factory received a batch of Shelby orders and as they were processed, both a Ford VIN as well as a Shelby VIN were issued. Once the order had been entered into the system, the build orders were sent out. Sometimes, even identical cars might find a higher serial number being produced, or coming off the assembly line, ahead of lower numbers. Such is the case of Shelby unit 2803. According to the original buck tag on this car, its body was assembled in welding Gate #31 on March 18, 1968. It was finished in Lime Green metallic, had the standard Shelby black vinyl interior as well as power steering, power brakes (discs up front), the fold-down rear seat and rear bumperettes, among other items.

Even though consecutive serial numbers might be right next to each other, after they leave the order desk chances are they may never

see each other once built. Such was the case with this car as it was shipped to a dealer in Troy, New York, and would eventually end up with a Mr. Henderson, at the time retired as an Engineer at Ford's "X-Garage" at Watkins Glen. Acquired by the present owner in 2009, the car had a fair amount of use but had been well maintained. After being brought back to our consignor's collection the car was given a complete restoration and brought up to show quality standards. At the time the speedometer was turned back to all zero's and that is where it remains to this day.

Then in 2011, one of our consignor's shop workers just happened to be detailing and cleaning this Shelby and a twin that was also in the same collection. At first he thought he might be seeing things, but after going back-and-forth between the two cars he realized, these two

identical GT350 fastbacks carried consecutive serial numbers. Checked and re-checked 43 years after being assigned numbers one after the other, they had come back together.

Owning one of these GT350's would be an honor, to own the pair, would be a dream.

**\$100,000 - \$125,000  
WITHOUT RESERVE**



**185.****1970 FORD MUSTANG “BOSS 429” FASTBACK**

Chassis no. 0F02Z141288

Kar Kraft no. KK2481

429ci OHV Q-Code V8

Holley 735 CFM 4-Barrel Carburetor

375bhp at 5,600rpm

4-Speed Close-Ratio Manual Transmission

Competition Coil Spring Front Suspension and Semi-Elliptic Rear Leaf Springs with Traction-Lok Live Rear Axle

Power-Assisted Front Disc and Rear Drum Brakes

- *Authentically Restored and Presented*
- *Most Sought After Performance Mustang*
- *Show Quality Presentation Throughout*
- *Rare opportunity to be the “Boss”*


**THE “BOSS” MUSTANG**

It is simply the most awesome regular production Ford Mustang ever created and it really deserves the name “Boss”. Created as an outlet to market their mighty NASCAR 429 engine, which was actually used on the track in the Torino-based Talladega hardtops, this was not your standard 429 V8 with a few tweaks to make it go faster. Derived from Ford’s “385” program, which was the last



generation of big-block Ford engines ever developed, the Boss 429 would use four-bolt mains, forged steel connecting rods and a heavy duty forged steel crank shaft. Special cast aluminum heads were developed to mount to the block using what Ford termed “crescent” combustion chambers that were basically a modified hemispherical style system. These heads were mounted using the “dry-deck” method, which meant they were mounted metal to metal without a head-gasket. Each individual oil and water passage were sealed tightly using “O” ring style seals which proved to be very effective.

When first developed, the Boss 429 engine used hydraulic lifter camshafts, but for 1970 a more secure system of mechanical lifters was incorporated into production. Another improvement that year was a modified

exhaust system that reduced any flow restrictions to a minimum. Despite these improvements, Ford did not cite any increase to the horsepower ratings. Fuel induction for the Boss 429 was achieved through the use of a single, 735 CFM four-barrel carburetor supplied by Holley, which was mounted atop a specially ported aluminum intake manifold.

NASCAR rules dictated that components had minimum production numbers to be properly homologated into the racing program, but NASCAR did not require that the components be made available to the public in the same configuration as raced. Thus, the production Talladega received a 335bhp version of the “Q” code 428 ci V8 matched to a C6 automatic transmission, which early competition versions were fitted with the FE block 427 ci side-olier with the Boss 429 being introduced later in the season.





There were major production woes to be addressed with the production of the Boss 429 Mustangs. Simply put, in pure stock form, the 1969 Mustang's engine bay would not accept the Boss 429 engine! Extensive hand re-working was needed for each vehicle and Ford turned to an ally in the Detroit area to help create these most powerful pony cars ever—Kar Kraft. The association of Ford with Kar Kraft dated back to 1963 and beginning of the GT40 project that would lead Ford to the winner's circle at the 24 Hours of Le Mans. Kar Kraft was prepared to do whatever was needed to get a car put together and deliver the ultimate in performance. With the Boss 429, or the "Boss-9" as it is often referred to today, each car was specially prepared as it came down the assembly line at the Rouge assembly plant in Dearborn. But there were a lot of parts missing from these

special Mustangs when they reached the end of the assembly process, most importantly, the engine and transmission.

These incomplete cars were then transported in special carriers to the Kar Kraft facility. There they entered their second assembly line. First order of business was a rebuild of the engine bay, removing the strut towers and inner fenders, then a relocation of the front suspension mounts so as not to interfere with the mounting of the engine. Also removed from the engine bay was the battery, relocated to the trunk. A rear sway bar was fitted to help keep the car going in a straight-line during acceleration and on the road maneuvers. Engines were prepared at Ford and shipped to Kar Kraft where special mountings had to be built before the mighty V8 was shoe-horned fitting snugly under the hood.

Other amenities added to the Boss 429 including the 3.91:1 "Traction-Lock" rear axle, and to keep track of the high-revving engine, a tachometer rated at 8,000 rpm was installed. Helping to keep the engine at an even operating temperature, an oil cooler system was added and finally a manually adjustable air-flow hood-scoop was mounted to the hood. Keeping the weight to a minimum, special ornamentation was missing from this car with a simple decal added to the front fenders proclaiming the car as the "Boss 429". The only other visual cues to this super Mustang's identity were the Magnum 500 wheels and a front spoiler to aid in providing a bit of downward force. One final touch was added, the application of a small silver sticker with the letter "KK" and found control numbers applied to the rear face of the drivers door either below the data plate for 1969 models, or the Federally required sticker on the 1970's.



### THE MOTORCAR OFFERED

The final product was capable officially of 375 horses at 5,600rpm, which were artificially reduced so as to try and keep the insurance companies from going off the charts with premium payments and possibly trying to quell an uprising from government regulators. However, from contemporary tests of the day, it was shown this engine could easily attain up to 500bhp at 6,200rpm, and with a few minor modifications, significantly more!

According to our consignor, he purchased this car in Kentucky from a Mr. Taylor who claimed to be an heir to the Taylor Ice Cream Machine Company. At the time of Mr. Taylor's purchase in the early 1980s, this Boss 429 was complete and running but had seen better days. Mr. Taylor sent his prized Mustang to a restoration shop that in the long run took his money, took the car apart and then disappeared. In the late 1990s, our consignor was in the vicinity to purchase an elusive Ford 427 "Side-Oiler" engine when he got wind that there was a Boss 429 with an owner who really wanted to see the disassembled car go away. After some quick negotiations, "Boss-9" KK2481 was on its way to the consignor's shop where it was treated to a full rotisserie restoration. During this process it was found that the body was in remarkably solid condition with only a minimum of body repair needed. Attention to authenticity was paramount in the restoration of the beauty including making an exact match for the Grabber Blue exterior.

Mechanically the car seemed to run out quite well and all of the originally installed components were given a total rebuild, again paying strict attention to factory specs. Original markings that were still visible were replicated during the lengthy process.

Once complete Boss-9 KK2481, was delivered to noted Boss 429 authority, Kevin Manely in Cannon Falls, Minnesota. There were only a couple of very minor details to which attention needed to be paid. Each was immediately addressed and with the Boss brought back to the factory levels of fit, finish, and overall quality as delivered new from Kar Kraft.

Occasionally shown but carefully kept, this Boss has driven only the 15 miles on the odometer since the restoration was completed nearly 10 year ago. The paint appears to be without issue as do the



sheet metal panels lined up and gapped to the tolerances as seen from the factory. As stated above, the Grabber Blue paint, reflected by code "J" on the build tag, is a perfect match for that high-impact color that defines the era into which this car was born. One of the few exterior differences between the 1969 and 1970 Boss 429's was the hood scoop was painted matte black, which has been correctly captured on this example. Looking inside the car, the interior's white Comfortweave vinyl bucket seats and all other appointments looks just as it must have when delivered new from the factory, down to the plastic covered floors—even the pedals are wrapped in protected plastic. All the glass is pristine with proper factory markings and factory applied decals are in place including the inspection stickers that were applied to the car as it rolled off the assembly line.

As fans of the Boss 429 celebrate this mighty Mustang's 50th Anniversary this year, the offering of this car allows you to buy effectively a brand-new example, half a century after this beast first roared to life.

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



**186.****1967 FORD 427CI SOHC V8 ENGINE**

Engine no. 003

Dual Holley 4-Barrel Carburetors

653bhp at 6,200rpm

Includes Ford "Top-Loader" 4-speed transmission



It never got a chance to do what it was designed for to do, propel a full-size automobile around the banked oval of the NASCAR circuit. Such was the fate of Ford's "outlawed" 427 SOHC "Cammer" V8 engine. But that doesn't mean it never got to show off the technology that Ford had developed. Starting with the basic 427ci "Wedge" head block and adding to it Ford's Hemi fighting aluminum heads with crescent shaped combustion chambers, the SOHC engine did get plenty of playtime on quarter mile drag strips from coast-to-coast. And most likely, quite a few unauthorized local strips saw these cars in action on public streets.

Despite NASCAR banning this most fearsome Ford, not even seeing how well it would play with others, the 427 "Cammer" went on to gain legendary status and is probably the single most sought-after big-block V8 for collectors today.

According to the consignor, Ford did install several versions of this legendary engine into a handful of prototype or test vehicles for road evaluation. Much of the testing was conducted at Ford's version of Area 51, the "X-Garage" adjacent to the historic Watkins Glen race course in upstate New York. He states that one such test bed was a 1967 Ford Galaxie 500 2-dr hardtop. According to paperwork, which has mysteriously vanished, this engine was assigned to car 7F55D100003. That vehicle itself has long since disappeared, but the engine was removed and stored away. This was according to the letter our consignor received from the Bobby Henderson, who said his father had worked at the Ford "X-Garage" as an engineer, and would occasionally bring home items that had been tested and were probably scheduled for destruction but had been stored away, forgotten about.

This mysterious 1967 motor is reported to have been the source for this 427 SOHC Cammer V8. On inspection we did see the casting date of 6M1 which may be December 1, 1966. Mounted to the engine is a Ford "Top Loader" 4-speed manual transmission with a 1965 Ford part number but the casting date on the body was illegible. Both aluminum heads carry the "OGM" markings and show no external wear or abuse. Atop the intake manifold are a pair of match Holley four-barrel carburetors covered by the oval air-filter housing emblazoned with the gold-tone spread-wing 427 mounted to the top. The engine and transmission are mounted to a heavy display rack perfect for showing off one of the mightiest engines ever produced.

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

Lot subject to automobilia buyer's premium rates



In the 1970's, American car makers were looking for ways to maintain performance while trying to build economy. Ford was at the forefront of coming up with new avenues to pursue these end goals and the Pre-Chamber engine was one of those products that was created and tested, then quietly put to rest.

The Pre-Chamber engine was based on the 427ci "Wedge" V8 block, but everything else was unique. According to our consignor, this was effectively a 5-stroke engine. Starting with the compression stroke this and the next two strokes were the same as a conventional 4-stroke engine: Compression, Ignition-Power and Exhaust. Difference was that a small jet of distilled water would be sprayed onto the top of the hot piston, which would turn to steam and act as a power-assist while also bringing in a fuel-air mixture during the intake stroke. To date we have not been able to find any test results or public records about this motor.

Our consignor says he believe that as many as 50 of these engines were created for testing. This particular example had been sent for Ford's "X-Garage" at Watkins Glen in upstate New York. After its testing was completed it was most likely scheduled to be destroyed. This engine was acquired from the estate of Mr. Henderson of El Mira, New York, who had been an engineer at the testing facilities of Ford's "X-Garage". As with a number of items sent for testing, on occasion an item might be set aside to be disposed of and eventually was forgotten and written off. Such is the case of this unique engine.

Our consignor related this story to us: "This engine was manufacturer around 1971-2. I acquired this one and a turbocharged version in the mid 1990's. I loaned them to a friend who was going to restored them. However, he lost his shop and before I could get to them, the turbocharged version was sold for scrap in the late 1990's. This engine had been pretty badly

abused including the carburetor which is why it is still like that today."

Our inspection showed a number of components with casting numbers carrying a prefix of "XE" which is understood to mean "Experimental Engineering". There are no exhaust ports out the sides of the engines, but there is an outlet at the rear of the engine under the intake manifold. This is a very interesting powerplant and could well be the only survivor of one of Ford's "Better Ideas" that just didn't cut the mustard.

**\$30,000 - 50,000**  
**WITHOUT RESERVE**

Lot subject to automobilia buyer's premium rates

## Other Properties

# 188.

## 1964 CHEVROLET CORVETTE STING RAY 'BIG TANK FUELIE'

Chassis no. 40837S107999

327ci OHV V8 Engine  
Rochester Fuel Injection  
Approximately 375bhp at 6,200 rpm  
4-Speed Manual Transmission  
F40 Suspension with 3.55 Positraction Rear Axle  
Heavy Duty Vented and Finned Metallic Brakes

- Ultimately rare 'Big Tank' version of the iconic Sting Ray (one of 38 built)
- In original race correct configuration and livery
- Placed in many prestigious races in 1964 and 1965
- Raced by NASCAR champions, G.C. Spencer and Cale Yarborough



### THE STING RAY CORVETTE

The second-generation Corvette, or C2, was introduced in 1963 under the charismatic moniker of 'Sting Ray', so called for its aerodynamic, sweeping yet menacing profile.

This was the first of the Corvettes to be developed using avant-garde wind-tunnel technology. The Sting Ray comprised of almost twice the steel support utilized in



the former first-generation model, but to compensate for the added weight the fiber glass panels were reduced in thickness, actually resulting in a lighter but more rigid structure than its predecessor. As if to underline the racing heritage of the new Sting Ray, the dashboard featured oversized speedometer and tachometer dials, while traction was increased through improved weight distribution with lighter steering and enhanced maneuverability.

In 1964 further upgrades were orchestrated, both structurally and cosmetically. Most noticeably, the split rear window was switched out for a single glass wrap around, and the two simulated air intakes on the hood were removed. The wheel covers were simplified and the insignia redesigned to include the now iconic concentric circles with crossed

flags. The suspension was enhanced, and most significantly the fuel injected engine was upgraded to produce 15 more horsepower, capable of 375 in total.

The C2 Sting Ray was so popular it remained in production for five years, until it was remodeled in 1968 with the introduction of the third generation C3, which retained dominance in the sports car arena for another nine years, until 1976. Although the Sting Ray designation was dropped in 1977, in an effort to reinvigorate the Corvette brand Chevrolet reintroduced the powerful Sting Ray title in 2014 with the launch of the seventh generation Corvette, the C7 – a nostalgic nod to the supremacy of Corvette in the Sixties and Seventies.



### THE MOTORCAR OFFERED

Of all the Corvettes, the 64 Sting Ray was a resounding hit, both with the motoring media and motoring public, selling upwards of 22,000 units. But of the thousands of Sting Rays produced, only 38 were built with the rare and highly prized 36-gallon fuel tank – in place of the standard 20-gallon capacity – specifically designed to facilitate endurance racing at celebrated tracks such as Daytona. This 1964 Corvette Sting Ray is one of the 38 ‘Big Tank’ cars – built for the track.

This rare ‘Big Tank’ coupe was purchased new by John D. Lewis in January of 1964, from Clay Motors in Manchester, Kentucky. The radio-delete version of the Sting Ray was special ordered with the 36-gallon fuel tank – one of only 38 built – as well as other race specific options, such as the F40 heavy duty suspension, 3:55 Positraction differential and robust vented and finned metallic brakes. Lewis immediately had the car prepared for SCCA competition with modifications to the suspension, also adding a roll bar and side lights to illuminate the numbers on the door panels.

The Sting Ray Big Tank debuted in Riverside Red livery with a white over red interior and door decals denoting the number 4. Meticulous research has determined that this Corvette was campaigned by Lewis with significant success in many events on Florida and Alabama race circuits, and specifically with AP wins in SCCA races at Osceola Park in June and October

1964. Lewis also attained 3rd in AP in the Paul Whiteman Trophy race at Daytona in September, 1964 and May 1965. Several other wins and placements are believed to have been recorded, although the exact track and date details are unavailable. In an effort to capitalize on the car’s supremacy, Lewis teamed up with several experienced drivers such as NASCAR greats G. C. Spencer and Cale Yarborough, the four-time NASCAR champion. Yarborough was en route to first place in the Daytona American Challenge Cup on February 15th, 1964, when ironically the Big Tank ran out of fuel on the last lap and limped over the line in 8th place. Undeterred, Yarborough and Spencer raced again the following day and finished 29th in the Daytona Continental 2000 Kilometers with transmission problems. Florida ace racer Art Tattinger also raced the Sting Ray in several Daytona events.



Photographs of the trophies garnered by the Sting Ray are available with the car and many of these precious accolades are still on display at the Florida home of John Lewis.

After two years of racing, Lewis sold the car to a Floridian Corvette aficionado who stored it but, as far as we know, never raced or showed the car. In the 1970s it was sold again and refurbished as a street car, with much of the race modification equipment removed. The interior was changed although the car retained its red exterior paint and was exhibited at several local concours events. Although largely undocumented it is believed the Sting Ray passed through the hands of some dedicated Corvette specialists, including Bob Jorjorian and Rusty Booth, renowned Big Tank collector. In 2011, the current owner acquired the car from John Rose of Massachusetts, with the singular intent to return the Sting Ray to its original race configuration.

It took two years of intense research to ascertain the racing history of this extraordinary Corvette with information garnered from various reliable resources, including the NCRS Shipping Data Report Service, the Racing Sports Cars website, Bill Gould's Auto Ancestry and Terry Michaelis, one of the industry's leading Corvette authorities. Eventually, in 2013, the 1964 Sting Ray Big Tank underwent full restoration and although John Lewis had retained very few records of his racing history other than trophies, a few photographs and slides that still existed were studied and used to exact the most accurate restoration possible.

Invoices from 2013 through 2016 from Corvette restoration specialists The Bowtie Shop in Billerica, Massachusetts, show that every aspect of this Corvette was addressed – to the tune of over \$100,000. All suspension components were replaced or restored to original racing configuration, including bearings, ball-joints, bushings, springs and shocks. New fuel lines, brake lines and rubber hoses were installed and

the frame and suspension were sandblasted, primed and sprayed with epoxy paint. Although the '64 Sting Ray was heavily campaigned for two years on the professional circuit, it emerged surprisingly undamaged, as restoration photographs of the body stripped back to the bare fiber glass attest. The Corvette was repainted in its original and correct Riverside Red.

John Lewis was so enamored with the original L84 327 cubic inch, 375 horsepower V-8 engine, he had it removed in 1966 and installed in a Scorpion race car he campaigned in a Southeast Region SCCA events. The '64 Sting Ray Big Tank now sports a fully rebuilt period-correct fuel injected 327 V-8 engine. During restoration the fuel injection unit, transmission and rear end were all rebuilt and the interior was refurbished to its original white-on-red splendor.

In addition to photographs of many of its racing trophies this Sting Ray comes with the NCRS Shipping Data Report, vintage racing





photographs and fully documented restoration paperwork.

Ultimately rare for its 36-gallon fuel tank, its racing history with NASCAR champions and superb restoration to race correct configuration complete with number 4 decals, the 1964 Sting Ray Big Tank offered here today presents an exceptional opportunity to grace a private collection with a Corvette celebrity, presented in all its former glory.

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



# 189.

## 1970 CHEVROLET CHEVELLE BALDWIN MOTION PHASE III

Chassis no. 136370F180354

454ci Overhead Valve V8 Engine  
3 Barrel Holley 950 Carburetor  
Approximately 500bhp  
3-Speed Turbo 400 Automatic Transmission  
Independent Coil Spring Front and Live Axle with Coil Spring Rear Suspension  
Power Front Discs with Rear Drum Brakes

- 1 of 3 verified Phase III Baldwin-Motion Chevelles
- Spectacular Nut and Bolt restoration
- Winner of "Best Muscle Car" at 2016 Greenwich Concours
- Offered with documentation, see history desk



### THE MOTORCAR OFFERED

In an era when the cubic inches and quarter mile times decided the who was king of the hill, several dealers rose to the forefront of the muscle car era like Grand Spaulding Dodge, Yenko Chevrolet, and Royal Pontiac. However, a little speed shop off Sunrise Highway in a Long Island suburb would be responsible for producing some of the most impressive dealer supercars of the time. That shop was Joel Rosen's Motion Performance. Partnered with Baldwin Chevrolet dealership, these "Baldwin-Motion" machines were custom ordered by clients looking for more than what was offered by the factory. The most radical and expensive Phase III versions came with a money back, quarter-mile performance guarantee.

A large part of what made the cars so thoroughly sorted and tuned was a combination of years of experience and the technical know-how Rosen

had gained through his days racing, but results could be tested and proven on one of the first engine dynometers to be found in an east coast shop. After gaining acclaim for his creations, clients from around the globe from Mexico to Kuwait got in line to order their own Baldwin-Motion vehicle.

Some enthusiasts were too young to afford such a car, as was the case with the consigner of this Chevelle. It was years later that he located this Baldwin-Motion Chevelle Phase III which had been previously documented by Mr. Rosen himself. The ownership history could be partially traced back to the 1980s and the drivetrain was missing.

The vehicle was treated to a nuts and bolt restoration conducted by Artisan Coach Works in Hopatcong, New Jersey. The process required

research and assistance from Joel Rosen to restore it to its former glory and specifications. The 454 engine utilizes a date-correct LS6 block and is married to a correct TH400 transmission and 4.11 rear end. Additional Motion performance modifications include: 950 CFH carb, 427cx aluminum manifold, 074 open chamber aluminum heads, Mark Ten ignition, Mallory 7mm wires, Fly Eye air cleaner, Hone-o-drive, Dupree dual fuel pump, battery was moved to the trunk, ladder bars, L88 hood, side exhaust, Superior 500 steering wheel, additional tachometer and gauges, Torq-Thrust rims and M&H Racemaster tires.

This 1970 Baldwin-Motion Chevelle Phase III is one of three known, documented cars and presents as one of the finest examples in existence. A claim which is backed up both by a "Best Muscle Car" award at the 2016



Greenwich Concours and a feature on the cover of *Musclecar Review* in April of 2012. The opportunity to purchase a bonified Baldwin-Motion car rarely occurs and should not be missed.

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



Marty Shorr and Joel Rosen reunited with the Chevelle at the Muscle Car and Corvette Nationals in November 2011

# 190.

## 1965 CHEVROLET CORVETTE 327/365HP "FUELIE" STINGRAY COUPE

Chassis no. 194375S110000

327ci OHV V8 Engine  
Rochester Fuel Injection  
375bhp at 6,500rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Fitted with rare side pipes*
- *Wonderful Rally Red paint*
- *Powerful V8 engine*
- *Matching numbers example*
- *One of the finest pieces of mid-century American design*



### 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

It had only been a few years earlier that a Chevrolet engineer named Zora Arkus-Duntov saved the Corvette from the brink of extinction. He transformed the fiberglass two-seaters into a capable contender that challenged the sports car establishment of the time by installing Chevy's new small-block V8 and racing in various different arenas to prove its credentials. Chevrolet's second generation 'C2" Corvettes, especially Split-Window Coupes with the optional Rochester fuel injected 327 V8, are among the most collectible of GM's Corvette model-range. Most importantly, the motor in this 'Vette is numbers matching.

Presented in a lush Rally Red exterior with a black interior, this Stingray shows under 45,000 miles on the dash. Nicely presented on the outside, the interior shows with an attractive level of wear with moderately crinkled original leather seats and a

teakwood steering wheel with its varnish scuffed off from use. It overall makes for an inviting package and the 4-speed manual transmission connects the operator to the beefy small block in the most direct of ways. Further options include power steering, power windows, heater/defroster, power antenna and side mounted exhaust. Although a more modern radio is currently installed, the original radio will be included in the sale along with the original Corvette owners' manual.

This Corvette has been owned by the consignor since 1986 and was subject to a proper repaint just about 10 years ago. Even more recently, the fuel injection system was rebuilt by Jerry Bramlett of Alabama in 2016.

Sorted and ready to go, this Stingray coupe is the pure embodiment of mid-century American

motoring: rakish styling and V8 power. The number of rare options on this example makes for quite the enticing collectible and should make for a fine addition to any garage.

**\$100,000 - 120,000**

# 191.

## 1963 CHEVROLET CORVETTE 327/360HP ROADSTER

Chassis no. 30867S111876

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
- Remarkably original car
- Striking Riverside Red paint
- 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 headlamps.



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

Shown here is a truly remarkable survivor, unrestored 1963 'Fuelie' Roadster. Fitted with the more uncommon motor for the C2's first model year, the L84 engine is verified to be numbers matching and furthermore, has never been opened or rebuilt. It has, however, received a cosmetic refresh and a new coat of Chevy orange paint can be found adorning the block.

Entirely correct as it was delivered from the factory, reported to be original Riverside Red paint matches an equally red interior. Under 50,000 miles appear on the dashboard and are understood to be entirely original. This Corvette was obviously very well cared for throughout its life and can be found in remarkable condition today. Fitment on the panels are as they appeared leaving the Bowling Green factory, and the whole body has retained a lustrous sheen. The Chrome and other pieces of brightwork still

show with a good deal of shine and again, are entirely original. The underside of the vehicle appears equally clean with little to be found in the way of corrosion.

Complete with its hardtop, knock off wheels, along with its books, this Corvette is entirely complete. It can further be reported to be a nicely running car with all of the electronic functions from the gauges to the headlights all to be in good order.

This '63 Roadster represents the very upper echelon of Corvettes available. From the top specification 'Fuelie' motor to the truly unbelievable originality, this is surely one to have. C2's are one of the most iconic American sportscars ever to be produced with an unmistakable silhouette recognizable by just about anyone. As such, their popularity as classic cars have wide appeal

and are a true standard of the collector car market. Now is the opportunity to procure one of the finest examples available.

**\$90,000 - 120,000**



# 192.

## 1924 BENTLEY 3/5.3 LITER LE MANS REPLICA

Coachwork by in the style of Vanden Plas

Chassis no. 712

Engine no. 904 (see text)

5,300cc SOHC Inline 4-Cylinder Engine, 4 Overhead Valves Per Cylinder (see text)

2 SU Carburetors

140bhp at 3,500rpm

4-Speed Close-Ratio A Type Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel Servo Assisted Drum Brakes

- Fitted with 5.3 liter engine with an estimated 140hp
- Charismatic Old Mother Gun style Le Mans Replica
- Eligible for many events, perfect for high speed tours
- Great looking Vintage Bentley
- Best of both worlds, 3 Liter handling with big Bentley performance



### THE 3 LITER BENTLEY

W.O. Bentley proudly unveiled the new 3-Liter car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder, with hemispherical combustion chambers, and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" then adopted dimensions of 10' 10" ('Standard Long') in 1923. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

In only mildly developed form, this was the model that was to become a legend in motor

racing history and which, with its leather-strapped bonnet, classic radiator design and British Racing Green livery, has become the archetypal Vintage sports car. Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'sloper' carburetors, a higher compression ratio, different camshaft and the close-ratio A-type gearbox. These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph, with Hillstead the factory demonstration driver shifting nonchalantly from 2nd to 3rd gear at over 60mph. Other enhancements included

the larger (11-gallon) fuel tank and (usually) André Hartford shock absorbers. Bentley made approximately 1,600 3-Liter models, the majority of which were bodied by Vanden Plas with either open tourer or saloon coachwork.

In the 1930s it became very popular to rebuild W.O. Bentleys into faster and more sporting cars. One of the first modifications was to fit 4 1/2-liter engines into 3 liter chassis. W.O. Bentley's brother H.M. Bentley, and "Mac" McKenzie Gubby, who in the BDC was referred to as the High Priest, did a number of these conversions. These cars referred to as 3/4.5 have become the favorite cars of numerous Bentley Drivers Club members.





## THE MOTORCAR OFFERED

According to factory records Chassis 712 first delivered in July of 1924. This speed model chassis was originally fitted with a Vanden Plas tourer body and was finished in blue. Its first owner was the Hon Maynard Grenville. He would retain the car until 1930. According to Clare Hays "Bentley The Vintage Years, third edition" the car passed through 3 other known owners in the 1930s, and was rebodied twice, first as a saloon, and then again as a tourer. Its history during the war is not known, but by the wars end it was in the possession of Mr. Vaughan Davis. Vaughan Davis was a legend in the BDC and for years campaigned the Bentley Jackson Special "Old Mother Gun" at various racing events and was an extremely active member of the BDC.

Mr. Davis last registered the car in 1948 and would retain the car until the his passing in the late 1990s. The car passed into the ownership

of BDC, and Benjerfield club member Spencer Flak. Mr. Flak's intention was to build a fast 3/4.5 for racing. He began the project by purchasing an extremely powerful 5.3-liter four-cylinder engine from Neil Davis. The 5.3 is a development of the standard 4.5 engine and utilized a special block with the bore of the 8 Liter Bentley. Sadly, he did not see the project completed as he was tragically killed in a vintage racing accident while racing a BRM in Australia.

The unfinished project was purchased from the estate by Mr. David Ayre, a well-known Vintage Bentley restorer. As the car had been owned for a year by Vaughan Davis and was a stable mate of Old Mother Gun, it seemed fitting, and a tribute to Vaughan Davis to rebuild the car in the guise of Old Mother Gun circa 1928.

Mr. Ayre's work is well known for producing very fast vintage Bentleys and this car certainly fits into this category fitted with an A Type gearbox, Le Mans 3.3-1 axle ratio, and scintilla magnetos. He also installed late stage three brakes with a Clayton Dewandre servo to ensure the car could be driven with extreme confidence.







Around the time the car was scheduled to be finished, a 6.5 Liter project car became available, and Mr. Ayre decided to sell the car. The car was then acquired by the consigner, a Bentley enthusiast in the states. Along with some research help from Dr. Tim Houlding the car was finished. The consigner took delivery of the car in South Africa and took part in the 2008 three thousand-mile Bentley tour. Since taking delivery of the car, it has completed, one NAVBM, and three US/UK tours, nearly 15,000 trouble free miles

In recent years the 3 Liter fitted with a 5.3 engine has become extremely popular tour car in the BDC. These cars offer the excellent handling of a 3 Liter, while the 5.3 4 cylinder has a tremendous amount of torque, and can easily keep pace with any other Bentley, even blowers. With 2019 being the hundredth anniversary of Bentley Motors, now is the perfect time to acquire this well sorted and superb Vintage Bentley.

**\$375,000 - 450,000**

# 193.

## 1935 RILEY 1½ LITER KESTREL SALOON

Chassis no. 22T1724

Engine no. 375703

1,496cc Twin Cam Inline 4-Cylinder Engine

2 SU Carburetors

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- Charming and rare Riley Saloon
- Innovative Twin Cam engine design
- Lovely Kestrel streamline design
- One of very few surviving examples



### RILEY MOTORS

Riley Motors was once one of the most respected English sporting marques, located in the heart of the British motor industry in Coventry. 1926 saw the introduction of Percy Riley's 1,087cc four-cylinder engine. It was an ingenious design, with twin gear-driven camshafts and hemispherical, cross-flow combustion chambers. The engine became a hallmark of Riley cars, with various evolutions of the design powering Riley models through 1957, and tuned versions motivating Donald Healey's rapid and highly successful sports cars of the 1940s. By 1935, the original Percy Riley engine design was reworked and enlarged to 1 ½ liters. This new Riley was aptly named the 1 ½ Liter and offered in a variety of Saloon, Coupe, Tourer and Sports bodies. The model became a fixture of the marque and remained quite popular with buyers until 1938 when Lord Nuffield of Morris Motors took a controlling stake in Riley and costs were reined-in.

### THE MOTORCAR OFFERED

Arguably the prettiest of all Riley 1 ½ Liter Saloons was the Kestrel, as featured with this 1935 example. The Kestrel is a lovely illustration of early English streamline design, with beautiful flowing wings and a gracefully sweeping line from the windscreen to tail. This lovely Kestrel wears a matured older restoration and was enjoyed as a rally car for many years by its enthusiastic prior owner. Evidence to this is proven by its entry into the very first Colorado Grand rally in 1989. It has a pleasing patina while remaining in generally sound and attractive condition. The two-tone blue paintwork highlights the features and flowing lines of the original coachwork. The finish is in fair condition, showing some minor checking in places, but remaining glossy and attractive. The quality of the coachwork is a testament to the high standard to which these cars were built. The radiator grille, with its mesh insert, is flanked by Rotax headlamps and a Notek fog lamp mounts centrally on the front apron.

Complimentary blue leather adorns the four-place cabin, which has a moderate patina that is consistent with the rest of this car. Instruments are a mix of period-appropriate Jaeger, Smiths, and Riley-branded pieces. Rare and exquisitely engineered, this motorcar presents a unique alternative to similar capacity sports cars from MG or Alvis. The honest and charming presentation combines with the sophisticated engine design, fine handling, and lightweight coachwork to make this Riley 1 ½ Liter ideally suited for preparation for driving events and rallies.

**\$45,000 - 60,000**

**194.**

**C.1955 BECK SPYDER REPLICA**

Chassis no. 55C24EA550048

1,750cc 4-Cylinder Engine

2 Webber Carburetors

75bhp at 4,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc, Rear Drum Brakes

*Without Reserve*

- One owner from new
- Less than 15,000 original miles
- Recent service
- Style and thrills without the cost



**THE MOTORCAR OFFERED**

The Beck Spyder is built in the image of the famed Porsche Spyder and comes from Special Edition, Inc., which was formed in the early 1980s and has been influential in the evolution of the specialty automotive industry by providing high quality replications of these iconic favorites. Their engineering and design criteria are regarded as main factors in providing a superior product. Among the listing of the standard equipment that comes with a Beck Spyder, you will find a three-inch DOM tubular chassis, hand-laid fiberglass bodywork finished in a high quality basecoat/clear coat paint, a full leather interior, a full-size spare tire, and steel wheels.

The car has an overall height of just 40-inches and has a curb weight of 1,300 pounds. The Beck front suspension is a fully adjustable twin torsion I-beam and the rear is a torsion bar setup with adjustable spring plates. The Beck

brakes are listed as front discs and rear drum with the handbrake on the rear wheels.

This particular Beck Spyder is presented in silver; reminiscent of the Porsche race cars of the period, fitted with maroon stripes and a matching interior. The Spyder is powered by a 1,750-cc four-cylinder horizontally-opposed engine that is mated to a four-speed manual transmission. The car was ordered new by the consignor through his local Porsche dealership in Chicago, where it would remain for a brief time before being relocated to their home in South Florida. Prior to arriving at the auction, the car was serviced and professionally detailed. Having covered fewer than 15,000 miles from new, the car is ready to provide its next owner with a lifetime of worry free enjoyment.

**\$15,000 - 20,000  
WITHOUT RESERVE**

# 195.

## 1959 ABARTH ALLEMANO SPYDER Coachwork by Carrozzeria Allemano

Chassis no. 100-502156

1,050cc OHV Inline 4-Cylinder Engine (see text)  
2 Weber Downdraft Carburetors  
Approximately 110bhp at 7,500rpm  
4-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Delivered new to the US for period H Production racing*
- *Only four owners from new*
- *Recent engine rebuild*
- *A true giant killer*



### THE ABARTH ALLEMANO

An innovative concern with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for - mainly FIAT - production cars, later building a succession of aerodynamically stylish sports prototypes and limited-series production cars, many of which were produced in conjunction with coachbuilders such as Zagato and Allemano.

One of Carlo Abarth's most successful series of GT cars was based on the FIAT 600 - the 750 - appearing in 1956. Although the 750 was production based the customer had such freedom of choice, including engine specification, that it is rare to find two identical cars. The 600 chassis required little modification apart from changing spring rates and up-rating the front brakes to twin-leading-shoe operation, and coped remarkably

well with the Abarth's greatly increased performance. The latter was achieved by boring and stroking the 600's 633cc four-cylinder engine to 747cc and modifying or replacing just about every other component, the result being an increase in maximum power from 23bhp at 4,000rpm to 44bhp at 6,000 revs. Tested by The Autocar magazine in 1958, the Abarth 750 GT scorched through the standing quarter-mile in 20 seconds on its way to maximum speed of 95mph, outstanding figures for such a small-engined car.

The racing heritage of the marque is legendary and Abarth's diminutive motor cars were soon dominating the small-capacity classes in international GT racing. Indeed, in North American SCCA events the 1.0-liter Abarth was obliged to compete against rivals displacing up to 3.8 liters and still proved capable of winning!

### THE MOTORCAR OFFERED

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

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



year Porsche aficionado with many PCA.

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

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

The 911S family of cars, from the original 2-liter version through to the 2.4 variant of 1973, represent some of the finest driving -

genuine - sports cars of their day. For those who have thought about owning one of the best restored examples, this splendid, matching numbers and factory correct machine deserves serious consideration. Offered with the Porsche-issued Certificate of Authenticity, owner's manual, tool kit and jack, this striking 911S 2.0 Coupe is ready for spirited drives on challenging roads and participation in PCA events.

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

# 196.

## C.1954 FIAT OSCA BARCHETTA

Coachwork in the style of Fantuzzi

Chassis no. 0040651

1,491cc Tipo 372 OSCA Twin Cam 4-Cylinder Engine

Twin Weber 40DCOE

118bhp at 6,300rpm

4-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- *Powerful OSCA engine*
- *Beautiful Italian styling*
- *Recently Rebuilt*
- *Complete with original Italian Registration*



### THE O.S.C.A. MARQUE

In 1937 the three surviving Maserati brothers sold out to the Orsi Group and after WW2 founded Officine Specializzate per la Costruzione Automobili Fratelli Maserati - OSCA for short - to build limited edition competition cars. One of the reasons for the Maserati brothers' departure was that they did not want to be involved in making road cars - they were racers pure and simple.

OSCAs performed magnificently in international sports car racing throughout the 1950s. In the 1954 Sebring 12-Hours, a round of the World Sports Car Championship, privately entered 1.5-litre OSCAs finished 1st, 4th and 5th against works teams in a category with no limit on engine capacity, an achievement as outstanding as it was unexpected. OSCAs took class wins in the Mille Miglia on ten occasions and also won the Index of Performance at Le Mans.

OSCA was a tiny company, never making more than 30 cars in a single year, all of which were intended for competition. Its first offering, introduced in 1948, was the MT4 (Maserati Tipo 4), a small siluro powered by a 1,092cc overhead-camshaft engine, which was immediately successful in the hands of Luigi Villoresi. Enlarged in stages up to 1,491cc and given a twin-cam cylinder head, the OSCA engine was later taken up by FIAT, for whom it was 'productionized' by ex-Ferrari designer, Aurelio Lampredi.

Barchetta-type bodywork replaced the earlier cycle-winged siluro type in the 1950s while a number of MT4 chassis received coupé coachwork by various carrozzeria including Frua, Michelotti, Vignale, Viotti and Zagato. The MT4 gradually evolved into the TN, the latter featuring a revised chassis (on the same 2,200mm wheelbase) and a new and more

powerful (125bhp) 1,491cc engine. The MT4/TN series was manufactured up to 1957.

At the same time as its twin-cam engine was powering FIAT's range-topping sports cars, OSCA began producing its own GT cars, reversing the policy that had prompted the brothers to leave Maserati. In 1963 the Maserati brothers sold out to motorcycle maker MV-Agusta, which continued OSCA production until 1967. The OSCA name was revived in 1998 for a limited edition sports coupé.





### THE MOTORCAR OFFERED

Rebuilt from the ground up, this beautiful Fiat OSCA appears entirely fresh. Photos on file show the brand-new bare metal body having been constructed in the style of Fantuzzi alongside a partially rebuilt frame. The car is powered a delightful twin-cam Tipo 272 DS twin spark motor. Characteristic of a race derived motor, the little 4-cylinder is high revving, powerful, and wonderfully sonorous. 118hp is more than enough to propel the lithe sports car and is surely a joy to experience behind the wheel.

As the car has been rebuilt, the car appears with little flaw in its condition. A new coat of bright red paint covers the exterior in classic Italian fashion, while equally characteristic Carmel leather seats can be found within the stripped-down interior.

With its little, yet powerful motor and beautiful curves, this is the archetypal Italian sports car. Open top motoring at its finest, this OSCA is ready for summer racing.

**\$185,000 - 225,000**



# 197.

## 1959 ABARTH 750GT DOUBLE BUBBLE COUPE

Coachwork by Carrozzeria Zagato

Chassis no. 718273

Engine no. 0142613 (see text)

750cc OHV Inline 4-Cylinder Engine

Single Dual-Throat Weber Carburetor

70bhp at 6800 rpm

4-Speed Manual Transaxle

Independent Front Transverse Leaf Springs and Coil Springs Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Delivered new to California*
- *Three owners from new*
- *Compact but comfortable for all drivers*
- *The perfect car for road and track*



### THE FIAT-ABARTH 750GT

From high efficiency exhaust systems in the 1930s, Karl (later Carlo) Abarth branched out into other performance parts for Italian cars small and large. In the early years after WWII he became the Italian distributor of Porsche and through that connected Ferry Porsche with Piero Dusio of Cisitalia to realize the Type 360 Grand Prix racer project. Cisitalia was forced into bankruptcy shortly thereafter and as a consultant to the company, Abarth was awarded most of the assets of Cisitalia as payment for his work. He developed the last of the Cisitalia chassis as Abarths, and then turned to building original Fiat-based cars.

Abarth hit his stride when the Fiat 600 of 1955 was launched, for in addition to supplying tuning parts, he developed an enlarged 750cc version of the 633cc engine, selling "derivazione" or "derivation" kits to dealers

and garages for fitting into stock 600s. He also built complete cars in his factory, the best known of which were sleek, lightweight Zagato-bodied competition cars. The Fiat 600 Derivazione 750 Abarth Zagato made its debut at the 1955 Turin Auto show and began its racing career in 1956. It quickly established itself as a winner in European events and made a sweep of the first three places in the 750cc class at the 1957 Mille Miglia. The cars were equally successful in the US, on all types of tracks across the country. Later versions were nicknamed "Double Bubbles" for the distinctive roof humps made for enhanced headroom. Abarth was also a very clever businessman. His affordable miniature GT car was ideal for the private entry racer, the perfect "drive to the track, race and drive home" car. Through a sponsor partnership deal secured with Fiat, he was paid for every win or second place a "Fiat Abarth" scored.



## THE MOTORCAR OFFERED

This sporty Double Bubble was understood to have been bought new by a Californian in 1960 and spent the better part of its life in the Golden State. The first owner retained the car for six years before selling it to its penultimate owner in 1966. Retained by this custodian for nearly a half a century, it was acquired by the present owner in 2012.

A long-time racer, the original engine was lost to time, as many were given the hard use most of these cars saw in period and today. The correct-type motor now in the car has been gently modified with a period-correct Iskenderian camshaft, larger exhaust headers, a meatier dual throat Weber carburetor, a front mounted fuel cell, and fire suppression system. In keeping with its focus on vintage motorsport, a rollbar with five-point racing belts and a headrest have been installed and an easier to read AutoMeter tachometer now graces the dashboard.

Last actively campaigned at a VARA event in Fontana, California in July 2002, the car has been maintained and sparingly used since. Most recently the car has received a valve job and fluid flush, with this and other maintenance by the current owner carried out by Northeast Auto Doctors in Thomaston, Connecticut. The car is offered today complete with the original gas tank and exhaust headers—as well as some other miscellaneous parts.

It is not difficult to understand why values of these cars have been steadily rising. The opportunity to own a hand-built Zagato-bodied car with a superb competition heritage, completely usable on today's roads at such a reasonable price can't continue forever. Whether admired on the show field or blasting down a scenic road, this superb Fiat Abarth 750GT is sure to provide enjoyment far out of proportion to its compact size.

**\$60,000 - 80,000**



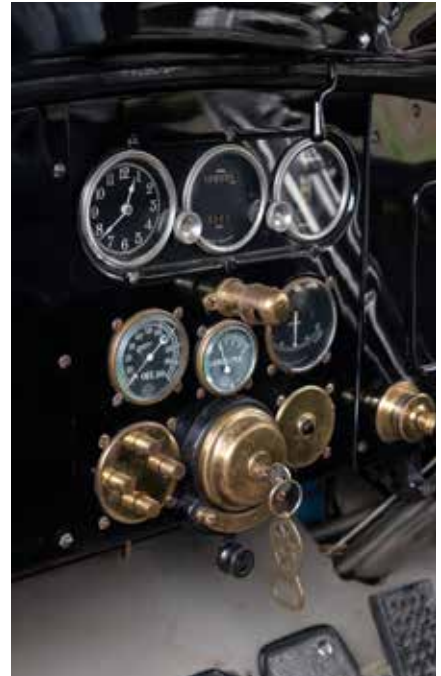
# 198.

## 1916 PIERCE-ARROW MODEL 48 7 PASSENGER TOURING

Chassis no. 14656  
Engine no. B4-3105

524ci T-Head 6-Cylinder Engine  
48bhp  
4-Speed Selective-Shift Manual Transmission  
Semi-Elliptical Front Leaf Springs and Semi-Floating Rear Axle  
with  $\frac{3}{4}$ -Elliptic Leaf Springs  
Rear-Wheel Drum Brakes

- Desirable "big horsepower" Pierce-Arrow
- Ideal for tours
- Nicely restored example
- The last of the brass era



### THE PIERCE-ARROW MODEL 48

By the end of the Brass Era, Pierce-Arrow was widely considered one of the United States' most prestigious automakers, as one of the famous "Three P's" along with Packard and Peerless. The company's cars had become instantly identifiable from Herbert Dawley's distinctive, patented fender-mounted headlamps, a feature that Pierce can be credited with introducing to the American market.

The 1917 Pierce-Arrow Model 48-B-4 featured a massive 525-cubic-inch T-head inline six-cylinder engine with two valves per cylinder and hydraulic valve tappets, as well as a four-speed transmission with a reverse gear and shaft drive – all very modern for the end of the Brass Era, and good for a top speed of 55 mph in solid, luxurious comfort.

Many enthusiasts prefer these cars as "drivers," as they have abundant performance and are joys to drive. They are very popular in Pierce-Arrow Society activities and in tour events with the Vintage Motor Car and Antique Automobile Clubs of America, and can be seen in many of this country's most distinguished collections.



The car in c.1948

## THE MOTORCAR OFFERED

This big-six Pierce features wonderful 7 passenger touring coachwork finished in beige with black fenders. It is reported to have been restored sometime in the 2000s and still shows in wonderful shape to this day with only mild wear to be found interior while the exterior gleams in the sunshine thanks to a modest bit of brass. Within the history file is thorough documentation of this work along with a photo of the vehicle before its refreshment. The consigner purchased the car in 2007 from the gentleman responsible for the restorative work. In his time with the car, the front hydraulic brakes were removed, and a double coil/distributor ignition was installed by Howard Lane. In addition, the 2nd set of spark plugs were moved to the opposite side of the engine block for a more complete ignition. The rear end was rebuilt and a new high-speed ratio was installed in order to aid touring usability. Lastly, the fuel tanking was professionally re-lined.

Inside, occupants are treated to a wonderful array of period brass ringed gauges from Westinghouse and U.S Gauges Company in conjunction with a set of well cushioned leather seats that will surely make for comfortable thrones when logging the miles on a tour.

With plenty of power thanks to no shortage of displacement, plenty of seating and a comfortable ride, the Pierce on offer is sure to make a welcome addition to any collection. Known for their quality, this open tourer should make for a dependable companion during vintage road events.

**\$150,000 - 175,000**

**199.****1919 STUTZ MODEL G ROADSTER**

Chassis no. 4366

360ci T-Head 16-Valve 4-Cylinder Engine

Single Stromberg Carburetor

88bhp

3-Speed Manual Transaxle

Front and Rear Leaf Spring Suspension

Rear Drum Brakes

- *Single family ownership from 1960*
- *"The Car That Made Good in a Day"*
- *A wonderful restoration candidate*
- *Excellent Northeastern provenance*

**THE STUTZ MODEL G**

Stutz will forever be "The Car That Made Good in a Day", a reputation assembled by Harry Stutz – as he assembled the automobiles that bore his name – around the performance of the rude, rugged Wisconsin T-head four-cylinder powered race car that came home eleventh in the 1911 Indianapolis 500.

The Stutz Series G was one of the last designed and built under Harry Stutz's direct supervision before he was shunted aside by the Ryan. Powered by the T-head Wisconsin four with 360 cubic inches, dual ignition and four valves per cylinder, it developed 60 brake horsepower at only 1,500 rpm and immense torque at any speed. The 3-speed transmission was integral with the rear axle and differential, a system that Harry Stutz designed himself very early in the marque's

history and which he favored. Suspension was by semi-elliptical leaf springs front and rear and the steering wheel was on the righthand side, an arrangement which Stutz preferred for years.



## THE MOTORCAR OFFERED

The acquisition of this Stutz by the consigner's father is indebted to the keen enthusiast eye of a one Henry Austin Clark Junior. A letter including photos dated October 18, 1960 from Clark tipped off the vehicle's whereabouts and noted condition. Soon after, it was purchased in Newburgh, New York from a woman by the name of Mrs. Frederick Small. The Stutz was running and driving at that time, but it was decided to trailer the car back home. Much like the Marmon also on offer, maintenance was carried out mostly without help from third parties and was enjoyed several times a year until 1995. It is further believed that the car was repainted and reupholstered by a shop in New York City sometime after its purchase in 1960.

As shown within the photos above, the body has been modified to a 'Bearcat look.' As such, the doors have been replaced with a low line gunnel and the shifter/brake mechanisms have

been moved outboard. As the car was fully operational when it was stored away in 1995, the Stutz presents as a fully complete vehicle. Today, the car presents in fair condition, with the paint showing much of the vehicle's age.

This sporting and sleek Stutz presents as a wonderful restoration opportunity for anyone looking to get behind the wheel of one of the most legendary marques of early motoring.

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

**200.****1923 MARMON MODEL 34 SPEEDSTER**

Chassis no. 2230097

339.6ci OHV Inline 6-Cylinder Engine  
 Single Updraft Stromberg Carburetor  
 84bhp  
 3-Speed Manual Transmission  
 4-Wheel Semi-Elliptical Leaf Spring  
 2-Wheel Mechanical Brakes

- *Single family ownership since 1960*
- *Wonderfully preserved example*
- *Excellent candidate for restoration*
- *Desirable speedster body*

**MARMON AUTOMOBILES**

The Marmon car was built in Indianapolis, by Nordyke & Marmon. The firm had produced flour-milling machinery for more than half a century before automobiles came along. Family scion Howard Marmon built their first car in 1902. This brilliant, highly regarded engineer would lead the Marmon car to worldwide fame and acceptance.

In 1911, the first Indianapolis 500 race was won by a Marmon "Wasp" racer. By the 'teens and '20s, a sporty Marmon was quite the proper car for any occasion. When the Model 34 was first introduced in 1916 it proved to be a foreshadowing of things to come. Its painted radiator shell and non-louvered hood defied the conventions of the period and its relatively compact Inline 6 provided substantial grunt. In 1931, the powerful and massive Marmon Sixteen was introduced. Although the last

Marmon cars were built in 1933, the company went on to produce Marmon-Herrington 4-wheel drive conversions for decades.





### THE MOTORCAR OFFERED

The stylish and sporting Marmon Model 34 Speedster presented has remained in single family ownership 1960. Unfortunately, no record exists as to who or where the car was purchased from and the vehicles whereabouts prior to its current ownership remained veiled in mystery. Regardless, the father of the Marmon's current owner greatly took advantage of the workshop located within his garage to maintain the Speedster. It is largely believed that from 1961 to 1995 of the mechanical work was carried out within this space without any third-party support. However, in 1961, the car was towed to Smithtown Auto Upholstery in New York to have the seats and perhaps the top redone. Within that same month, a 14 coat Lacquer SCBDR33WX7C044818 'Refinish' was applied to the exterior of the vehicle. Of the original documentation that would have been delivered with the Marmon, only the

'Information Book' remains, but invoices and receipts of the work carried out are included within the history file. The Speedster was used many times over the decades and would be included in the local 4th of July parade every year. In 1995, illness prevented its owner from further enjoying the car and it has sat, carefully stowed away ever since. As it was running at the time of storage, it should be noted that the care is complete with a great deal of its components. With some mechanical work, the return to roadworthiness should be a straightforward project.

This Marmon presents as a wonderful opportunity for anyone looking to bring a wonderful piece of pre-war motoring back on the road.

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

# 201.

## C.1952 JAGUAR XK120 ENGINE AND CHASSIS

Engine no. W5955-8S

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

- Complete Chassis, Engine and Transmission
- Good candidate for a rebodied special
- A piece of backwoods Connecticut archeology



### THE MOTORCAR OFFERED

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 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.

Here lie the remains of an XK120 chassis, engine, transmission, suspension, fuel tank, and wire wheels. Remarkably, the owner had left to attend school in the fall of 1963 and upon returning the car was gone. It wasn't until years later that he found it in the spot it sits today. The whereabouts of the body remain unknown, but the remaining components have largely been preserved thanks to the roof overhead. This unearthed artifact makes a perfect candidate for a rebodied special or simply a parts car.

**\$10,000 - 15,000**  
**WITHOUT RESERVE**

Sold on a Bill of Sale

**202.****1969 MERCEDES-BENZ 280SE COUPE**

Chassis no. 111024.12.001692

2,778cc SOHC Inline 6-Cylinder Engine  
 Bosch Mechanical Fuel Injection  
 160bhp at 5,500rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

**Without Reserve**

- One owner from new
- Original and unmolested European specification example
- Fewer than 60,000 original miles
- California car from new\*

**THE MERCEDES-BENZ 280 SE**

Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280SE saloon shared its bodywork with the 'New Generation' 280S, the 280SE Coupe and Cabriolet retained the elegant looks of the outgoing 250SE that had debuted back in 1959 on the 220SE; the 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph, with the automatic not far behind. Production of the 280SE Coupe and Cabriolet totaled a little over 5,000 units between 1968 and 1972 when production ceased. Today, these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.

**THE MOTORCAR OFFERED**

This handsome 280SE coupe has spent its entire life in California with its original owners. In 1969 the famed actor and Hollywood movie director Brian G. Hutton was in Yugoslavia working on one of his many masterpieces, *Kelly's Heroes*, which was comprised of a star-studded cast led by Clint Eastwood. While in Yugoslavia, Brian ordered this very car for his wife Vicky and had it shipped to their home in Los Angeles at MGMs expense. The 280SE was Vicky's daily driver, where most of the time it was used to transport her to and from the Los Angeles Philharmonic. Over the years, the car was always properly mainlined and kept in use. Sometime in the early 1990s, the car was repainted in its original shade. Since its repaint, the body has acquired a few bumps and bruises but the light damage is superficial, and one could argue that it adds a bit of character. With the exception of the driver's seat back and addition of a cassette player, the interior is

all original, showing a very charming level of patina on the beautiful green upholstery. The car still wears its original California black license plates and it accompanied by its original books and manuals. This highly original and unmolested example is ready to for a second owner to cherish and care for it as its first owners have for the last 50 years.

**\$15,000 - 20,000**  
**WITHOUT RESERVE**

## ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2018 GREENWICH CATALOG:

Warren Barnes  
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Sean Smith  
Joshua Sweeney  
Ed Watts

VEHICLES PROUDLY MAINTAINED BY FORMULA X AUTO DETAILING

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# Conditions of Sale for Motor Vehicles and Automobilia

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

## 1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet 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 in conjunction with the Greenwich Concours d'Elegance in Greenwich, Connecticut on Sunday, June 2, 2019.

1.11 'Seller' means the person who offers the Lot for sale.

## 2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

## 3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents

shall be responsible for any errors or omissions in the currency converter.

## 4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

## 5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

## 6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

## 7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account,

regardless of the circumstances. No Lot may be transferred.

## 8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred Fifty Thousand Dollars (\$250,000) of the Hammer Price of such lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Three Thousand Dollars (\$3,000) of the Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Three Thousand Dollars (\$3,000) up to and including Four Hundred Thousand Dollars (\$400,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Four Hundred Thousand Dollars (\$400,000) up to and including Four Million Dollars (\$4,000,000), and THIRTEEN AND NINE-TENTHS PERCENT (13.9%) of any amount by which such Hammer Price exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 No Buyer's Premium for Lots Being Sold to Benefit Amicareas: No buyer's premium will apply to any Lot (Lot Nos. 45 - 47) being sold to benefit the charitable organization Amicareas.

## 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 4:00 p.m. local Eastern Time on Monday, June 3, 2019. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also

# Conditions of Sale for Motor Vehicles and Automobilia

may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

## 11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of 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 New York City, New York or 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

# Conditions of Sale for Motor Vehicles and Automobilia (Continued)

arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;

(ii) the arbitration shall be conducted in the designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, Connecticut, Florida or the Commonwealth of Pennsylvania or Massachusetts, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place 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](http://www.bonhams.com/WebTerms) for more information.



# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

**General Notice:** This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

**Notice to Absentee Bidders:** In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

**Notice to First Time Bidders:** New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

**Notice to online bidders:** If you have forgotten your username and password for [www.bonhams.com](http://www.bonhams.com), please contact Client Services.

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

Bonhams Client Services Department  
580 Madison Avenue  
New York, NY 10022  
Tel +1 (800) 223 2854  
Fax +1 (212) 644 9009  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

# Bonhams

Sale title: The Greenwich Concours d'Elegance Auction	Sale date: June 2, 2019
Sale no. 25220	Sale venue: Roger Sherman Baldwin Park, Greenwich, CT
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here	
Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

Shipping	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars and Automobilia:  I will collect purchases myself by 4pm June 3 <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 Greenwich Concours d'Elegance Auction on June 2, 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' Greenwich Concours d'Elegance Auction on June 2, 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.



**1928 BENTLEY 4½-LITRE TOURER**  
Coachwork by Vanden Plas



*A matching numbers example*  
**1935 ALFA ROMEO 8C 2300 'LE MANS' TOURER**



# GOODWOOD FESTIVAL OF SPEED SALE

Call to Consign  
Important Collectors'  
Motor Cars and Automobilia  
Chichester, Sussex | 5 July 2019

Bonhams is delighted to announce the 26th annual auction at the world-renowned Goodwood Festival of Speed. Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and this year will continue that tradition with these magnificent motor cars.

**ENQUIRIES**  
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ukcars@bonhams.com  
[bonhams.com/cars](https://www.bonhams.com/cars)

# Bonhams

AUCTIONEERS SINCE 1793



*The ex-Nigel Mansell, Riccardo Patrese, five time Grand Prix-winning, Adrian Newey-designed*  
**1992 WILLIAMS-RENAULT FW14B**  
Chassis no. FW14-08



**1998 JAGUAR XJ220**



| **1966 FORD GT40**

| *One of only 14 experimental prototypes*  
**2013 MCLAREN P1 XP**





*Pebble Beach Award Winner  
Superb Restoration by Steve Babinski  
Matching-numbers, Benchmark Example*  
**1932 AUBURN 12-160A BOATTAIL SPEEDSTER**



*The ex-Briggs Cunningham*  
**1953 FIAT 8V SUPERSONIC**  
Coachwork by Ghia



*The one-off, bespoke design  
Paris and New York Auto Show*  
**1952 SIATA 8V BERLINETTA**  
Coachwork by Bertone

**QUAIL  
LODGE  
AUCTION**

## Final Call to Consign

Carmel, California | August 15 & 16, 2019

# Bonhams

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+1 (212) 461 6514, East Coast  
motors.us@bonhams.com  
[bonhams.com/quail](https://www.bonhams.com/quail)

*Formerly part of the Fred Simeone Collection  
Expertly restored, desirable late-specification*

### **1930 BENTLEY SPEED SIX 'LE MANS REPLICA' TOURER**

Coachwork in the style of Vanden Plas

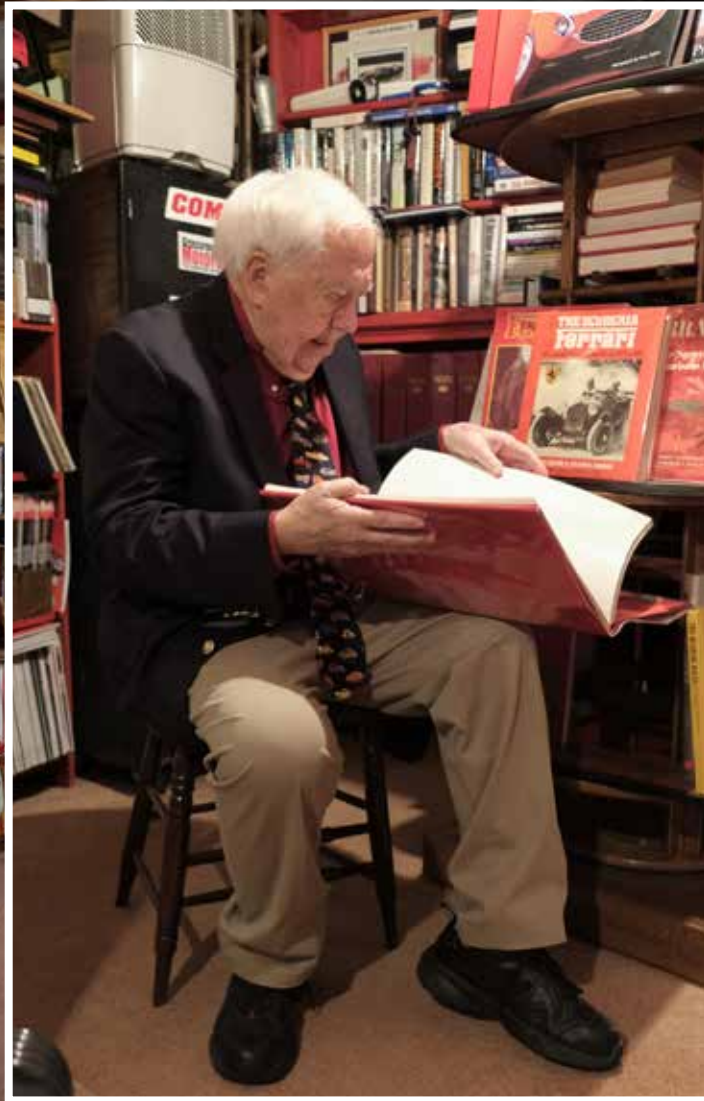
*Offered from the Virgil Millett Collection  
Formerly part of the Fred Simeone Collection  
One of the 50 factory Blower examples*

### **1931 BENTLEY 4 1/2 LITER SUPERCHARGED 'BIRKIN LE MANS REPLICA' TOURER**

Coachwork in the style of Vanden Plas

# Bonhams

AUCTIONEERS SINCE 1793



## Collectors Motorcars and Automobilia Auction Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania | October 7, 2019

Bonhams is proud to offer the collection of this lifelong motoring enthusiast, which includes an exhaustive collection of Ferrari books and complete runs of many notable periodicals.

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

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COLLECTION**



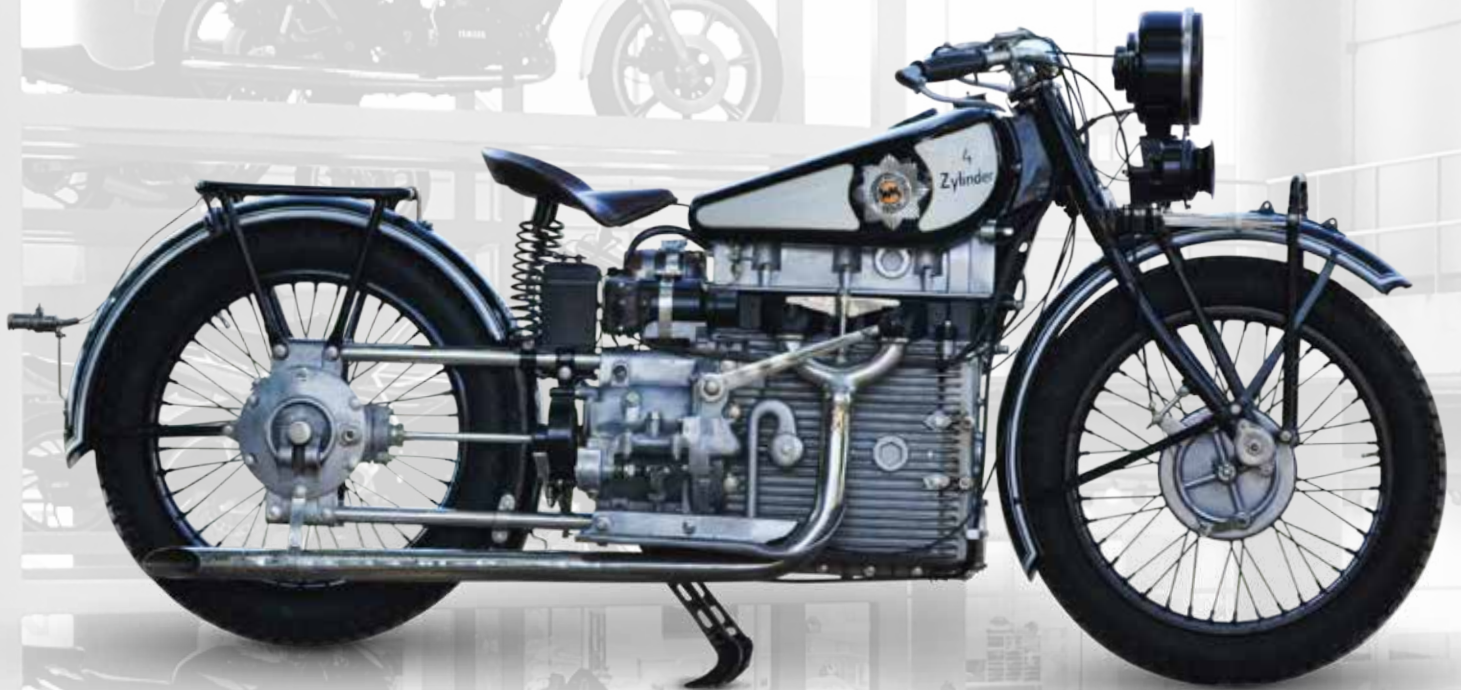
# Bonhams

AUCTIONEERS SINCE 1793

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ENTRIES NOW INVITED | *CONSIGN TODAY*

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## COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama | October 5, 2019

### COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the LA or London office or visit [bonhams.com/motorcycles](https://www.bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

### ENQUIRIES

Craig Mallery  
+1 (323) 436 5470  
[craig.mallery@bonhams.com](mailto:craig.mallery@bonhams.com)  
[bonhams.com/motorcycles](https://www.bonhams.com/motorcycles)

**1928 WINDHOFF 746CC FOUR**  
Sold for \$230,500

# Bonhams

AUCTIONEERS SINCE 1793



## Modern Decorative Art + Design

New York | June 7, 2019

### PREVIEW

June 1 - 5

### ENQUIRIES

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design.us@bonhams.com  
[bonhams.com/design](https://www.bonhams.com/design)

### FRANÇOIS-XAVIER LALANNE

Turtle Topiary  
1988  
black patinated copper, with topiary shell,  
numbered 2/8  
*length 49in (125cm); width 35in (86cm)*  
**\$80,000 - 120,000**

# Bonhams

## International Auction Calendar 2019

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### FINE AND RARE WINES

Thursday 2 May	London
Friday 17 May	Hong Kong
Friday 14 June	San Francisco
Thursday 4 July	London
Friday 13 September	San Francisco
Thursday 26 September	London
Friday 22 November	Hong Kong
Thursday 28 November	London
Friday 6 December	San Francisco

### WHISKY

Friday 17 May	Hong Kong
Wednesday 5 June	Edinburgh
Friday 23 August	Hong Kong
Wednesday 9 October	Edinburgh
Friday 22 November	Hong Kong
Tuesday 10 December	Edinburgh

### ENQUIRIES

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The Quail  
A Peninsula Signature Event

Adam Swords Photography

## CALLING ALL CARS!

*The Quail, A Motorsports Gathering* • Friday, August 16, 2019 • 10am to 4pm • Quail Lodge & Golf Club in Carmel, California

The 17th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* 2019 Featured Classes are: 100 Years of Bentley Motors, 25th Anniversary of the McLaren F1, and A Tribute to the Electric Car Movement. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

To enter a vehicle from your private collection, obtain an application by

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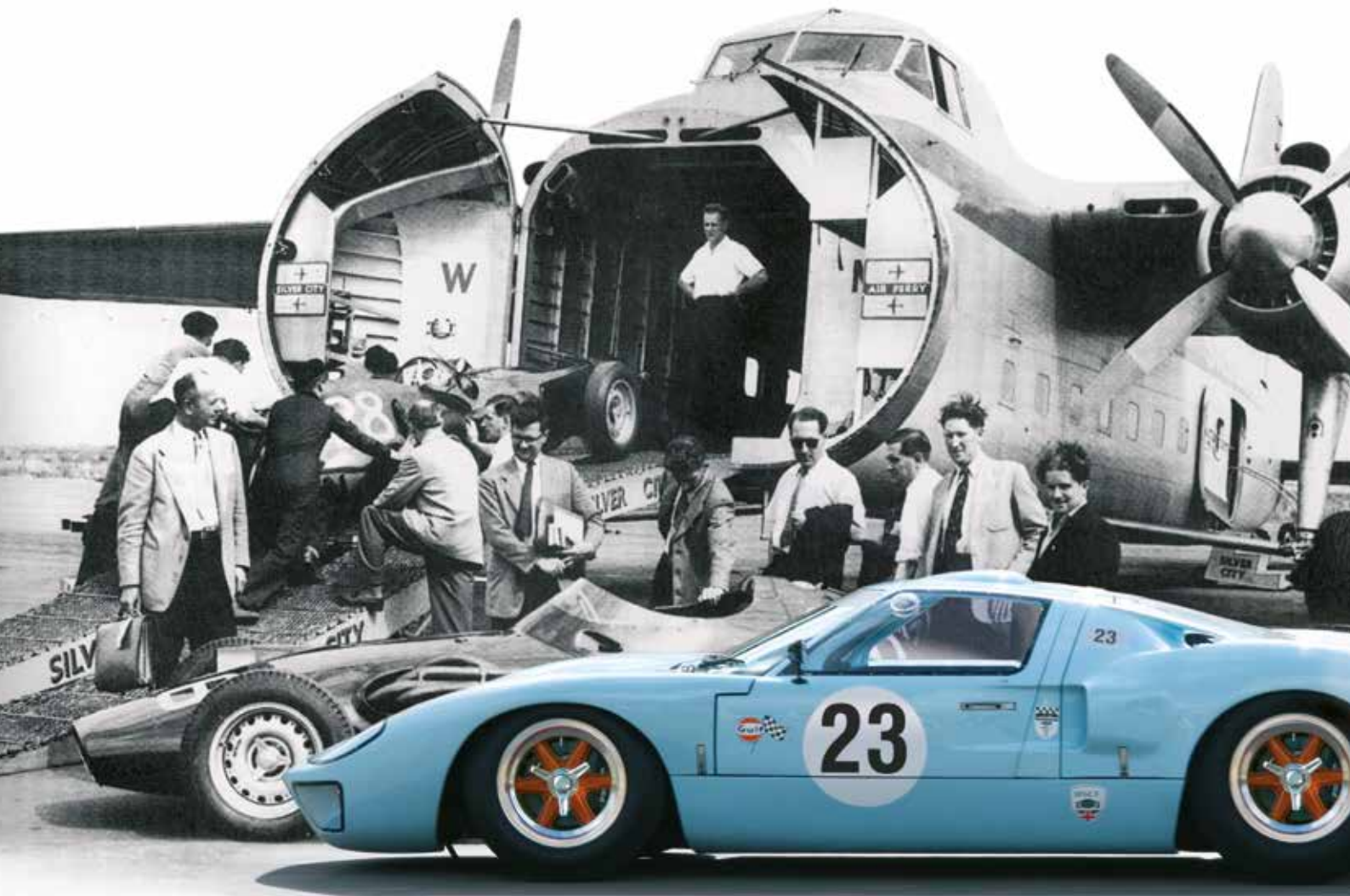
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Bonhams

Greenwich Concours D'Elegance Auction

June 2<sup>nd</sup> 2019

Greenwich, CT

Warren Barnes will be on site

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1. Bank assets 1.1.08 to 3.31.18. Source: SNL.

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# GREENWICH

## *Concours d'Elegance*

May 31<sup>st</sup> – June 2<sup>nd</sup>, 2019



2019 will feature special classes of Zagato, Bentley, Arnolt,  
Pre-War Supercharged Cars & Orphan Marques  
Charitable Beneficiaries – Americares and The Hometown Foundation  
For more information please visit: [www.greenwichconcours.com](http://www.greenwichconcours.com)

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190	1965	Chevrolet Corvette 327/365HP "Fuelie" Stingray Coupe	104	1953	MG TD
189	1970	Chevrolet Chevelle Baldwin Motion Phase III	151	1961	Morgan 4/4
127	1991	Chevrolet Corvette ZR-1	144	1966	Morgan Plus Four
118	1956	Chris-Craft Continental 20 Foot with Trailer	160	2003	Morgan Plus 8 35th Anniversary Edition
143	1918	Dodge Brothers Model 30 Five Passenger Touring	112	1990	Nissan 300ZX Twin Turbo "FairladyZ"
163	1965	ERA Cobra	113	1991	Nissan Skyline R32 GT-R
120	1953	Facel Ford Comète	114	1947	Packard Custom Super Clipper
196	1954	Fiat OSCA Barchetta Chassis no. 1100E*0040651	170	1955	Packard Caribbean Convertible
197	1959	Fiat-Abarth 750 Zagato Coupe	198	1916	Pierce-Arrow Model 48 7 Passenger Touring
119	1956	Ford Thunderbird	139	1935	Pierce-Arrow Model 1245
174	1957	Ford Thunderbird	138	1933	Plymouth PD Deluxe Rumbleseat Convertible Coupe
176	1962	Ford Galaxie 483 2-Door Sedan	173	1967	Pontiac GTO Convertible
177	1963	Ford 300 2-Door Sedan	156	1957	Porsche 356A 1600 Speedster
178	1963	Ford Galaxie 2-Door Sedan	124	1968	Porsche 912 Coupe
179	1964	Ford Galaxie 500 XL R-Code 2-Door Hardtop	128	1977	Porsche 930 3.3 Turbo Carrera
106	1964	Ford Thunderbird Coupe	157	1998	Porsche 911 (993) Carrera 2 Cabriolet
180	1965	Ford Galaxie 500 M-Code "Cammer" 2-Door Hardtop	193	1935	Riley 1½ Liter Kestrel Saloon
175	1965	Ford Mustang K-Code Convertible	134	1926	Rolls-Royce Phantom 1 Newmarket Convertible
181	1966	Ford Galaxie 500 R-Code 2-Door Hardtop	135	1953	Rolls-Royce Silver Wraith Long Wheelbase Touring
182	1966	Ford Galaxie 7-Liter Q-Code 2-Door Hardtop	147	1989	Rolls-Royce Silver Spur
186	1967	Ford 427ci SOHC V8 Engine	101	1964	Sears Allstate Puch 250
185	1970	Ford Mustang "Boss 429" Fastback	183	1968	Shelby GT350 Fastback
			184	1968	Shelby GT350 Fastback
			199	1919	Stutz Model G Roadster
			122	1965	Sunbeam Tiger MKI
			103	1960	Triumph TR3A Convertible
			129	1973	Volkswagen Custom Deluxe 23-Window Bus
			126	1971	Volvo P1800E



LOT 185 - 1970 FORD "BOSS 429" MUSTANG



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